

# ROLLING ROAD/ FRANCONIA-SPRINGFIELD PARKWAY INTERCHANGE IMPROVEMENTS

## A Design-Build Project

**From:** 0.30 Miles West of Rolling Road **To:** 0.34 Miles East of Rolling Road

**From:** 0.21 Miles South of Fairfax County Parkway **To:** 0.18 Miles North of Fairfax County Parkway



July 8, 2013

Contract ID No: C00100391DB61

State Project No: 0286-029-947

PE101, RW201, C501, B623

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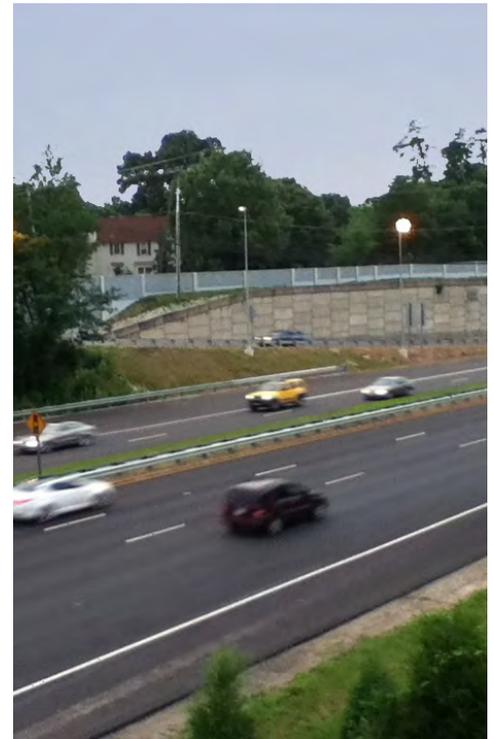
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[www.cherryhillconstruction.com](http://www.cherryhillconstruction.com)



# 3.2

## Letter of Submittal





July 8, 2013

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

## STATEMENT OF QUALIFICATIONS (SOQ)

### 3.2 Letter of Submittal

RE: **Rolling Road/Franconia-Springfield Parkway Interchange Improvements  
Fairfax County, VA (A Design-Build Project)**

**From:** 0.30 Miles West of Rolling Road / **To:** 0.34 Miles East of Rolling Road

**From:** 0.21 Miles South of Fairfax County Pkwy. / **To:** 0.18 Miles North of Fairfax County Pkwy.

Contract ID No: C00100391DB61 / State Project No: 0286-029-947, PE101, RW201, C501, B623

Dear Mr. Kindy:

Cherry Hill Construction, Inc. (CHC) is pleased to submit one (1) original paper version of our SOQ including one (1) CD-ROM containing the entire SOQ and ten (10) abbreviated copies for this Design-Build (D-B) project to the VDOT to provide D-B services for the Rolling Road/Franconia-Springfield Parkway Interchange Improvements project.

In preparing this proposal, CHC has carefully reviewed the Request for Qualifications dated 5/14/2013; attended the Public Informational Meeting on 5/17/2013; and visited the project site multiple times. The successful fast-tracked design/construction required for this project will require a D-B Team that is experienced in completing similar D-B projects in NOVA. Over the last 7 years, the CHC/ JMT team proposed for this project has successfully completed over \$178M of competitively bid D-B Interchange Projects within the NOVA and DC metropolitan markets, all of which were completed within allowable budget and schedule required by the owner.

#### PROJECT TEAM

CHC will be the Lead Contractor and is the Offeror who has the overall authority on the project. CHC has selected **Johnson, Mirmiran & Thompson, Inc. (JMT)** as our lead design firm to provide all engineering services for this project. CHC and JMT are experienced firms that have built a long term working relationship over the last 16 years on a variety of highway and bridge projects in this region including D-B contracts. This familiarity and continuity, along with our individual and joint firm experience, will ensure that a compatible and capable team is provided for this project. CHC and JMT have selected highly qualified specialty subconsultants with extensive VDOT experience, most of whom have worked on previous projects with CHC and JMT. These firms and their role are more fully explained in Section 3.3 of this SOQ.

#### LETTER OF SUBMITTAL REQUIREMENTS (SECTION 3.2)

- 3.2.1 Authorized Representative's Signature:** This Submittal is signed in ink by an authorized representative of Cherry Hill Construction, Inc.
- 3.2.2 Offeror's Point of Contact Information:** The primary point of contact and authorized representative for the CHC Team for all concerns related to this SOQ submittal is our D-B Project Manager (DBPM), **Mr. Gregory M. Andricos, P.E.**, CHC's Vice President/General Manager, M 443-250-1194 8211 Washington Blvd., Jessup, MD 20794, T 410-799-2377, F410-799-5548 [gandricos@chconstr.com](mailto:gandricos@chconstr.com)
- 3.2.3 Principal Officer Information:** The Principal Officer is **Mr. James M. Laing, President of Cherry Hill Construction, Inc.** Mr. Laing can be reached by one of the following methods:  
8211 Washington Blvd., Jessup, MD 20794, T 410-799-3577 F 410-799-5483 [jlaing@tutorperini.com](mailto:jlaing@tutorperini.com)



- 3.2.4 Offeror's Corporate Structure:** The Offeror is CHC, a C-Corporation incorporated in the State of Maryland, Federal Tax ID No. 52-0890004. CHC will be the signatory to the VDOT contract and have financial responsibility for the contract. As noted in the enclosed Surety Commitment letter, CHC has more than sufficient bonding capacity. There are no liability limitations.
- 3.2.5 Identity of Lead Contractor and Lead Designer:** Cherry Hill Construction, Inc. (CHC) is the Offeror and Lead Contractor responsible for overall contract execution and construction and will serve as the legal entity who will execute the Contract with VDOT. Johnson, Mirmiran & Thompson, Inc. (JMT) is CHC's Lead Designer and will be responsible for the overall design of the project.
- 3.2.6 Affiliated/Subsidiary Companies:** CHC is a wholly owned subsidiary of the Tutor Perini Corporation. CHC has listed on Attachment 3.2.6 located in the Appendix of this SOQ, only affiliates of our parent company Tutor Perini Corporation that share officers or directorships with CHC.
- 3.2.7 Debarment Forms:** CHC has executed Attachment 3.2.7(a) – Certification Regarding Debarment Form Primary Covered Transactions form. All subcontractors identified in the Team's organization chart have executed Attachment 3.2.7 (b) - Certification Regarding Debarment Form Lower Tier Covered Transactions. All debarment forms are in the Appendix of this SOQ.
- 3.2.8 Offeror's VDOT Prequalification Evidence:** CHC's prequalification status (No. C090) is Active and in good standing to bid on this Project as outlined in VDOT's Rules Governing Prequalification Privileges. Evidence of CHC's prequalification with VDOT and good standing with the Commonwealth's State Corporation Commission is included in the Appendix.
- 3.2.9 Evidence of Obtaining Bonding:** CHC will provide performance and payment bonds based on the current estimated contract value referenced in Section 2.1, and these bonds will cover the Project and any warranty periods. The bond will be underwritten by Travelers Casualty and Surety Company of America, Fidelity and Deposit Company of MD, Liberty Mutual Insurance Company and Federal Insurance Company, as co-surety for the full amount of the contract. The co-surety companies have an A.M. Best's Rating of "A" or better, and each with a Financial Size Rating of "XV" or better (See surety letter in the Appendix).
- 3.2.10 Full Size Copies of SCC and DPOR Registration Documentation:** Attachment 3.2.10 in the Appendix provides evidence and certifies that the CHC/JMT Team complies with the requirements set forth in Section 3.2.10 and subsections .1 through .4, where applicable, and that all businesses and individuals listed are active and in good standing with the Commonwealth of Virginia and VDOT. Full size copies of SCC Registrations and DPOR licenses (Office(s), Key Personnel and Non-APELSCIDLA) follow Attachment 3.2.10.
- 3.2.11 DBE Statement (14% Commitment):** The CHC/JMT Team is committed to achieving the 14% DBE participation goal during the design and construction of the Rolling Road/Franconia-Springfield Parkway Interchange Improvements project. Additionally, our Team's formal subcontracting program will ensure maximum use of SWaM firms as required by the Governor's Executive Order No. 33.

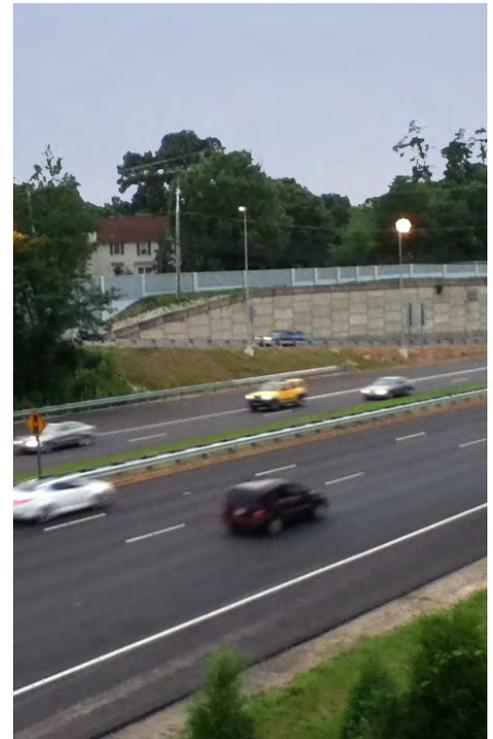
We thank you for the opportunity to submit our SOQ, we are confident that our team will complete this project in a high quality, timely, and economical manner.

Very truly yours,  
**CHERRY HILL CONSTRUCTION, INC.**

Bernard P. Beauchemin, Vice President of Estimating

# 3.3

## Offeror's Team Structure



### 3.3 Offeror's Team Structure

A Design-Build Project



**Cherry Hill Construction, Inc. (CHC)** is a wholly owned subsidiary of the Tutor Perini Corporation (Ranked No. 12 in *Engineering News-Record (ENR)* Top 400 Contractors and No. 33 among Top 100 Design-Build Firms) and has the support and diversified resources of one of the most experienced civil contractors in the U.S. CHC has been providing heavy construction services throughout VA, MD and DC since 1966. CHC boasts a seasoned workforce and has a local equipment fleet valued at over \$30M. **Safety is at the forefront of all CHC** work environments as evidenced by our current EMR of 0.70. CHC as the Lead Contractor will manage the project, supervise construction and self-perform a majority of the construction of this Rolling Road/Franconia-Springfield Parkway Interchange Improvements D-B project. CHC has selected Johnson, Mirmiran & Thompson, Inc. as our lead design firm to provide all engineering services for this project.



