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Header 2

List View

- General Information
- Contact
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- Document Information
- Clarification Request

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Procurement Type: Central Purchase Order

Vendor ID: VS0000022162

Legal Name: APPLIED RESEARCH ASSOCIATES INC

Alias/DBA:

Total Bid: \$0.00

Response Date: 03/04/2026

Response Time: 11:05

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SO Doc Code: CEOI

SO Dept: 0603

SO Doc ID: ADJ2600000004

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Solicitation Description: Expression of Interest - EOI
Airfield Resurfacing - Design

Total of Header Attachments: 2

Total of All Attachments: 2

All offers subject to all terms and conditions contained in this solicitation

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Ln Total Or Contract Amount
1	Camp Dawson Airfield Resurfacing				0.00

Comm Code	Manufacturer	Specification	Model #
81101508			

Commodity Line Comments: From the solicitation:
BIDS MUST NOT CONTAIN PRICE INFORMATION: The State shall select the best value solution according to W. Va. Code 5G-1-3. In accordance with Code requirements, no price or fee information is permitted in the Vendors EOI response.

Extended Description:

Provide professional architectural and engineering design services per the attached documentation.

EOI Response

Airfield Resurfacing at Camp Dawson Training Center at Kingwood, WV

Prepared by: Applied Research Associates, Inc. (ARA)

EOI #: CEOI ADJ26*04

Submission Date: 04 March 2026

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ARA Proposal #: B13171



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1. Qualifications

1.1. Company Information

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UEI Number: LTMGBJ76B9D8

Large Business

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Contractual Point of Contact

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Applied Research Associates (ARA) conducts leading edge research and development (R&D) that incorporates our experience in pavement testing, evaluation, design, and construction quality assurance for major airport pavement projects. ARA offers the

- The ARA Advantage -

- **Experience** → >15years of military and civil pavement design experience
- **Technical depth** → extensive corporate reach-back capabilities
- **Business domain** → a proven airport pavement company
- **Stakeholder knowledge** → onsite work at the Nation's airports
- **Dedicated staff** → employee-owned and customer focused

State of West Virginia unmatched technical expertise in the design and construction of airfields with the full breadth of engineering, research, testing, evaluation, and construction services required to execute the work described in the Expression of Interest (EOI). Our team has shown our capabilities in design and construction during support of recent and ongoing projects. We have provided our services to the FAA's Airport Technology Research & Development (ATR) Branch, the FAA Nextgen Pavement Materials Laboratory, United States Air Force (USAF) Air Force Civil Engineer Center (AFCEC), the United States Army Corps of Engineers (USACE), Airport Asphalt Pavement Technology Program (AAPT), Airport Concrete Pavement Technology Program (ACPTP), and many state airport and transportation agencies, including more than 20 years of continuous support for Port Authority of New York and New Jersey (PANYNJ) airports. All of these require design and construction of airport pavements to tight standards. We have completed hundreds of studies for FAA stakeholders, including commercial airports, state aviation offices, and numerous airport planners/designers. ARA's pavement engineering experience with ATR, other Government agencies, and the nation's major airports provides a strong and unique qualification to support Camp Dawson's needs. As shown in Figure 1 below, we have a track record of excellence and reach-back capabilities for additional staff/expertise.

Who We Are in the Airport Community

- 21 Statewide Systems
- 1000+ Airport Pavement Evaluations
- Large Hub Experience
- 100+ Air Force Bases
- 60+ Airport Blast/Security Evaluations
- FAA Airport Technology Support Consultant

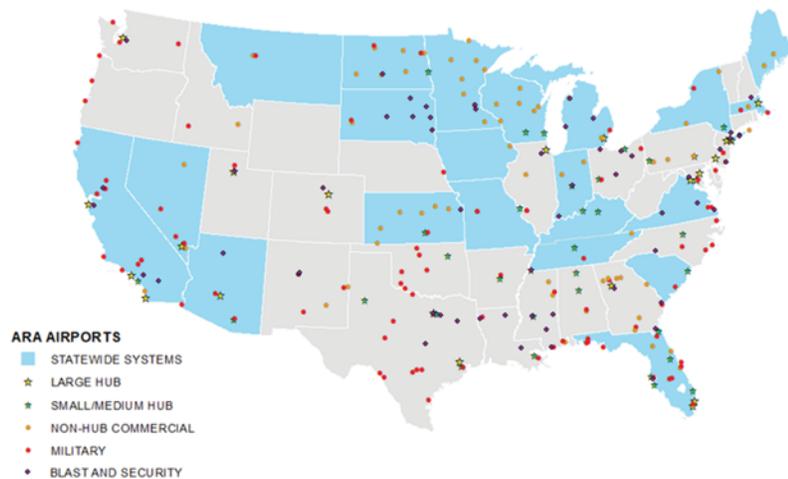


Figure 1. ARA’s Airport Community Footprint

We are committed to providing West Virginia with outstanding staff, responsive service, high-quality products, and on-time delivery. ARA has 58 professional engineers, which includes licensure in West Virginia. As briefly mentioned above, ARA offers a comprehensive suite of pavement testing and evaluation services for airfields. Table 1 provides a list of all pavement testing and evaluation equipment owned by ARA. Figure 2 provides an example of such equipment.

Table 1. ARA-Owned Pavement Testing and Evaluation Equipment

ARA In-House Equipment	Quantity
3D Laser Based Imaging Vehicle	4
Heavy Weight Deflectometer (HWD)	4
Runway Friction Tester	2
Ground Penetrating Radar (GPR)	2
3D Ground Penetrating Radar (3D-GPR)	2
Coring Rig	3
Fast Falling Weight Deflectometer (Fast-FWD)	2
Falling Weight Deflectometer (FWD)	3
High-Speed Laser Profiler	7
Locked Wheel Friction Tester	3
Light Weight Deflectometer	3



Figure 2. ARA's HWD (left) and GPR (right)

1.2. Proposed Project Management

ARA approaches every project with a firm commitment to delivering high-quality results on time and within budget. Our project management strategy is built around proactive communication, rigorous quality assurance, and transparent fiscal oversight. These elements work in concert to reduce risk, promote accountability, and ensure that client expectations are not only met but exceeded.

ARA considers proactive, consistent communication to be the cornerstone of successful project delivery. We foster a culture of open dialogue and collaboration among project managers, technical staff, and support teams. Our internal policy emphasizes routine updates – typically provided through weekly progress reports or meetings which allows us to identify and address scope, schedule, or budget concerns early in the process. This approach minimizes surprises and ensures that all stakeholders remain informed and engaged throughout the project lifecycle.

Quality is integral to everything we do. ARA is committed to delivering technically sound, accurate, and reliable work products. Each project is overseen by a dedicated Project Manager who assumes full responsibility for maintaining quality across all phases of the work. Our Quality Management System is rooted in continuous improvement and is enforced through defined QA/QC protocols. One of our core practices, the “Two-Person Rule,” ensures that all external-facing deliverables – technical reports, plans, data analyses, and correspondence – undergo a second review by a qualified technical peer. This process mitigates errors and enhances the credibility of our products. Our pursuit of quality is further supported by internal audits, training, and a corporate culture that emphasizes integrity, accountability, and innovation.

ARA implements disciplined fiscal management practices using robust project tracking tools and systems. All team members record time and expenses daily, allowing project managers to monitor labor hours, expenditures, and progress metrics in real time. This enables rapid adjustments when necessary to stay on course with both budget and schedule commitments.

Projects are also reviewed monthly – via in-person meetings or virtual conferences – between the Project Manager and an internal reviewer. These meetings serve as checkpoints to compare actual progress against planned milestones, both financially and technically. By catching issues early, we are able to make data-driven decisions and implement corrective actions before significant deviations occur.

1.3. Key Personnel

ARA has a broad range of technical expertise in civil engineering, defense technologies computer software and simulation, systems analysis, environmental technologies, and blast testing and measurement. For

the resurfacing design at Camp Dawson, most of the work would run through our Aviation Directorate, but this broad range of skills provides reach-back capabilities of over 2,000 employees for any problems that may arise on this project. Figure 3 shows the key leaders within the aviation directorate who would be responsible for the success of this project. A brief summary of their experience is also presented.