**Johnson, Mirmiran & Thompson, Inc. (JMT)** is a multi-disciplined architectural/engineering employee-owned company that offers a full array of consulting and technology services for infrastructure projects throughout the United States. JMT is currently ranked No. 100 in *Engineering News-Record (ENR)* Top 500 Design Firms and has completed thousands of highway and bridge projects ranging in complexity from local intersection improvements, including streetscape in urban environments, to the most complex interstate and highway/bridge projects. Projects are delivered using traditional design-bid-build, design-build, best value and through Public Private Partnerships. **JMT has been involved with innovative project delivery methods including design-build for 16+ years.**

The **CHC/JMT Team is one of the few construction and design teams with 16+** year working relationship on Design-Build (D-B) highway and bridge projects in Northern VA, DC and MD; and 10 years of competitive “Best Value” D-B experience with EFLHD as the project representative for VDOT and DDOT. More than 85% of CHC’s and JMT’s current contract work is being performed for repeat clients, illustrating our lasting ability to deliver quality, safety, and cost competitiveness to our customers. CHC/JMT takes pride in our total commitment to schedule and budget goals, particularly our ability to offer creative and innovative solutions to any design and/or construction obstacle. Assisting the CHC/JMT is a hand-picked group of highly qualified subconsultants that are experts in their field of expertise.

The CHC/JMT Team			
	<b>Cherry Hill Construction, Inc.</b> Offeror and Lead Contractor <i>VDOT Prequalified Vendors</i> No. C090		<b>Johnson, Mirmiran &amp; Thompson, Inc.</b> Lead Designer <i>VDOT Prequalified Right-of-Way Contracting Consultant</i>
	<b>Quinn Consulting Services, Inc.</b> Quality Assurance Manager <i>DBE Cert. No. 626289</i> <i>SWaM Cert. No. 626289</i>		<b>DMY Engineering Consultants, LLC</b> Quality Control Mgr./Geotech. Eng. Materials and Laboratory Testing <i>DBE Cert. No. MWAA DB2011-0012-2014</i> <i>SWaM No. 684372</i>
	<b>DIW Group, Inc.</b> <b>Specialized Engineering</b> Materials and Laboratory Testing <i>SWaM Cert. No. 681526</i>		<b>EEE Consulting, Inc.</b> Environmental and Permitting <i>SWaM Cert. No. 7052</i>



### 3.3 Offeror's Team Structure

The CHC/JMT Team			
	<b>Sharp &amp; Company, Inc.</b> Public Involvement/Relations <i>DBE Cert. No. MWAA DB2007-0011-2010</i> <i>SWaM Cert. No. 669711</i>	V. Lynn Kelsey	<b>V. Lynn Kelsey</b> Real Estate Appraisals <i>SWaM Cert. No. 673682</i> <b>APPROVED BY VDOT TO PERFORM APPRAISAL SERVICES</b>
	<b>Appraisal Review Specialists, LLC</b> <i>APPROVED BY VDOT TO PERFORM APPRAISAL REVIEW SERVICES</i>	Real Estate Appraisal Reviews	

#### 3.3.1 Identity of and Information about the Key Staff

The CHC/JMT Team personnel assigned to this Interchange Improvements project are highly qualified design and construction professionals with extensive experience on similar projects. The CHC/JMT Team structure employs best management practices, emphasizes intra-team communications, and empowers team members to solve issues at the most appropriate organizational level.

Our Key Personnel and support staff have a long history working with VDOT on transportation projects and have experience working on recent D-B projects in Northern VA, DC and MD. To provide continuity and a seamless transition the CHC/JMT Team's Design-Build Project Manager, Design Manager and Construction Manager are the same key personnel that have worked together on several design-build projects. The CHC/JMT Team will keep these Key Personnel and our independent Quality Assurance Manager (QAM) from our subconsultant Quinn Consulting Services, Inc. (QCS), as well as all identified support team members, assigned to this project for the duration of this contract. The CHC/JMT Team commits the following four Key Personnel (**Resumes for each can be found in the Appendix of this SOQ**):

- .1 - Design-Build Project Manager (DBPM) - Mr. Gregory M. Andricos, P.E. (CHC) -** Mr. Andricos has 21+ years of significant experience and expertise in D-B projects. He is a registered VA Professional Engineer and is a certified Virginia Department of Conservation & Recreation (DCR) Responsible Land Disturber (RLD) and VDOT Erosion and Sediment Control Contractor Certification (ESCCC). As the company's VP/GM he is responsible for managing all design and construction operations performed by CHC. Mr. Andricos has provided identical services on four (4) D-B projects in Northern VA and DC. For his efforts as DBPM on the CHC/JMT Team's Fairfax County Parkway Phases I/II and IV D-B project, **he received a "Star Partner" award for his exceptional dedication, teamwork, and professionalism in support of the project's goals by the NGA and USACE.** He will be the single Point of Contact for VDOT and the D-B Team and will be responsible for the overall project design, quality management and contract administration.
  
- .2 - Quality Assurance Manager (QAM) – Mr. John K. Vicinski, P.E., DBIA (QCS) -** Mr. Vicinski has nearly 30 years of construction management experience including 10+ D-B and 20+ VDOT projects as QAM; and is a registered VA Professional Engineer and a certified VA DCR ESC Inspector working out of QCS's Chantilly, VA office. As an Independent QAM, Mr. Vicinski will work with his Quality Assurance (QA) team to perform independent QA inspection and testing on all materials used and work performed on the project including monitoring of CHC's Quality Control (QC) Program. He will ensure that all work and materials, testing and sampling are performed in conformance with the contract requirements and meets or exceeds the "approved for construction" plans and specifications. Mr. Vicinski will report directly to the Design-Build Project Manager.

### 3.3 Offeror's Team Structure

A Design-Build Project

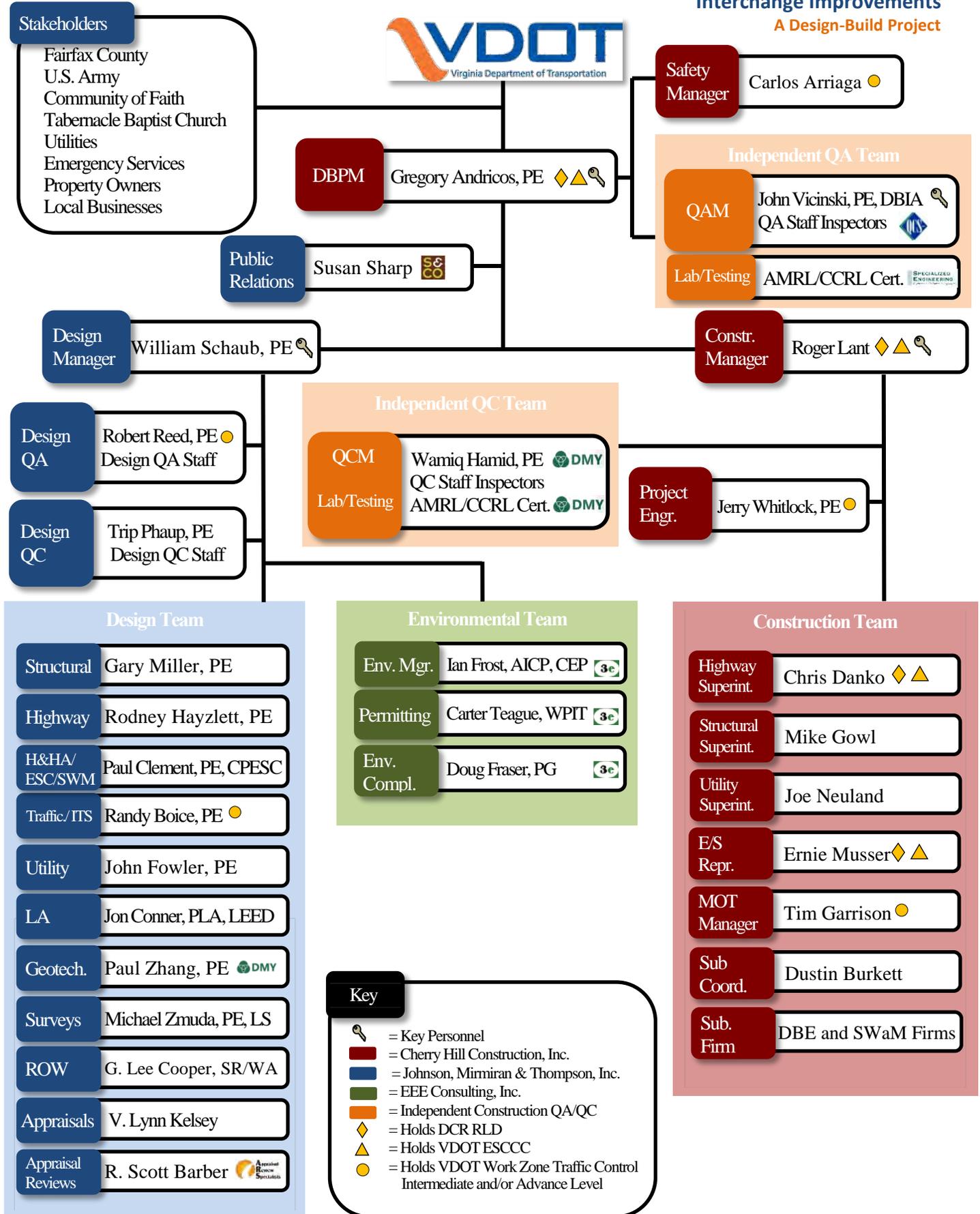
- .3 - **Design Manager (DM) – Mr. William E. Schaub, P.E. (JMT)** - Mr. Schaub has 30+ years of experience in planning, designing and managing construction document preparation of numerous highway and bridge projects. He has provided the identical roles on several D-B projects in Northern VA, DC and MD. For his efforts as Design Manager on the CHC/JMT Team's Fairfax County Parkway Phases I/II and IV D-B project, Mr. Schaub **received a "Star Partner" award for his exceptional dedication, teamwork, and professionalism in support of the project's goals by the NGA and USACE.** Mr. Schaub will be responsible for coordinating the individual design disciplines and ensuring the overall project design is in conformance with the contract requirements. He will also establish and oversee the design QA/QC program. In addition, he will coordinate reviews with the Design-Build Project Manager and construction staff to ensure constructability of the project. Mr. Schaub is a Virginia registered Professional Engineer.
  
- .4 - **Construction Manager (CM) – Mr. Roger Lant (CHC)** - Mr. Lant has 16+ years of experience and extensive background in means and methods, special equipment, construction engineering, structural design engineering and project management for public bridge and highway projects. He is a certified Virginia DCR RLD and VDOT ESCCC. He has a proven track record for exceeding client schedule expectations. Mr. Lant successfully performed the same duties on the CHC/JMT Team's D-B project for the Fairfax County Parkway Phases I/II and IV D-B project. For his efforts as CM on the Parkway Design-Build project, Mr. Lant **received a "Star Partner" award for his exceptional dedication, teamwork, and professionalism in support of the project's goals by the NGA and USACE.** He will be the CM for the duration of construction operations and will be responsible for managing the construction operations and process including all construction QC activities. He will report directly to the Design-Build Project Manager.

#### 3.3.2 Organizational Chart

The organizational chart image provided on the next page shows the "chain of command" while identifying major functions to be performed by the CHC/JMT Team. The organizational chart also shows the reporting relationships of Key Personnel responsible for the management of design, construction, and QA/QC activities. The CHC/JMT Team has clearly defined roles and relationships.

The team organization is optimized to present clear, logical, reporting relationships to manage the design and construction of the Rolling Road/Franconia-Springfield Parkway Interchange Improvements project, while maintaining distinct responsibilities and project controls. The project organization is organized to facilitate timely and effective communication among all personnel, regardless of position. Practical lines of communication run between design, construction, and the independent QA/QC support staff, with the Design-Build Project Manager ensuring all levels function as a team. This organization is a successful model used by CHC and JMT on past and present projects.

### 3.3 Offeror's Team Structure



**Key**

- = Key Personnel
- = Cherry Hill Construction, Inc.
- = Johnson, Mirmiran & Thompson, Inc.
- = EEE Consulting, Inc.
- = Independent Construction QA/QC
- = Holds DCR RLD
- = Holds VDOT ESCCC
- = Holds VDOT Work Zone Traffic Control Intermediate and/or Advance Level

### 3.3.2 Organizational Chart Narrative

**Design-Build Project Manager (DBPM)** - The CHC/JMT Team organizational chart starts with VDOT at the pinnacle of the hierarchy. The CHC/JMT Team recognizes that all final decisions rest with VDOT. The Team's primary interface with VDOT will be through the **DBPM, Mr. Gregory Andricos, P.E.** In accordance with sound management practice and VDOT guidance, the DBPM serves in the most crucial role, one that defines success for all aspects of the project. The DBPM is the principal conduit for communication with VDOT, and also directly controls the design, construction, quality assurance and public outreach functions. One feature of the CHC/JMT Team proposal is the independence of the key support staff and specialty professionals whose role is to assure that the highest levels of quality and safety is maintained in both the design and construction phases of the project.

The organizational chart further depicts that the main production staff interfaces with the DBPM will be the Design Manager (DM), the Construction Manager (CM), and the Independent Quality Assurance Manager (QAM) allowing effective communication among the Key Personnel. The DM, the CM, and the QAM will support the DBPM as Point of Contact with VDOT in their respective areas of expertise. The DBPM will rely on the DM, the CM, and the QAM to effectively coordinate their individual Team elements and will use these Key Personnel to communicate to all Team members during design and construction. These personnel serve important support roles for the D-B Team and provide specific areas of expertise to benefit the entire project:

**Safety Manager** - Mr. Carlos Arriaga, of CHC will be responsible for planning, executing, evaluating, and monitoring all aspects of the Safety Program in coordination with the DBPM, the CM, and field staff. Similar to QA, the safety group reports outside of the construction operations chain of command and directly to the DBPM.

**Design Manager (DM)** - The CHC/JMT organizational chart clearly defines that all design disciplines including the Lead Structural Engineer for the project will report to the **DM, Mr. William Schaub, P.E.** The approach to staffing these disciplines hinges on the concept of matching the requirements of this project to the experience and depth of knowledge of staff best suited to fulfill these specific requirements. While the majority of the disciplines will be covered by JMT professionals, the team does include several specialty subconsultants who will augment the Team and report directly to the DM. The DM will report directly to the DBPM. During the design phase of the project, he will interface directly with each of the discipline leaders, whether that individual is a JMT staff member or a subconsultant contracted with JMT. Mr. Schaub will also establish and oversee the QA/QC program for design. The responsibilities of the QA/QC Team will be separated between Design QC and QA. The Design QA program will be independent of Design QC and will be managed by the Design QA Manager, Mr. Robert Reed, P.E., who will interface and report directly to the DM. Mr. Reed has provided Design QA services on numerous projects during his engineering career. The Design QC Manager, Mr. Trip Phaup, P.E. will report directly to the DM and oversee independent QC of the design and will evaluate and compare the design to the established design criteria. In general, the Design QC Team will evaluate whether the designer appropriately assessed design issues and problems, will provide design checks, will verify that designers applied the correct analysis techniques, and will ensure qualified personnel are assigned to the task. The Design QA Team will address whether the solution is practical and cost effective, whether the design is appropriate and provide oversight to ensure the Design QA/QC program is functioning adequately.

The Design QC Team will be staffed with individual discipline specific Design QC Managers that are not involved in the original design process. They will report to the Design QC Manager. Reviewers that are

### 3.3 Offeror's Team Structure

independent from day-to-day design activities ensure that the QC Team is truly providing a fresh set of eyes to plan development. The independent QC reviews will determine whether the design and plans conform to the established design criteria and design processes. In general, the QC Team will review math and engineering computations; check technical accuracy; verify conformance with contract requirements; review form, content, and spelling; and verify coordination with other design disciplines and the project sequence of construction. The following subconsultants will provide specialty services and will report directly to the DM: **EEE Consulting, Inc. (EEE)** - Will provide environmental compliance monitoring and compliance activities, permitting coordination, and acquisition; and **DMY Engineering Consultants, LLC (DMY)** - Will provide soils sampling and testing and geotechnical engineering services for this project. **JMT is a VDOT prequalified Right-of-Way (ROW) contracting consultant**, and will manage and provide all ROW acquisition services for the project. During the appraisal/appraisal review process, JMT will engage the services of **V. Lynn Kelsey** and **Appraisal Review Specialists, LLC** both are VA DPOR Certified Real Estate Appraisers and approved by VDOT.

**Public Involvement/Relations** – **Ms. Susan Sharp** of **Sharp & Company, Inc. (S&CO)** will provide public involvement/relations and assist the Team with stakeholder coordination and public participation activities for the project. The DBPM, in conjunction with S&CO, will work at the direction of VDOT to develop and implement a public participation program which may include conducting both public information and individual one-on-one meetings, developing and updating a project website, preparing monthly project mailers, and securing media coverage.

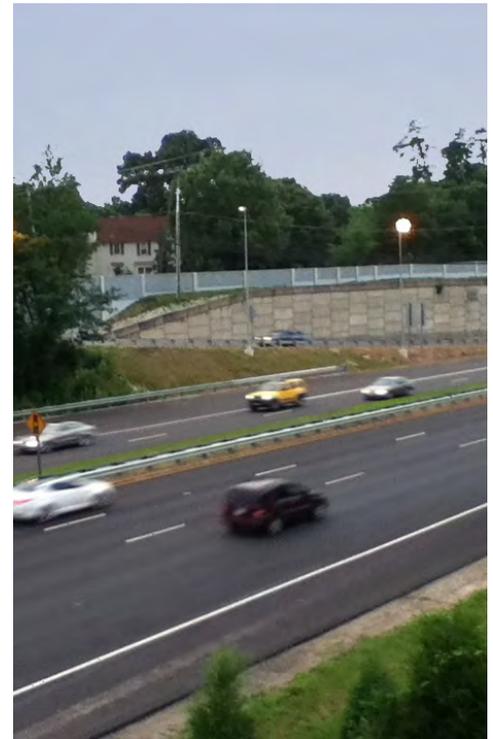
**Construction Manager (CM)** - **Mr. Roger Lant** is the CM for the project who will oversee all major construction activities and will manage the Construction Quality Control (QC) program, which is the same role he had on our Fairfax County Parkway Phases I/II and IV D-B project. The Superintendents, MOT Manager and Construction Quality Control Manager (QCM) will all report directly to the CM. His responsibilities will include CPM schedule development and updating, resource planning and allocation (materials, labor, and equipment), budgetary and cost control, subcontractor scheduling, MOT, ESC, and shop drawing review. The CM will report directly to the DBPM. The CM will also be responsible for Construction QC activities including Construction QC testing and off-site materials sampling and testing. The Independent Construction QCM will report directly to the CM.

**Independent Quality Control Manager (QCM)** - **DMY Engineering Consultants, LLC (DMY)** is the Team's Independent Construction QC firm for this project. DMY commits **Mr. Wamiq Hamid, P.E.** to serve as the QCM who will report directly to the CM. He has extensive experience in construction services and field/laboratory testing for soil, aggregate, concrete, asphalt, and other construction materials. DMY owns and operates AMRL/CCRL certified laboratories to meet demanding quality and schedule simultaneously for multiple challenging projects, as well as in-house full size drill rigs to meet demanding project schedules with quality work. DMY has worked on multiple VDOT roadway projects.

**Independent Quality Assurance Manager (QAM)** - **Quinn Consulting Services, Inc. (QCS)** is the Team's Independent Construction QA firm for this project. QCS commits **Mr. John Vicinski, P.E., DBIA** to serve as the QAM who will report directly to the DBPM and attend all project meetings. He will oversee a QA staff including a lead senior inspector, project inspectors, and a records administrator, as well as oversee the activities of the independent AMRL/CCRL certified off-site materials sampling and testing laboratory, **Specialized Engineering**. The QAM will have the authority to suspend field activities in the event QA tasks or issues are not complete or construction work is found to be non-conforming.

# 3.4

## Experience of Offeror's Team



### 3.4 Experience of Offeror's Team

**CHC and JMT are familiar with the Rolling Road/Franconia-Springfield Parkway project from our Fairfax County Parkway (FCP) (Route 286), Phases I/II and IV Design-Build project just south of this project limits.**

The EFLHD as the representative for VDOT/U.S. Army Garrison Fort Belvoir, selected the CHC/JMT D-B Team as providing overall best value for this D-B project. The CHC/JMT Team used innovative construction and design methods during the Phase I/II bid procurement that resulted in **savings to VDOT of approximately \$20M** when compared to design and construction cost submitted by other offerors based on their less innovative designs. The 4-lane divided limited access highway completed the missing connection of the Parkway to I-95 and provides critical access to the NGA's facility at Fort Belvoir Engineering Proving Ground (EPG).



Combined CHC and JMT are experienced firms that have built a long-term working relationship over the **last 16+ years on a variety of highway and bridge projects including D-B contracts.** This familiarity and continuity, along with our individual and joint firm experience, will ensure that a compatible and capable team is available for this project. Together we have an excellent reputation in the design and construction of similar projects, with proven existing and prior experience in delivering quality D-B projects for VDOT, DDOT, MDOT and the EFLHD including: Mark Center Short and Mid-Term Improvement, Alexandria, VA; Fairfax County Parkway Phases I/II and IV, Springfield, VA; 9<sup>th</sup> St. Bridge Replacement, Washington, DC; Taylor St. Bridge Replacement, Washington, DC; and I-95/ MD 202 and MD 214 Interchanges/Arena Drive Bridge over I-95, Prince George's Co., MD.