Figure 3. ARA Key Personnel

Tim Parsons joined ARA in 2002 and is currently the Aviation Directorate leader in the Transportation Division. He has almost 25 years of experience in engineering and management, including quality assurance, evaluation, design, and software development. He is responsible for all aspects of project management, including technical and cost proposal development, planning and scheduling, work coordination and accomplishment, and technical quality. He has been involved in all aspects of airfield pavement engineering, including evaluation, design, construction, and forensics. He also has a strong software development background.

Scott Murrell joined ARA in 2015 and is currently the leader for Airport Design/Technical Services within the Aviation Directorate. He has over 40 years of extensive experience in the evaluation and design of airfield pavements. As Chief Civil Engineer of the PANYNJ, Mr. Murrell was responsible for assuring that pavement evaluations were performed in accordance with FAA requirements and to use the data collected to develop schedule and budget recommendations for pavement maintenance and rehabilitation projects. He directed the PANYNJ “in-house” design and preparation of drawings, specifications and estimates for numerous runway and taxiway preventive maintenance, rehabilitation, and reconstruction projects. He was also responsible for oversight and review of consultant designs. These projects range from slurry sealcoats for preventive maintenance to the \$300 Million Reconstruction of Runway 4L-22R at JFK International Airport.

Chris Tomlinson joined ARA in 2016 and is currently the leader for Construction within the Aviation Directorate. He has 13 years of experience with construction and material testing and has been the lynchpin for construction projects at the FAA’s William J. Hughes Technical Center since he joined ARA. Like Dr. Parsons, Mr. Tomlinson has been involved in all aspects of airfield pavement engineering, including evaluation, design, construction, and forensics. He has been the primary designer of record for the most recent construction projects at the FAA research center, regularly preparing design reports, writing specifications, developing construction drawings, and preparing cost estimates.

Russ Knieriem joined ARA in 2011 and is currently the leader for Airport Pavement Testing within the Aviation Directorate. He offers 14 years of airfield pavement management experience has been tasked with supporting ARA’s growth as innovators of modern pavement management technologies and solutions. Mr. Knieriem has extensive expertise in airfield and roadway pavement condition assessments and non-destructive pavement testing. Project management of pavement management projects include the collection, analysis, and reporting on DSV profiling and PCI surveys, foot on ground PCI surveys, sUAS PCI surveys, GPR testing, HWD, FWD, Surpro, pavement coring, soil boring, friction testing, ride quality testing, and ELAtextr. Successfully completing more than 70 airfield network evaluations and PAVER

implementations, Mr. Knieriem is a subject matter expert in conducting airport pavement condition index surveys.

2. Goals and Objectives

The EOI for airfield resurfacing at Camp Dawson Training Center states that the Owner is seeking services from a qualified firm to provide the structural design and installation for the resurfacing of the existing airfield runway, which is approximately 850,000 square feet. The project goals and objectives were given as follows:

- Provide a complete design including all engineering and architectural disciplines to prepare construction bid documents for West Virginia State Purchasing. Key design elements include utilizing energy efficient, economically, and maintenance friendly equipment.
- The designer shall be responsible for researching and investigation into the location of existing utilities, and to provide drawings and specifications of any and all aspects of project as needed and directed by the owner and/or state agency, utility company, or other approval authority for Camp Dawson.
- Drawings and specifications are to be submitted at 35%, 65%, 95%, and 100%. Cost estimates are to be revised and submitted with each submittal at 35%, 65%, 95%, and 100%.
- Provide construction bid services and administration to the Agency.

3. Relevant Experience

ARA has extensive knowledge in the design and construction of airfields. The sections below outline ARA's experience and qualifications to complete the project and goals provided in the EOI.

3.1. Airfield Design Experience (EOI Section Three Paragraph 2.1)

ARA has extensive experience in the design of airfields which includes collecting structural data of in-situ pavements using non-destructive testing (NDT) devices such as HWD. HWD testing has long been used as an effective NDT to evaluate in-situ pavement conditions. An impulse load is dropped on the pavement surface while seismic sensors record deflection changes at varying distances from the location of the load. The deflections recorded by the sensors are used to determine the overall strength of the entire pavement structure. The back-calculations are then performed to produce pavement moduli in programs such as BAKFAA, ELMOD, or PCASE. To supplement the NDT, cores are often collected to provide visual representation of the pavement structure, and any distresses which may be present throughout the pavement structure. ARA also has dynamic cone penetrators (DCP) which are often used in cored locations to test in-place soil shear strengths, measuring soil properties and correlating California Bearing Ratio (CBR) values. ARA routinely uses this data to perform structural design in programs such as FAARFIELD or PCASE, where pavement structures are designed based on the design PCN and airfields specific traffic design.