**Mark Center**



**Fairfax County Pkwy.**



**9<sup>th</sup> Street**



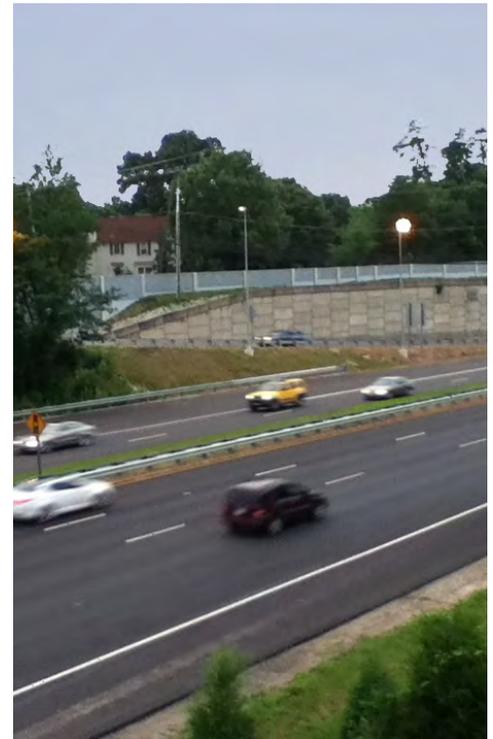
**Taylor Street**

Another major benefit that the already proven and functioning CHC/JMT Team brings to VDOT is our ability to rapidly propose and implement solutions to address various changes as they occur over the course of this fast-tracked complex project. The Team has developed/refined our change mgmt. process over our 16 year working relationship on similar D-B Projects, with the core of this process relying on early identification of risk and early owner involvement. The CHC/JMT Team will proactively involve VDOT when the potential for change is recognized and provide VDOT with the necessary information (including fragnet schedule analysis for multiple design options) to make decisions in the best interest of the project without negatively impacting the schedule. CHC has the ability to draw from the vast resources of the 12<sup>th</sup> largest contractor in the U.S., a local equipment fleet valued at \$30M, and highly trained local workforce to supplement originally scheduled resources assigned to this project in order to regain schedule that has been negatively impacted due to issues out of the control of the project team.

The CHC/JMT Team has developed and organized a team that will provide VDOT with sufficient, knowledgeable, and qualified staff to successfully complete this project. Based on the project size, we selected six (6) qualified DBE and/or SWaM subconsultant firms to provide the expertise, experience, qualifications, and staff resources to accomplish the anticipated work. Work History Forms for CHC's Attachment 3.4.1 (a) and JMT's Attachment 3.4.1 (b) demonstrating projects of similar scope and complexity are located in the Appendix Section of this SOQ.

# 3.5

## Project Risks



### 3.5.1 Identify and Discuss Three Critical Risks

The CHC/JMT Team has evaluated the existing project information contained in the RFQ documents including existing plans, RFQ plans, and reports and have visited the project site on numerous occasions. Based on this research, the CHC/JMT Team has identified a number of potential project risks including:

- ✓ Developing a Storm Water strategy that addresses stormwater quantity and quality management.
- ✓ Developing a traffic management plan that is constructible and maintains access to Rolling Road (Rte. 638), Franconia-Springfield Parkway (Rte. 289) and Fairfax County Parkway (Rte. 286).
- ✓ Performing utility relocation and coordination in a timely manner.
- ✓ Developing a good public participation and involvement plan.
- ✓ Overcoming the challenge in obtaining the full DBE requirement of 14% for the entire project.
- ✓ Performing right-of-way acquisition in a timely manner.
- ✓ Obtaining design exception(s) and/or waiver(s) for ramp widening and median shoulder width.

The CHC/JMT Team has weighed each potential risk described above and has identified three critical risks that the Team considers most relevant and critical to the success of the project. A narrative for each risk is provided below that describes why the risk is critical, indicates the impact the risk may have on the project, discusses the mitigation strategies that the Team may implement to address the risk, and describes the role that the Team expects VDOT or other agencies may have in addressing the risk.

#### 1) Critical Risk – Stormwater Management (SWM)

##### Why the risk is critical and the impact the risk will have on the Project:

SWM is a significant risk to the project due to the constrained site and limited availability of treatment areas. With stricter enforcement of the Chesapeake Bay Preservation Act, stormwater management (SWM) criteria for VDOT are evolving rapidly and could change further during the Project.

New VDOT negotiations with DCR have led to a series of modifications in criteria that may apply to this Project. Stormwater Program Advisories SWPA 12-01 and SWPA 12-02 are the primary changes in criteria that affect the Project's design. The latest of the Design Public Hearings for this project was held on July 18, 2012 and the RFP was released on May 14, 2013.



Since the Public Hearing was held prior to the major criteria milestone of October 1, 2012 but the RFP was issued post October 1, 2012 the Rolling Road Project is considered a Category 2 activity under SWPA 12-01. Criteria for Category 2 require the project to incorporate any additional water quality requirements into the proposed post development stormwater management plan to the maximum extent practicable without impacting (increasing) the existing or currently proposed right of way/easement footprint and without impacting (delaying) the construction schedule. This requirement puts the project in a “limbo” period where neither the old SWM criteria nor the new SWM criteria fully apply – interim analyses and “common sense” decisions are required to define the final design. These unresolved design criteria pose a risk to both the Design Build Team and to VDOT.

This risk is critical to the success of the Rolling Road Loop Project for various reasons. The level of effort to meet regulations is undefined. The current requirements (SWPA 12-01) call for investigation of “all” reasonable Best Management Practices (BMP’s). The only stated constraints on reasonableness are the requirements to retain the right of way limits as shown at the Public Hearing and to avoid construction delay. For example, the center of the loop is a logical location for a pond; however, the center of the loop currently contains an earth mound that partially shields the Hunter Village Drive/Rolling Woods Court area from roadway noise and commitments were made to the citizens to retain the mound. Following BMP studies, a determination of feasibility is needed, presumably from VDOT, DCR and perhaps other agencies. Resultantly, the design effort and duration to complete these studies is difficult to determine. The entire project is constrained by the right of way so fewer options are available and any variances to the criteria will need to be approved by DCR. Since the reasonableness of design for this effort is undefined, construction costs and durations are indeterminate. The size and extent of SWM facilities and types of BMP’s cannot be determined until near the end of the design process.

### **Mitigation strategies the Team may implement to address the risk:**

The CHC/JMT Team, including EEE and JMT drainage experts, have been working closely with the State Stormwater Program Administrator (Roy T. Mills) and the Northern Virginia District Hydraulics Engineer (Pawan Sarang) as the SWM criteria have been evolving. Recent experience on other nearby projects is beginning to help resolve some, but not all, of the risks described above. Specific mitigation items that will be considered include:

- Leveraging CHC/JMT understanding of plausible SWM BMPs from previous designs for Fairfax County Parkway Phases I/II & IV. The JMT stormwater management design for Fairfax County Parkway Phases I/II & IV optimized the drainage designs and resulted in an overall credit for storm water management requirement of more than 3.0 acres.
- Holding early meetings with VDOT SWM and maintenance staff (and coordinating with Fairfax County Staff as promised in the EA and FONSI) to outline guidelines for analyses and design.
- Develop early conceptual designs.
- Conduct scheduled meetings and over-the-shoulder reviews to quickly foresee and resolve design and constructability decisions including input from VDOT and relevant agencies.
- Explore BMP design concepts and facilities that have proven to be successful on other projects including those from other jurisdictions.
- Prepare full documentation of the decision process to facilitate DCR concurrence in the permit process.

In regards to this project, our team has a high level of experience handling SWM issues in D-B projects within constrained urban environments. In addition, our environmental sub consultant EEE is the prime consultant on VDOT’s Term Contract for MS4 stormwater compliance services across the state. JMT is a sub consultant to EEE for the MS4 stormwater compliance services contract.

### **Role the Team expects VDOT or other agencies may have in addressing these project risks:**

The team expects that VDOT, DCR, Fairfax County and the Team will partner under this contract to discuss and possibly implement innovative and alternative stormwater techniques such as Low Impact Development themed facilities that adequately address SWM BMPs in this urbanized area. A distinct advantage of our team is that it offers engineering and environmental consultants (JMT and EEE respectively) that are at the forefront of innovative and alternative methods of SWM and with a proven record of success for VDOT.

### 2) Critical Risk – Maintenance of Traffic (MOT)

Ensuring safety through the work zones during construction while minimizing impacts to the traveling public will be a critical risk for the project. A multi-phase, MOT plan will need to be developed that safely conveys traffic through the work zone along the Fairfax County Parkway (Route 286), the Franconia-Springfield Parkway (Route 289), and Rolling Road (Route 638). Maintenance of pedestrian and bicycle movements will also be studied as part of our Traffic Management Plan (TMP) development in order to understand vehicular, pedestrian and bicycle flow so that our TMP balances safe construction needs with safe and timely conveyance of the public through the jobsite.



#### **Why the risk is critical and the impact the risk will have on the project:**

Providing a safe work zone and minimizing impacts to the traveling public are core values and goals that we share with VDOT on all projects. On this highly travelled, urbanized project, maintaining these goals will be challenging. Our detailed traffic analysis will extend sufficiently along Rolling Road including the proposed traffic signal installation at Hunter Village Drive, Route 289 and Route 286 to plan the MOT phasing and determine impacts to traffic operations in the area. Since the existing ramp serves a high volume of traffic in a relatively tight radius curve, the safety of the travelers and of the workers is of paramount importance. Also of great importance is maintaining the mobility of the general public, transit and freight providers, national defense personnel and equipment, and emergency responders through the work area. The successful completion of the project hinges on a successful TMP that will accommodate these concerns.

#### **Mitigation strategies the Team may implement to address the risk:**

The CHC/JMT Team will implement traffic strategies in our MOT plans and TMP that are feasible and most importantly, that provide safe work zones for construction personnel and the traveling public. The Team will assign locally experienced, knowledgeable design staff that will work with the contractor's construction staff and VDOT through over the shoulder reviews to ensure the plans are constructible and provide the safest work area possible. Construction activities must progress in an order that provides immediate improvements to the project in an incremental fashion. The MOT plans will be developed to allow work in concurrent areas where possible founded on solid traffic analysis for each phase and which match the requirements for each phase.

Our TMP will incorporate our public outreach program to ensure the public and other stakeholders are aware of construction hours, activities and alternate routes. We will work with VDOT and other stakeholders, such as the U.S. Army and Community of Faith Tabernacle Baptist Church, to evaluate impacts, if any, to planned events so that they may be considered in construction operations.

The majority of the ramp widening and roadway construction will be constructed behind barriers for the entire length of the project. This will allow the contractor to work safely in multiple locations along the planned construction and reduce the overall impact to the public by maintaining a relatively consistent traffic pattern. The placement of barriers will be reviewed closely to ensure logical and safe conveyance of pedestrians and bicyclists through the work zone.

A public relations campaign for the general public and focused on the U.S. Army commuters, commuters using the new Park and Ride lot at Route 286 and Barta Road, and surrounding residents and businesses will help to ensure smooth traffic operations. Signal timing adjustments will be coordinated as required to assure adequate traffic network operations. Our TMP will incorporate the local experience of the entire project team and be prepared by VDOT certified experts. The TMP will be made of three components:

- **Temporary Traffic Control Plans (TCP):** Provides the sequence of construction activities. The proposed construction along with any proposed lane closures will be shown with the appropriate traffic control devices (i.e. barrels-Group 2 channelizing devices, concrete barriers, temporary pavement, temporary pavement markings, temporary signs, etc.). Typical sections will be provided to demonstrate how the interim phase of construction interacts with the existing condition and the ultimate completed project. These typical sections will help identify areas of need for temporary drainage facilities to ensure that water is not being trapped during any phase of construction. The CHC/JMT Team will look at strategies to improve safety and operations during maintenance of traffic including modifying the proposed design to reduce MOT requirements, signal timing modifications including real time management, use of reversible lanes to accommodate directional peak hour volumes, and sequencing the construction to move traffic out of the work zone. All strategies considered will include the proposed traffic signal installation at Rolling Road and Hunter Village Drive.
- **Public Communication Plan:** This plan will be critical in traffic, incident, and congestion management. Lane closures/new traffic patterns will need to be communicated to all users of the corridor in advance of their implementation. This will include the use of portable variable message signs, press releases and possibly flyers printed for the nearby residents, employees/owners of nearby business to identify changes that will occur during each phase of construction. The Plan will provide a process of notification of any traffic delays both scheduled and unscheduled. The CHC/JMT Team will explore the potential to include a public information campaign as part of our public communications plan that will identify alternative routes and promote the use of these alternative routes to mitigate the volume of traffic traveling through the work zone.
- **Transportation Operations Plan:** Provides a process to notify the Regional Smart Traffic Center to place detours and lane closure information on the 511 system. A list of local emergency response agencies will be included in the plan along with procedures to respond to traffic incidents that may occur in the work zone. Traffic analysis will be performed for each phase of construction to confirm that the proper Level of Service is being maintained at each intersection in the project limits plus the adjacent intersections and interchanges including Rolling Road to the south of the ramp, Barta Road Interchange, Hunter Village Drive/Tanworth Drive, Stream Way, and Whistlers Creek Drive/Hooes Road.



### Role the Team expects VDOT or other agencies may have in addressing these project risks:

The CHC/JMT does not anticipate any additional role for VDOT unless unforeseen circumstances arise. VDOT's role in this process will be simply one of oversight and approval as well as posting CHC/JMT Team provided MOT activities through the VDOT 511 system and associated websites.

### 3) Critical Risk – Loop Ramp B Widening and Approach to Intersection with Stream Way

The EA for this project was approved by FHWA for public availability on March 30, 2010. Subsequently, the EA was revised on April 20, 2012 with the FONSI signed on May 30, 2012. The preferred alternative in the EA and revised EA was identified as Alternative E. The revised EA discussed the requirement to move the existing retaining wall along Fairfax County Parkway to accommodate the acceleration lanes from the Loop Ramp B. This wall relocation precipitated displacements of several parking spaces in the adjacent townhouse development.



As a result of this displacement, the preliminary design shown in the EA was modified to drop the existing third northbound lane through the interchange. This through lane would be dropped at the westbound Franconia-Springfield to Rolling Road exit ramp with one of the loop ramp acceleration lanes becoming the third northbound lane west of the interchange. This design adjustment eliminated the need to move the wall, however, CHC/JMT has reviewed this change and has determined that there is insufficient sight distance provided along this stretch of roadway and potentially insufficient median shoulder width and therefore, the project will require the processing of a design exception(s) for this condition.

#### **Why the risk is critical and the impact the risk will have on the project:**

The CHC/JMT Team reviewed the design shown on the preliminary plans provided by VDOT and have confirmed that the design presented in the RFP will require a design exception(s) as discussed above. The design exception(s) is anticipated for sight distance along Fairfax County Parkway from approximately Station 113+66 to approximate Station 119+62 and possibly for insufficient median shoulder width from approximately Station 111+05 to 118+06. The impacts to the project as a result of the substandard condition(s) could pose serious implications to design and construction costs and project schedule.

The CHC/JMT Team has performed a cursory review of potential solutions and determined that a solution to eliminate the design exception(s) will adversely impact the project by requiring that either the wall be relocated or lane widths will be reduced and or shifted which may result in the need for other design exceptions. These shifts and lane reduction adjustments to the geometry of Fairfax County Parkway west of the project limits may alleviate the need for the design exception(s) but is currently outside the limit of work identified. The CHC/JMT Team will look at innovative ideas that will result in providing a solution that will minimize any substandard design elements while maintaining the limits and scope of the project.

All of the proposed solutions maintain two acceleration lanes from the ramp and would transition to one lane and end at Stream Way while maintaining the desired design speed. Any potential solutions that would require work outside of the limits of the project, are too costly and/or anticipated not to be allowed and therefore, the D-B Team anticipates development of the requisite design exception(s) documents will be required.

### Mitigation strategies the Team may implement to address the risk:

As part of the final design process the CHC/JMT Team will support VDOT's effort to gain approval of the design exception(s) by FHWA. The support and approval of FHWA and VDOT is required since both Fairfax County (Route 286) and Franconia-Springfield (Route 289) Parkways have recently been classified as primary roads. As primary routes they receive federal funding for paving, guardrail, bridge improvements and other projects.



The CHC/JMT Team will submit the sight distance design exception in accordance with the requirements of VDOT IIM-LD-227.6, IIM-S&B-70.4. The FHWA publication lists FHWA's 13 controlling criteria. Criteria 9 deals specifically with sight distance and recommend the following mitigation strategies:

- **Mitigate sight distance restrictions by:** Signing and speed advisory plaques (crest vertical curves), providing lighting (sag vertical curves), adjusting placement of lanes within the roadway cross section (horizontal) and, use cross-sectional elements to manage speed.
- **Improve ability to avoid crashes by:** Using wide shoulders, and wider recovery areas.
- **Improve driver awareness on approach to intersection by:** using advanced warning signs, dynamic warning signs, larger or additional STOP/YIELD signs and the use of intersection lighting

If it is determined that the median shoulder width is insufficient and requires a design exception, Criteria 3 of FHWA's publication listing 13 controlling criteria will be consulted for recommendations of mitigation strategies.

We will evaluate these mitigation measures to select the most economical and logical solution and to attempt to avoid the need for a design exception(s). It should be noted that the CHC/JMT Team performed similar services for VDOT and secured a critical design exception for the Fairfax County Parkway Phases I/II & IV projects that allowed design to continue and construction to remain on schedule.

### Role the Team expects VDOT or other agencies may have in addressing these project risks:

The Team expects that VDOT and the Team will partner under this contract to discuss and possibly implement innovative designs that could eliminate the need for a design exception(s) or reduce the severity of the substandard design and provide mitigation measures. Should a design exception(s) be required, the Team expects that VDOT and FHWA will work together to process and grant approval of the design exception.

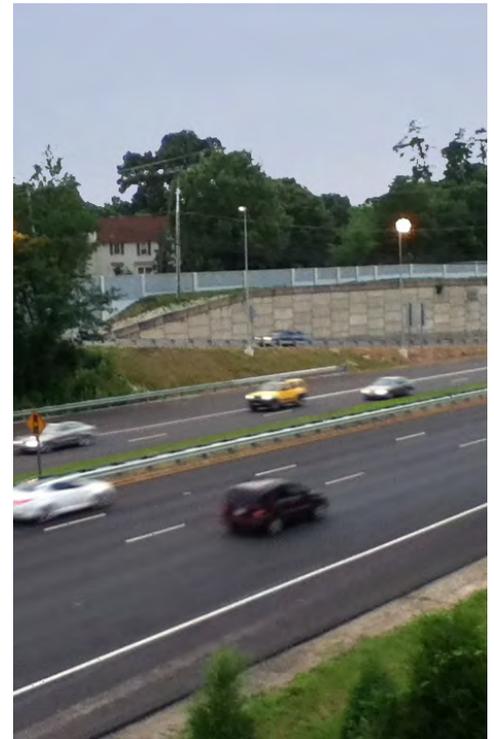
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# APPENDIX

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# 3.1.2

## SOQ Checklist



**ATTACHMENT 3.1.2**

**Project: 0286-029-947, PE101, RW201, C501, B623**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

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

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
<b>Statement of Qualifications Checklist and Contents</b>	Attachment 3.1.2	Section 3.1.2	no	N/A
<b>Acknowledgement of RFQ, Revision and/or Addenda</b>	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	N/A
<b>Letter of Submittal (on Offeror's letterhead)</b>				
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	2
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	2
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendix
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: 0286-029-947, PE101, RW201, C501, B623**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
<b>SCC and DPOR registration documentation (Appendix)</b>	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
<b>DBE statement within Letter of Submittal</b> confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
<b>Offeror's Team Structure</b>				3-4
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	4-5
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	5-6
Organizational chart narrative	NA	Section 3.3.2	yes	7-8

**ATTACHMENT 3.1.2**

**Project: 0286-029-947, PE101, RW201, C501, B623**

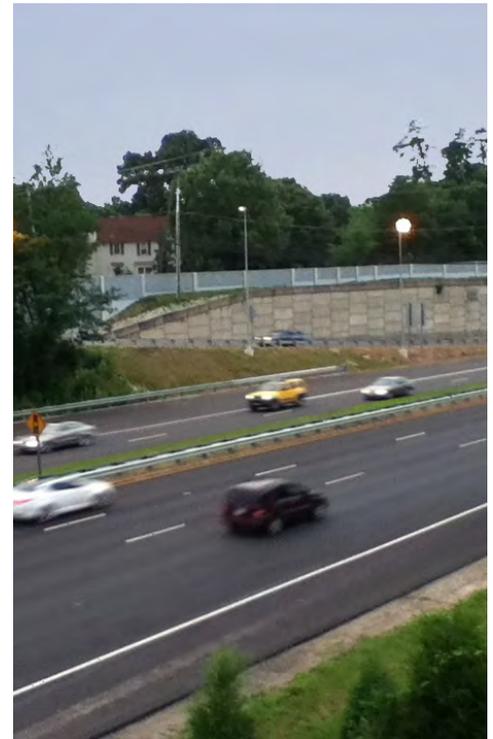
**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
<b>Experience of Offeror's Team</b>				9
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
<b>Project Risk</b>				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	10-15

# Form C-78-RFQ

## Acknowledgement of RFQ, Revision and/or Addenda

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



**ATTACHMENT 2.10**

**COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00100391DB61  
PROJECT NO.: 0286-029-947, PE101, RW201, C501, B623

**ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA**

Acknowledgement shall be made of receipt of the Request for Qualifications (RFQ) and/or any and all revisions and/or addenda pertaining to the above designated project which are issued by the Department prior to the Statement of Qualifications (SOQ) submission date shown herein. Failure to include this acknowledgement in the SOQ may result in the rejection of your SOQ.