ARA has used this experience when we provided services to the U.S. Virgin Islands Port Authority (USVI PA) in its investigation of the subsurface deterioration of Runway 10/28 at Cyril E. King Airport. It had been noted by the owner that there was a stripping problem on the asphalt concrete runway. Utilizing various NDT techniques, we assessed the distress type, the extent of associated damage, and contributing mechanisms by performing a comprehensive NDT program including HWD testing in accordance with FAA AC 150/5370-11B and 3D-GPR surveys. With additional data gleaned from asphalt coring and borings, we were able to provide the USVI PA with the extent of subsurface distresses and the resulting strength of the pavement layer. This information will be used for the design of future rehabilitation projects.

Our experience with using NDT allowed us to also perform the geotechnical planning study for Seymour Johnson Air Force Base. ARA performed NDT testing with HWD and GPR equipment on non-keel sections on Runway 08/26. Cores and DCP testing were utilized to determine pavement thickness, document distresses, and evaluate the in-situ CBR values. We performed backcalculation of pavement layer and subgrade moduli based on the WESDEF elastic layer program included in PCASE. PCASE was also used to establish the load bearing capacity, utilizing the ACN/PCN method.

In addition to providing our services to the USAF, ARA provided preliminary pavement design cross sections for the taxiway, fillet, and shoulder areas of the proposed Taxiway R at Atlantic City International Airport (ACY) in Egg Harbor Township, New Jersey. Flexible and rigid pavement design options were designed in accordance with FAA Advisory Circular 150/5320-6G *Airport Pavement Design and Evaluation* using FAARFIELD 2.1 pavement thickness design software. We provided a final report including updates and additional information identifying recycled materials sources for inclusion in alternative pavement sections and a life-cycle cost analysis (LCCA) of the pavement section alternatives.

ARA's capabilities span the entire pavement lifecycle – from research and development to construction support, quality assurance, and long-term management. As the FAA's Pavement Consulting Contractor, ARA has led pioneering research and developed critical industry tools such as FAARFIELD, ProFAA, ProGroove, BAKFAA, and PAVEAIR. We apply these research insights directly into our design work, ensuring effective solutions. For example, we regularly check curling and warping stresses via FEAFAA to ensure service life goals are met in rigid pavement designs. Our pavement management expertise includes implementation of over 1,000 airport Pavement Management Programs using the PAVER system in compliance with AC 150/5380-7B and ASTM D5340. These efforts include pavement deterioration modeling, M&R timing analysis, and capital improvement planning.

3.2. Investigation of Existing Utilities (EOI Section Three Paragraph 2.2)

Since we have over two decades supporting heavy civil airfield construction, ARA is familiar with encountering utilities within an airfield. We oversaw reconstruction of runways at Grand Forks Air Force Base (AFB), Dover AFB, Eareckson Air Station, Fairchild AFB, McGuire AFB, Andrews AFB, and McConnell AFB. ARA has also performed smaller construction projects, which includes forensics at New Orleans International Airport, Nashville International Airport, Travis AFB, Hamid International Airport (Qatar), Fort Lauderdale-Hollywood International Airport, and Cyril E. King Airport. ARA has expertise in reviewing record drawings and construction documentation to determine the location of existing utilities. If there is any uncertainty regarding the utilities within the construction area, ARA also owns and operates 3D GPRs which are commonly used to identify the location and extent of underground utilities. GPR works by emitting short pulses of electromagnetic waves into the pavement structure and depending on the intensity with which they are reflected back, can identify different pavement materials, utilities, and/or other anomalies within the structure. We effectively used GPR during a project at Seymour Johnson AFB where we performed GPR surveys on eight areas to investigate potential subsurface voids near underground utility infrastructure. Figure 4 represents a GPR scan of one such underground utility.