By signing this Attachment 2.10, the Offeror acknowledges receipt of the RFQ and/or following revisions and/or addenda to the RFQ for the above designated project which were issued under cover letter(s) of the date(s) shown hereon:

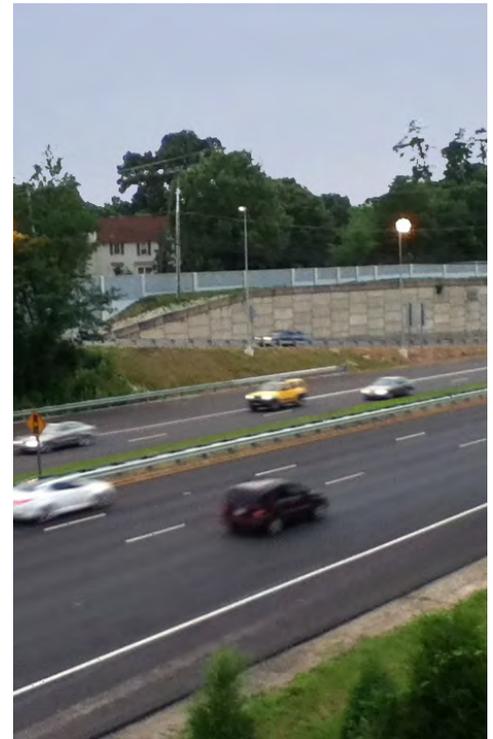
1. Cover letter of RFQ 05/14/2013  
(Date)
2. Cover letter of \_\_\_\_\_  
(Date)
3. Cover letter of \_\_\_\_\_  
(Date)

  
\_\_\_\_\_  
SIGNATURE  
GREGORY M. ANDRACOS, P.E.

06/21/13  
\_\_\_\_\_  
DATE

# 3.2.6

## Affiliated and/or Subsidiary Companies of the Offeror



3.2.6  
Affiliated and/or Subsidiary  
Companies of the Offeror

## ATTACHMENT 3.2.6

### State Project No. 0286-029-947, PE101, RW201, C501, B623

#### 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.

<input type="checkbox"/> <b>The Offeror does not have any affiliated or subsidiary companies.</b>
<input checked="" type="checkbox"/> <b>Affiliated and/ or subsidiary companies of the Offeror are listed below.</b>

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Parent Company – Affiliate	Tutor Perini Corporation – f/k/a Perini Corporation	15901 Olden Street, Sylmar, CA 91342
Affiliate	AirTech Systems, Inc.	1125 Close Avenue, Bronx, NY 10472
Affiliate	Anderson Companies, Inc.	11400 Reichold Road, Gulfport, MS 39503
Affiliate	Becho, Inc.	1815 West 500 South, Salt Lake City, UT 84101
Affiliate	Black Construction Corporation	15901 Olden Street, Sylmar, CA 91342
Affiliate	Black Construction Investments, Inc. f/k/a Tutor Investments, Inc.	15901 Olden Street, Sylmar, CA 91342
Affiliate	Black Micro Corporation	15901 Olden Street, Sylmar, CA 91342
Affiliate	Bow Equipment Leasing Company, Inc.	15901 Olden Street, Sylmar, CA 91342
Affiliate	Brice Building Company, LLC	201 Sunbelt Parkway, Birmingham, AL 35211
Affiliate	Daniel J. Keating Construction Company, LLC – d/b/a Keating Building Company	1600 Arch Street, Suite 300, Philadelphia, PA 19103
Affiliate	Desert Mechanical, Inc. – f/k/a Desert Plumbing & Heating Company, Inc.	4475 West Quail Avenue, Las Vegas, NV 89118
Affiliate	E.E. Black, Limited	15901 Olden Street, Sylmar, CA 91342
Affiliate	Fisk Acquisition	111 T.C. Jester Blvd., Houston, TX 77007
Affiliate	Fisk Electric Company	111 T.C. Jester Blvd., Houston, TX 77007
Affiliate	Fisk International, Ltd.	111 T.C. Jester Blvd., Houston, TX 77007

## ATTACHMENT 3.2.6

State Project No. 0286-029-947, PE101, RW201, C501, B623

### Affiliated and Subsidiary Companies of the Offeror

<input type="checkbox"/> The Offeror does not have any affiliated or subsidiary companies.
<input checked="" type="checkbox"/> Affiliated and/ or subsidiary companies of the Offeror are listed below.

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Affiliate	Five Star Electric Corp.	101-32 101 <sup>st</sup> Street, Ozone Park, NY 11416
Affiliate	FK Management Services, Inc.	1695 Allen Road, PO Box 6690, Evansville, IN 47719-0690
Affiliate	FKC, LLC	1695 Allen Road, PO Box 6690, Evansville, IN 47719-0690
Affiliate	Frontier Kemper Constructores Limita	1695 Allen Road, PO Box 6690, Evansville, IN 47719-0690
Affiliate	Frontier-Kemper Constructors, Inc.	1695 Allen Road, PO Box 6690, Evansville, IN 47719-0690
Affiliate	Frontier-Kemper Constructors ULC	1695 Allen Road, PO Box 6690, Evansville, IN 47719-0690
Affiliate	G.W. Murphy Construction Company, Inc.	15901 Olden Street, Sylmar, CA 91342
Affiliate	GreenStar Services Corporation	30 North MacQuesten Parkway, Mount Vernon, NY 10550
Affiliate	Harrell Contracting Group, LLC	368 Highland Colony Parkway, Ridgeland, MS 39157
Affiliate	International Construction Management Services, Inc.	73 Mt Wayte Avenue, Framingham, MA 01701
Affiliate	James A. Cummings, Inc.	3575 NW 53 <sup>rd</sup> Street, Fort Lauderdale, FL 33309
Affiliate	Johnson Western Constructors, Inc.	940 Doolittle Drive, San Leandro, CA 94577
Affiliate	Johnson Western Gunite Company	940 Doolittle Drive, San Leandro, CA 94577
Affiliate	Keating Project Development, Inc.	1600 Arch Street, Suite 300, Philadelphia, PA 19103
Affiliate	Lunda Construction Company	620 Gebhardt Rd., PO Box 669, Black River Falls, WI 54615-0699
Affiliate	Mt. Wayte Realty, LLC	73 Mt. Wayte Avenue, Framingham, MA 02701
Affiliate	Nagelbush Mechanical, Inc.	1800 NW 49 <sup>th</sup> Street, Suite 110, Fort Lauderdale, FL 33309

## ATTACHMENT 3.2.6

State Project No. 0286-029-947, PE101, RW201, C501, B623

### Affiliated and Subsidiary Companies of the Offeror

The Offeror does not have any affiliated or subsidiary companies.

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

<b>Relationship with Offeror (Affiliate or Subsidiary)</b>	<b>Full Legal Name</b>	<b>Address</b>
Affiliate	Paramount Development Associates, Inc.	73 Mt. Wayte Avenue, Framingham, MA 02701
Affiliate	PCR Insurance Company	15901 Olden Street, Sylmar, CA 91342
Affiliate	Percon Constructors, Inc.	73 Mt. Wayte Avenue, Framingham, MA 02701
Affiliate	Perini Building Company, Inc.	5055 E. Washington Street, Suite 210, Phoenix, AZ 85034
Affiliate	Perini Environmental Services, Inc.	73 Mt. Wayte Avenue, Framingham, MA 02701
Affiliate	Perini Holding Company Cayman Islands	73 Mt. Wayte Avenue, Framingham, MA 02701
Affiliate	Perini International Corporation	73 Mt. Wayte Avenue, Framingham, MA 02701
Affiliate	Perini Land and Development Company, Inc.	73 Mt. Wayte Avenue, Framingham, MA 02701
Affiliate	Perini Management Services, Inc.	73 Mt. Wayte Avenue, Framingham, MA 02701
Affiliate	Powerco Electric Corp.	15870 Olden Street, Sylmar, CA 91342
Affiliate	R.E. Dailey & Co.	73 Mt. Wayte Avenue, Framingham, MA 02701
Affiliate	RA Properties, LLC	11400 Reichold Rd., Gulfport, MS 39503
Affiliate	Roy Anderson Corp., f/k/a Roy Anderson, Jr., Inc.	11400 Reichold Rd., Gulfport, MS 39503
Affiliate	Rudolph and Sletten, Inc.	1600 Seaport Blvd., Suite 350, Redwood City, CA 94063-5575
Affiliate	Safe Harbor Electric, Inc.	1800 NW 49 <sup>th</sup> Street, Suite 110, Fort Lauderdale, FL 33309

## ATTACHMENT 3.2.6

State Project No. 0286-029-947, PE101, RW201, C501, B623

### Affiliated and Subsidiary Companies of the Offeror

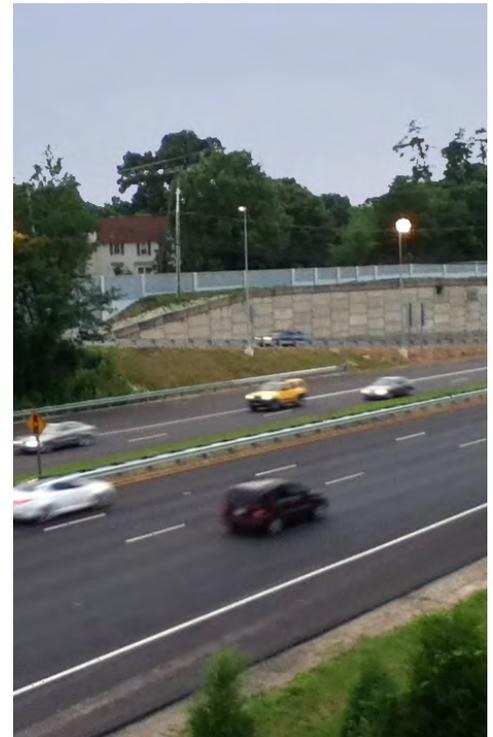
The Offeror does not have any affiliated or subsidiary companies.