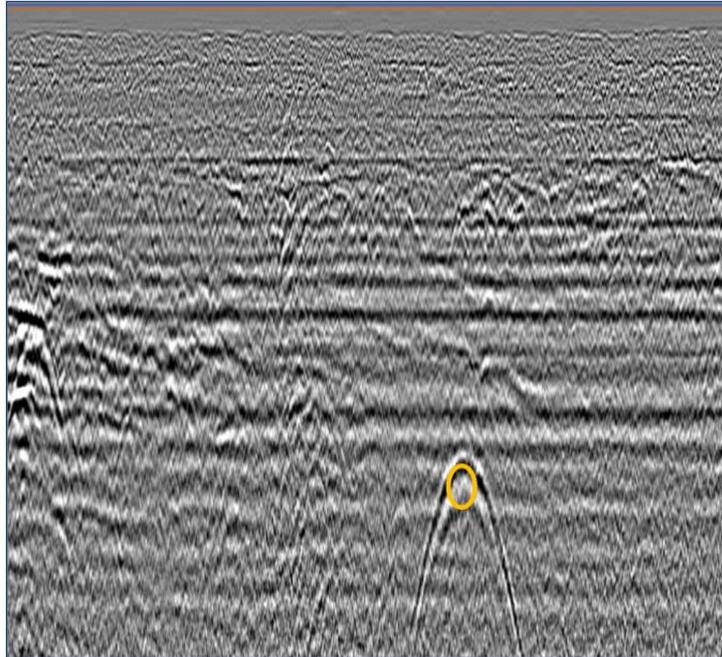


Figure 4. Example of Potential Pipe Detected Using GPR

3.3. Construction Documents – Specifications, Drawings, and Engineer’s Estimate (EOI Section Three Paragraph 2.3)

ARA has a breadth of experience with both the FAA’s AC 150/5370-10 *Standards for Specifying Construction of Airports* as well as the United Facilities Guide Specifications (UFGS). As the incumbent FAA ATR pavement consultant, we have intimate knowledge of the FAA’s construction specifications. Much of the research done at the FAA’s William J. Hughes Technical Center is aimed at refining current and/or advancing construction specifications (e.g. adding asphalt pavement analyzer and/or high temperature indirect tensile strength requirements to the P-401 specification), determining the constructability and performance of newer construction techniques (e.g. sinusoidal joints in rigid pavements), and determining the feasibility and performance of newer/greener construction materials (warm mix asphalt, cold-central plant recycle mix). If the techniques and materials perform well under the higher pressures and loads induced by aircraft, we are often tasked with developing or providing comments to draft specifications and updates to the design guide in FAARFIELD. We also regularly attend AFCEC’s USACE industry meeting at the TRB conference which discusses upcoming changes to the UFGS.

ARA produces construction drawings using the Autodesk AutoCAD drafting software. We are flexible to the client’s needs and can develop full construction sheet sets as we have for numerous airports (e.g. Travis AFB, Fairchild AFB, McGuire AFB) or abbreviated sets for specialized/targeted areas as we routinely do for our research projects at the FAA. For development of an Engineer’s cost estimate, ARA uses R.S. Means cost estimating software. R.S. Means is an online database that allows the user to input specific construction activity line items (e.g. material costs, construction crew types, inspector rates), location, labor type, and cost data per quarter to determine the anticipated cost of construction projects.

3.4. Construction Bid and Administrative Services (EOI Section Three Paragraph 2.4)

ARA is familiar with all aspects of a typical airfield construction project – from initial design of the pavement cross section to development of construction bid documents to forensic testing. We provide the client with our wealth of experience and are prepared to assist the client with construction bid and

administrative services such as responding to requests for information/variance (RFI/RFV), making determinations on construction submittals, and updating cost information due to any changes on the project. For the last two years, we have been performing similar services for the USAF at Travis AFB during the construction of their 400 Ramp. We have reviewed construction submittals in accordance with the UFGS project specifications, generated cost estimates based on proposed contractor changes, reviewed RFI/RFVs, and observed construction.