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

<b>Relationship with Offeror (Affiliate or Subsidiary)</b>	<b>Full Legal Name</b>	<b>Address</b>
Affiliate	Superior Gunite	12306 Van Nuys Blvd., Lakeview Terrace, CA 91342
Affiliate	Superior Gunite LLC	15901 Olden Street, Sylmar, CA 91342
Affiliate	TPC Aggregates, LLC	15901 Olden Street, Sylmar, CA 91342
Affiliate	Tutor Asia, Ltd.	15901 Olden Street, Sylmar, CA 91342
Affiliate	Tutor Holdings, LLC	15901 Olden Street, Sylmar, CA 91342
Affiliate	Tutor International, Ltd.	15901 Olden Street, Sylmar, CA 91342
Affiliate	Tutor Micronesia Construction, LLC	15901 Olden Street, Sylmar, CA 91342
Affiliate	Tutor Pacific Construction, LLC	15901 Olden Street, Sylmar, CA 91342
Affiliate	Tutor Pacific, Inc.	15901 Olden Street, Sylmar, CA 91342
Affiliate	Tutor Perini Building Corp. – f/k/a Perini Building Co., Inc.	5055 E. Washington St., Suite 210, Phoenix, AZ 85034
Affiliate	Tutor Perini Merger Company	15901 Olden Street, Sylmar, CA 91342
Affiliate	Tutor-Cayman, Ltd.	15901 Olden Street, Sylmar, CA 91342
Affiliate	Tutor-Saliba Corporation – f/k/a Tutor-Saliba Builders	15901 Olden Street, Sylmar, CA 91342
Affiliate	Tutor-Saliba LLC	15901 Olden Street, Sylmar, CA 91342
Affiliate	Valley Concrete & Framing, Inc.	12308 Van Nuys Blvd., Lakeview Terrace, CA 91342
Affiliate	WDF Development LLC	30 North Macquesten Parkway, Mount Vernon, NY 10550
Affiliate	WDF, Inc.	30 North Macquesten Parkway, Mount Vernon, NY 10550
Affiliate	WDF/Nagelbush Holding Corp.	1800 NW 49 <sup>th</sup> Street, Suite 110, Fort Lauderdale, FL 33309

# 3.2.7

## Certification Regarding Debarment Forms (Primary and Lower Tier)



**ATTACHMENT NO. 3.2.7(a)**

**CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS**

Project No.: 0286-029-947, PE101, RW201, C501, B623

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;

Yes - See clarification attachment following this page.

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

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

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

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

	7/8/13	Vice President Estimating
Signature	Date	Title
Bernard P. Beauchemin		
Cherry Hill Construction, Inc.		
Name of Firm		

### 3.2.7: Certification Regarding Debarment Form Primary Covered Transactions – Clarification of False Claim Issue

Tutor-Saliba-Perini, Joint Venture v. Los Angeles County Metropolitan Transportation Authority CA Superior Court, (Los Angeles County, 1995), CA (LASC Case No. BC123559 consolidated with BC132928)

During 1995, a joint venture of Tutor-Saliba-Perini, or the Joint Venture, in which Perini Corporation, or Perini, was the 40% minority partner and Tutor-Saliba Corporation, or Tutor-Saliba, of Sylmar, California was the 60% managing partner, filed a complaint in the Superior Court of the State of California for the County of Los Angeles against the Los Angeles County Metropolitan Transportation Authority, or LAMTA, seeking to recover costs for extra work required by LAMTA in connection with the construction of certain tunnel and station projects. In 1999, LAMTA countered with civil claims under the California False Claims Act (“CFCA”) against the Joint Venture, Tutor-Saliba and Perini jointly and severally (together, “TSP”). In September, 2008, Tutor-Saliba merged with Perini.

Claims concerning the construction of LAMTA projects were tried in 2001. During the trial, based on the Joint Venture’s alleged failure to comply with the court’s discovery orders, the judge issued terminating sanctions that resulted in a substantial judgment against TSP.

TSP appealed and, in January 2005, the State of California Court of Appeal reversed the trial court’s entire judgment and found that the trial court judge had abused his discretion and had violated TSP’s due process rights, and had imposed impermissibly overbroad terminating sanctions. The Court of Appeal also directed the trial court to dismiss LAMTA’s claims that TSP had violated the Unfair Competition Law (“UCL”) because LAMTA lacked standing to bring such a claim, and remanded the Joint Venture’s claims against LAMTA for extra work required by LAMTA and LAMTA’s counterclaim under the CFCA against TSP to the trial court for further proceedings, including a new trial.

In December 2006, in the trial of the first issue, which arose out of a 1994 change order involving a Disadvantaged Business Enterprise (“DBE”) subcontractor pass-through claim, the jury found that the Joint Venture had submitted two false claims for payment and had breached its contract with LAMTA and awarded LAMTA \$111,651 in direct damages. The court has awarded penalties of \$10,000 for each of the two claims and will treble the damages awarded by the Jury. A final judgment with respect to these claims will not be entered until the entire case has been resolved and is subject to appeal.

In February 2007, the court granted a Joint Venture motion and precluded LAMTA in future proceedings from presenting its claims that the Joint Venture breached its contract and violated the CFCA.

After a series of motions and hearings, LAMTA conceded some of TSP’s affirmative claims; LAMTA’s four categories of remaining alleged false claims were all claims associated with certification language in progress payments that could carry penalties only.

On September 2, 2010, the LAMTA filed a unilateral withdrawal of three of its claims, including for: (1) liquidated damages claim, for alleged delays in the Contractors completing a milestone in the building of a

power room on the project in 1994, which was the only remaining claim against the bonding companies; (2) LAMTA's allegations under the False Claims Act for purported failure to provide proper Quality Control services on the project and certifying billings for the services; and (3) claims under the California Unfair Competition Law for disgorgement of profits on the project.

Then, on September 14, 2010, the LAMTA filed a unilateral Notice of Disposition of Remaining Claims, where the LAMTA: (1) withdrew its two remaining claims scheduled for trial under the False Claims Act for Buy America violations and Disadvantaged Business Enterprises program violation, which LAMTA sought penalties under the False Claims Act and Unfair Competition Law; and (2) LAMTA agreed to have judgment entered in favor of TSP for TSP's remaining two claims set for trial.

As a result of the above filings, on September 14, 2010, the Court vacated the trial date.

On October 14, 2010, the LAMTA stipulated the interest would be added to the judgment to be financially in favor of TSP. The LAMTA has stipulated that \$1.8 million will be added in interest in favor of those claims to be included in the judgment in favor of TSP.

On February 9, 2011, the Court entered judgment in favor of TSP and against LAMTA in the amount of \$3,015,362.36. This amount is after deducting the amount of \$526,957.64, representing the tunnel handrail verdict plus accrued interest against TSP. In addition, the judgment includes a judgment in favor of the People and against TSP, TSC and Perini, collectively, in the amount of \$2,500 for a statutory penalty on the tunnel handrail claims. The parties have filed post-trial motions for costs and fees. The Court denied any right to attorney's fees in this case. The parties resolved the issue of court costs, where the parties filed a stipulation and agreed not to appeal the cost issue.

Both parties have appealed prior rulings on the case including an appeal by TSP of the tunnel handrail verdict. LAMTA's withdrawals of its claims are permanent and are not subject to appeal by LAMTA. The appeal remains pending.

This entire matter relates to events that transpired over 17 years ago. The events involved Tutor Perini Corporation (formerly known as Perini Corporation) as a participant in a joint venture. Tutor Perini Corporation acquired Cherry Hill Construction in 2005, some 10 years after the events occurred, and became its sole shareholder. None of the aforementioned related to any actions by or on behalf of Cherry Hill Construction, Inc.. However, when responding to RFQ Section 3.2.7, Tutor Perini Corporation was interpreted to be a principal of Cherry Hill and the aforementioned events were disclosed pursuant to that interpretation.

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0286-029-947, PE101, RW201, C501, B623

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
  
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

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

	June 20, 2013	Senior Vice President
Signature	Date	Title

Johnson, Mirmiran & Thompson, Inc.  
Name of Firm

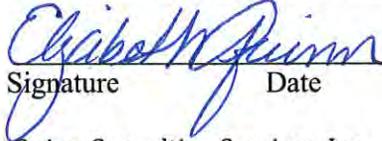
**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0286-029-947, PE101, RW201, C501, B623

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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 form.

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

	June 17, 2013	President
Signature	Date	Title
<u>Quinn Consulting Services, Inc.</u>		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0286-029-947, PE101, RW201, C501, B623

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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.

 6/17/2013 VICE PRESIDENT  
Signature Date Title

DMY Engineering Consultants  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0286-029-947, PE101, RW201, C501, B623

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

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

*[Handwritten Signature]*      7-2-13      Principal  
Signature                      Date                      Title

Specialized Engineering  
Name of Firm

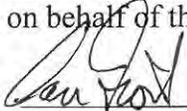
**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0286-029-947, PE101, RW201, C501, B623

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
  
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

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



06/17/2013

President

Signature

Date

Title

EEE Consulting, Inc.

Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0286-029-947, PE101, RW201, C501, B623

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
  
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

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

<u></u>	<u>6/19/13</u>	<u>President</u>
Signature	Date	Title
<u>Sharp &amp; Company</u>		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0286-029-947, PE101, RW201, C501, B623

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

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

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

U. Kelsy      6/19/2013      Appraiser  
Signature      Date      Title

U. Kelsy  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0286-029-947, PE101, RW201, C501, B623

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
  
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

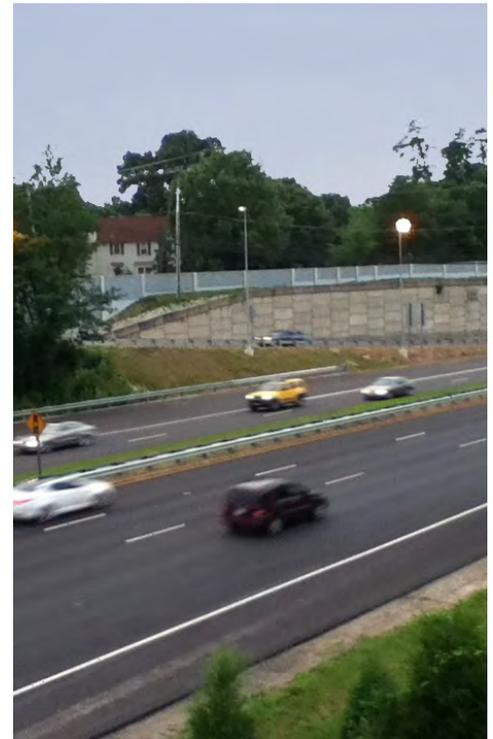
The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

 June 20, 2013      Manager  
Signature                      Date                      Title

Appraisal Review Specialists, LLC  
Name of Firm

# 3.2.8

## VDOT Prequalification Certificate



=====  
C1285  
CHERRY CONTRACTING, INC.  
PREQ. EXP : 03/31/2014

--PREQ ADDRESS ----- WORK CLASSES (LISTED BUT NOT LIMITED TO)  
P.O. BOX 368 006 - PORTLAND CEMENT CONCRETE PAVING  
LEWISVILLE, NC 27023-0000 022 - INCIDENTAL CONCRETE  
PHONE : 336-945-3377 023 - REINFORCING STEEL PLACEMENT  
FAX : 336-945-4473

BUSINESS CONTACT: FULCHER, CHERRY KRECH  
EMAIL: NFULCHER@CHERRYCONTRACTING.COM

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

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

=====  
C090  
CHERRY HILL CONSTRUCTION, INC.  
PREQ. EXP : 03/31/2014

--PREQ ADDRESS ----- WORK CLASSES (LISTED BUT NOT LIMITED TO)  
8211 WASHINGTON BLVD. 002 - GRADING  
JESSUP, MD 20794-9400 003 - MAJOR STRUCTURES  
PHONE : 410-799-3577 006 - PORTLAND CEMENT CONCRETE PAVING  
FAX : 410-799-5488 007 - MINOR STRUCTURES  
045 - UNDERGROUND UTILITIES