3.5. Anticipated Concepts and Proposed Methods of Approach

The first step for this project will be determining if the specifications will be based on the state (project's funding source), FAA (since it's an airport), or UFGS (since it's an Army National Guard). For the purposes of the EOI, ARA is assuming FAA construction specifications will be utilized, and therefore FAARFIELD will be the design software for the pavement cross section. As outlined in Relevant Experience and Past Performance sections, ARA is well-versed with a variety of specifications and design software packages (e.g. UFGS, PCASE) and can easily provide a construction package utilizing alternative methods. The following high-level activities are expected for Camp Dawson's resurfacing project based on the goals and objectives:

- Coordination with stakeholders and review of existing records
 - Meet with stakeholders to verify our understanding of the project and that the goals and objectives will be met.
 - ARA will request existing records for the runway at Camp Dawson. Record drawings, PCI studies, field testing, utility information, maintenance/rehabilitation records, etc. contain useful information that will ensure the project proceeds smoothly and efficiently.
 - ARA will request the design aircraft (or traffic mix) for the runway. If no information is available, ARA will use MITRE data to select an appropriate traffic mix.
- Design of the runway at Camp Dawson
 - Perform a preliminary site visit to document the existing conditions, including items such as lighting, drainage, markings, and signs.
 - ARA will perform field testing where additional information is required in the design. Testing that may be required includes, but is not limited to, pavement coring (pavement thickness and catalog distresses for rehabilitation depth), HWD (evaluate structural capacity), and 3D-GPR (pavement thickness, utility identification, other anomalies).
 - Review and implement relevant FAA Advisory Circulars. AC 150/5300-13B *Airport Design*, AC 150/5320-6G *Airport Pavement Design and Evaluation*, AC 150/5320-5D *Airport Drainage Design*, and AC 150/5340-1M *Standards for Airport Markings* are all anticipated for this project.
 - Utilize FAARFIELD to develop several pavement cross section options to satisfy the existing conditions and anticipated traffic mix. Depending on selected cross section, additional verification of stresses using such software as FEAFEA may be warranted.
 - Key design elements include utilizing energy efficient, economically, and maintenance friendly equipment and materials will be presented to the client.
- Prepare 35%, 65%, 95%, and 100% construction bid documents
 - Order survey of the project area including elevation shots.
 - Develop specifications using appropriate guide specifications (FAA or UFGS). FAA-based specifications would be developed from AC 150/5370-10H *Standard Specifications for Construction of Airports* for general and technical items based on the selected design at Camp Dawson. Based on aerial imagery, the runway at Camp Dawson is flexible so asphalt was assumed as the preferred surface course. The table below outlines an initial list of specifications likely required for this project:

Table 2. Initial List of FAA Specifications Expected for Camp Dawson

General Provisions		Technical Items	
Section #	Name	Item #	Name
10	Definition of Terms	P-101	Preparation/Removal of Existing Pavements
20	Proposal Requirements and Conditions	P-152*	Excavation, Subgrade, and Embankment
30	Award and Execution of Contract	P-154*	Subbase Course
40	Scope of Work	P-209*	Crushed Aggregate Base Course
50	Control of Work	P-401	Asphalt Mix Pavement
60	Control of Materials	P-603	Emulsified Asphalt Tack Coat
70	Legal Regulations and Responsibility to Public	P-610	Concrete for Miscellaneous Structures
80	Execution and Progress	P-620	Runway and Taxiway Marking
90	Measurement and Payment	D-705	Pipe Underdrains for Airports
C-100	Contractor Quality Control Program (CQCP)	L-110	Airport Underground Electrical Duct Banks and Conduits
C-105	Mobilization	L-125	Installation of Airport Lighting Systems
C-110	Method of Estimating Percentage of Material Within Specification Limits (PWL)		

**If needed per the approved design*

- Prepare construction drawings using Autodesk AutoCAD software corresponding to the specifications that are required for the project. Site plan, demolition, grading (meet existing grade before inlets if possible, otherwise adjust inlet grates), drainage (if new system is required), marking, and relevant details are all expected as part of the design package. If centerline lights are present, develop details for adjusting fixtures. ARA develops drawings in accordance with National CAD Standards version 7.
- Provide an Engineer’s cost estimate using R.S. Means cost estimating software. Cost estimates will be updated at each iteration of the design.
- Provide construction bid and administrative services
 - Answer any RFI/RFVs, update specifications and drawings as-needed, and update cost estimates based on any changes in the design.

4. Past Performance

4.1. Airport Pavement Consulting Support (2021 – 2024)

Contract: 692M15-21-D-00004

Murphy Flynn <murphy.flynn@faa.gov>

ARA began working with ATR in 1998 and has continuously supported ATR since 2012. We executed many projects for nearly every activity supported by ATR and have proven to be trusted teammates. We leveraged our capabilities and experience in pavement research, engineering, construction, and software development expertise to provide specialized research and engineering services. Some of the responsibilities ARA has performed under this contract include:

- Pavement design, development of construction bid documents, and construction management of rigid and flexible airport test pavements, including the installation of sensors and appurtenances such as light fixtures. Construction projects that were included in this project and

the previous one are as follows: Construction Cycle 8, Construction Cycle 9, Construction Cycle 10, Test Cycle 2, In-Pavement Light Fixtures, and Reflective Cracking Indoors Phase VII.

- Field testing of test pavements which includes but is not limited to HWD, GPR, LIDAR, texture measurement, and roughness.
- Analysis of pavement test data and laboratory test data, including forensic investigation and failure analysis.
- Updating FAA pavement related software such as FAARFIELD.

4.2. Travis AFB Ramp 400 Replacement Phase IV and Phase V (2024 – Present)

Phase IV (2024-2025)

Contract: FA8903-21-D-0018

Greg Jones <gregj@adcengineering.com>

Phase V (2025-present)

Contract: FA8903-25-C-0028

David Isbell <George.Isbell@hdrinc.com>

ARA is the designer of record on the 400 Ramp of Travis AFB in California, which included construction documents for phasing, demolition, geometry, grading, drainage, and marking plans along with corresponding cross sections, details, schedules, and electrical/lighting requirements. This project involves replacing the PCC pavement on the 400 Ramp and we have made updates to the plans, specifications, and costs as-needed. On this project, ARA has generated cost estimates, reviewed submittals/RFIs/RFVs, observed construction, and assisted inspectors to ensure and verify that quality airfield pavement is constructed.

4.3. NAPMRC TC3 Cold Central Plant Recycling (CCPR) Mix Test Pavements (2025 – Present)

Contract: Design of NAPMRC 052225 (NAPA)

Richard Willis <rwillis@asphaltpavement.org>

ARA performed design, construction management, and quality assurance (QA) for construction of NAPMRC TC3 Cold Central Plant Recycling (CCPR) Mix test pavements. The objective of TC3 was to compare the feasibility and potential benefits of using CCPR in pavement at all categories of airports. ARA created a detailed set of construction documents for a heavy civil contractor and instrumentation subcontractor to construct the test lanes, including the sensor interface with the data acquisition system. Specifications were based on AC 150/5370-10H. Civil/instrumentation design drawings included plans, schedules, and details using AutoCAD drafting software. We developed the cost estimate using R.S. Means.

ARA was the primary point of contact for the contractor, research team and FAA during construction. ARA QA personnel monitored and inspected progress daily. We distributed information (e.g. daily reports, submittal determinations, updated plans, specifications, test results, etc.) as construction progressed using ARA's online Document Management System (DMS).

4.4. Engineering & Design Services for Atlantic City International Airport (ACY) Taxiway "R" (2025-Present)

ARA Project #: 006016

Kirsten Kennedy <Kirsten.Kennedy@mbakerintl.com>

ARA was tasked by Michael Baker International, Inc. (MBI) to provide pavement design support for the Taxiway R expansion project at Atlantic City International Airport (ACY) in Egg Harbor Township, New Jersey. This project includes the design and construction of a new taxiway, and the widening of existing taxiway connectors to support newly expected traffic. ARA developed preliminary structural designs for the taxiways, fillet, and shoulder areas for the proposed Taxiway R and widened connectors Taxiways B1 and B2 connecting Taxiway B to Runway 13-31. Both flexible and rigid surface pavement design alternatives were designed in accordance with FAA Advisory Circular 150/5320-6G Airport Pavement Design and Evaluation (AC 150/5320-6G) using FAARFIELD 2.1 pavement thickness design software. ARA was also tasked with providing a life cycle cost analysis of each design alternative.

5. Addendum Acknowledgement

wvOasis was checked prior to submitting this EOI and no additional files were located.

ADDITIONAL TERMS AND CONDITIONS
(Architectural and Engineering Contracts Only)

1. PLAN AND DRAWING DISTRIBUTION: All plans and drawings must be completed and available for distribution at least five business days prior to a scheduled pre-bid meeting for the construction or other work related to the plans and drawings.

2. PROJECT ADDENDA REQUIREMENTS: The Architect/Engineer and/or Agency shall be required to abide by the following schedule in issuing construction project addenda. The Architect/Engineer shall prepare any addendum materials for which it is responsible, and a list of all vendors that have obtained drawings and specifications for the project. The Architect/Engineer shall then send a copy of the addendum materials and the list of vendors to the State Agency for which the contract is issued to allow the Agency to make any necessary modifications. The addendum and list shall then be forwarded to the Purchasing Division buyer by the Agency. The Purchasing Division buyer shall send the addendum to all interested vendors and, if necessary, extend the bid opening date. Any addendum should be received by the Purchasing Division at least fourteen (14) days prior to the bid opening date.

3. PRE-BID MEETING RESPONSIBILITIES: The Architect/Engineer shall be available to attend any pre-bid meeting for the construction or other work resulting from the plans, drawings, or specifications prepared by the Architect/Engineer.

4. AIA DOCUMENTS: All construction contracts that will be completed in conjunction with architectural services procured under Chapter 5G of the West Virginia Code will be governed by the attached AIA documents, as amended by the Supplementary Conditions for the State of West Virginia, in addition to the terms and conditions contained herein. The terms and conditions of this document shall prevail over anything contained in the AIA Documents or the Supplementary Conditions.

5. GREEN BUILDINGS MINIMUM ENERGY STANDARDS: In accordance with West Virginia Code § 22-29-4, all new building construction projects of public agencies that have not entered the schematic design phase prior to July 1, 2012, or any building construction project receiving state grant funds and appropriations, including public schools, that have not entered the schematic design phase prior to July 1, 2012, shall be designed and constructed complying with the ICC International Energy Conservation Code, adopted by the State Fire Commission, and the ANSI/ASHRAE/IESNA Standard 90.1-2007: Provided, That if any construction project has a commitment of federal funds to pay for a portion of such project, this provision shall only apply to the extent such standards are consistent with the federal standards.

DESIGNATED CONTACT: Vendor appoints the individual identified in this Section as the Contract Administrator and the initial point of contact for matters relating to this Contract.

(Printed Name and Title) _____

(Address) _____

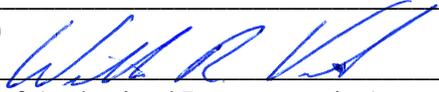
(Phone Number) / (Fax Number) _____

(email address) _____

CERTIFICATION AND SIGNATURE: By signing below, or submitting documentation through wvOASIS, I certify that: I have reviewed this Solicitation/Contract in its entirety; that I understand the requirements, terms and conditions, and other information contained herein; that this bid, offer or proposal constitutes an offer to the State that cannot be unilaterally withdrawn; that the product or service proposed meets the mandatory requirements contained in the Solicitation/Contract for that product or service, unless otherwise stated herein; that the Vendor accepts the terms and conditions contained in the Solicitation, unless otherwise stated herein; that I am submitting this bid, offer or proposal for review and consideration; that this bid or offer was made without prior understanding, agreement, or connection with any entity submitting a bid or offer for the same material, supplies, equipment or services; that this bid or offer is in all respects fair and without collusion or fraud; that this Contract is accepted or entered into without any prior understanding, agreement, or connection to any other entity that could be considered a violation of law; that I am authorized by the Vendor to execute and submit this bid, offer, or proposal, or any documents related thereto on Vendor's behalf; that I am authorized to bind the vendor in a contractual relationship; and that to the best of my knowledge, the vendor has properly registered with any State agency that may require registration.

By signing below, I further certify that I understand this Contract is subject to the provisions of West Virginia Code § 5A-3-62, which automatically voids certain contract clauses that violate State law; and that pursuant to W. Va. Code 5A-3-63, the entity entering into this contract is prohibited from engaging in a boycott against Israel.

(Company)



(Signature of Authorized Representative)

(Printed Name and Title of Authorized Representative) (Date)

(Phone Number) (Fax Number)

(Email Address)