BUSINESS CONTACT: BEAUCHEMIN, BERNARD PAUL P.  
EMAIL: BBEAUCHEMIN@CHCONSTR.COM

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

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

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# Commonwealth OF Virginia



## State Corporation Commission

### *CERTIFICATE OF GOOD STANDING*

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

That CHERRY HILL CONSTRUCTION, INC., a corporation incorporated under the law of Maryland, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on March 4, 1975; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:*

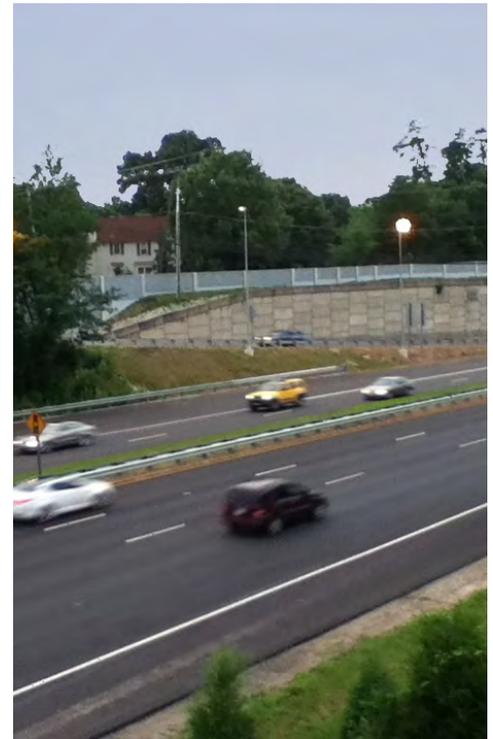
*June 7, 2013*

*Joel H. Peck*

*Joel H. Peck, Clerk of the Commission*

# 3.2.9

## Surety Letter



TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA  
FIDELITY AND DEPOSIT COMPANY OF MARYLAND  
LIBERTY MUTUAL INSURANCE COMPANY  
FEDERAL INSURANCE COMPANY

June 21, 2013

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

Re: Cherry Hill Construction, Inc.  
Contractor's Prequalification  
A Design Build Project – Rolling Road/Franconia-Springfield Parkway Interchange Improvements From:  
0.30 Miles West of Rolling Road To: 0.34 Miles East of Rolling Road From: 0.21 Miles South of Fairfax  
County Parkway To: 0.18 Miles North of Fairfax County Parkway, Fairfax County, VA

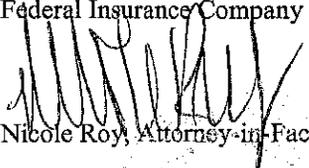
Dear Mr. Kindy

This letter confirms that Cherry Hill Construction, Inc., a Tutor-Perini Company, is a highly regarded and valued bonding client of Travelers Casualty and Surety Company of America, Federal Insurance Company, Fidelity and Deposit Company of Maryland and Safeco Insurance Company of America (herein after referred to as "co-surety"). Each of the co-surety companies has an A.M. Best's Rating of "A" or better, and each with a Financial Size Rating of "XV" or better. All of the co-surety partners are listed in the Department of the Treasury's Listing of Approved Sureties (Department Circular 570) dated July 1, 2012.

Cherry Hill Construction, Inc. has a long and successful track record of completing complex road and bridge projects on time and within the available budget. As respects to bonding capacity, the co-surety will consider supporting Cherry Hill Construction, Inc. on individual projects up to \$500,000,000 with an aggregate backlog approaching \$6,000,000,000. Cherry Hill Construction, Inc. is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this project.

Naturally, as is customary within the surety industry, the issuance of any bid or final bonds is always contingent upon a favorable underwriting review to include, but not limited to, a satisfactory review of contract terms, conditions, documents, and confirmation of an acceptable financing source to Cherry Hill Construction, Inc. and its co-surety at the time a request for bonds is made. It should be understood that any arrangement for the issuance of bonds is a matter strictly between Cherry Hill Construction, Inc. and its co-surety. We assume no liability to third parties or to you by issuance of this letter.

Sincerely,  
Travelers Casualty and Surety Company of America  
Fidelity and Deposit Company of Maryland  
Liberty Mutual Insurance Company  
Federal Insurance Company

  
Nicole Roy, Attorney-in-Fact



POWER OF ATTORNEY

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company

Attorney-In Fact No. 225311

Certificate No. 005506254

KNOW ALL MEN BY THESE PRESENTS: That Farmington Casualty Company, St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company are corporations duly organized under the laws of the State of Connecticut, that Fidelity and Guaranty Insurance Company is a corporation duly organized under the laws of the State of Iowa, and that Fidelity and Guaranty Insurance Underwriters, Inc., is a corporation duly organized under the laws of the State of Wisconsin (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint

Michael J. Cusack, John J. Gambino, Nicole Roy, Natalie Coneys, Donald H. McCarter, Sandra C. Lopes, and Jean M. Feeney

of the City of Boston, State of Massachusetts, their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 24th day of May, 2013.

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company



State of Connecticut
City of Hartford ss.

By: [Signature]
Robert L. Raney, Senior Vice President

On this the 24th day of May, 2013, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal. My Commission expires the 30th day of June, 2016.



[Signature]
Marie C. Tetreault, Notary Public

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

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

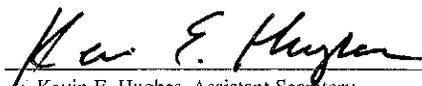
**FURTHER RESOLVED**, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is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

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

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

I, Kevin E. Hughes, the undersigned, Assistant Secretary, of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 21st day of June, 2013.

  
Kevin E. Hughes, Assistant Secretary



To verify the authenticity of this Power of Attorney, call 1-800-421-3880 or contact us at [www.travelersbond.com](http://www.travelersbond.com). Please refer to the Attorney-In-Fact number, the above-named individuals and the details of the bond to which the power is attached.

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

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Maryland, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Maryland (herein collectively called the "Companies"), by **JAMES M. CARROLL, Vice President**, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint **Michael J. CUSACK, John J. GAMBINO, Sandra C. LOPES, Nicole ROY, Natalie CONEYS, Donald H. MCCARTER and Jean M. FEENEY, all of Boston, Massachusetts, EACH** its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: **any and all bonds and undertakings**, and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York, the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland., and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland., in their own proper persons.

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

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND, this 27th day of July, A.D. 2012.

ATTEST:

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



By: \_\_\_\_\_

*Eric D. Barnes*

*Assistant Secretary  
Eric D. Barnes*

*James M. Carroll*

*Vice President  
James M. Carroll*

State of Maryland  
City of Baltimore

On this 27th day of July, A.D. 2012, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **JAMES M. CARROLL, Vice President, and ERIC D. BARNES, Assistant Secretary**, of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, deposeth and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

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

*Maria D. Adamski*



*Maria D. Adamski, Notary Public  
My Commission Expires: July 8, 2015*

**EXTRACT FROM BY-LAWS OF THE COMPANIES**

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

**CERTIFICATE**

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 21 day of June, 2013.



*Geoffrey Delisio*

Geoffrey Delisio, Vice President

**THIS POWER OF ATTORNEY IS NOT VALID UNLESS IT IS PRINTED ON RED BACKGROUND.**

This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

Certificate No. 6139459

American Fire and Casualty Company  
The Ohio Casualty Insurance Company

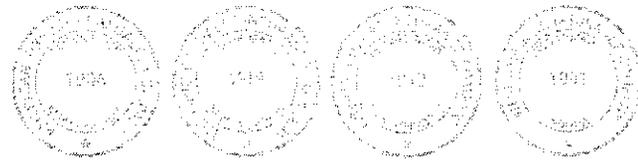
Liberty Mutual Insurance Company  
West American Insurance Company

**POWER OF ATTORNEY**

KNOWN ALL PERSONS BY THESE PRESENTS: That American Fire & Casualty Company and The Ohio Casualty Insurance Company are corporations duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Donald H. McCarter; Jean M. Feeney; John J. Gambino; Kathleen M. Flanagan; Michael J. Cusack; Natalie Coneyes; Nicole Roy; Richard A. Leveroni; Sandra C. Lopes

all of the city of Boston, state of MA each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents and shall be as binding upon the Companies as if they have been duly signed by the president and attested by the secretary of the Companies in their own proper persons.

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 28th day of May, 2013.



American Fire and Casualty Company  
The Ohio Casualty Insurance Company  
Liberty Mutual Insurance Company  
West American Insurance Company

By: Gregory W. Davenport  
Gregory W. Davenport, Assistant Secretary

STATE OF WASHINGTON ss  
COUNTY OF KING

On this 28th day of May, 2013, before me personally appeared Gregory W. Davenport, who acknowledged himself to be the Assistant Secretary of American Fire and Casualty Company, Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at Seattle, Washington, on the day and year first above written.



By: KD Riley  
KD Riley, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of American Fire and Casualty Company, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American insurance Company which resolutions are now in full force and effect reading as follows:

**ARTICLE IV – OFFICERS** – Section 12. Power of Attorney. Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

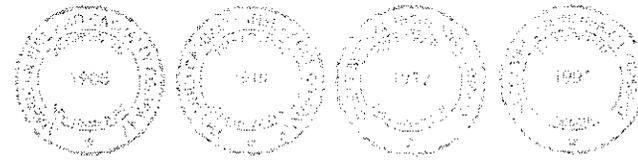
**ARTICLE XIII – Execution of Contracts – SECTION 5. Surety Bonds and Undertakings.** Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

**Certificate of Designation** – The President of the Company, acting pursuant to the Bylaws of the Company, authorizes Gregory W. Davenport, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

**Authorization** – By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, David M. Carey, the undersigned, Assistant Secretary, of American Fire and Casualty Company, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company do hereby certify that the original power of attorney of which the foregoing is a full, true and correct copy of the Power of Attorney executed by said Companies, is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 21st day of June, 2013.



By: David M. Carey  
David M. Carey, Assistant Secretary

Not valid for mortgage, note, loan, letter of credit, currency rate, interest rate or residual value guarantees.

To confirm the validity of this Power of Attorney call 1-610-832-8240 between 9:00 am and 4:30 pm EST on any business day.



**Chubb  
Surety**

**POWER  
OF  
ATTORNEY**

**Federal Insurance Company  
Vigilant Insurance Company  
Pacific Indemnity Company**

**Attn: Surety Department  
15 Mountain View Road  
Warren, NJ 07059**

**Know All by These Presents, That FEDERAL INSURANCE COMPANY, an Indiana corporation, VIGILANT INSURANCE COMPANY, a New York corporation, and PACIFIC INDEMNITY COMPANY, a Wisconsin corporation, do each hereby constitute and appoint Natalie Coneys, Michael J. Cusack, Jean M. Feeney, John J. Gambino, Sandra C. Lopes, Donald H. McCarter and Nicole Roy of Boston, Massachusetts**

each as their true and lawful Attorney- In- Fact to execute under such designation in their names and to affix their corporate seals to and deliver for and on their behalf as surety thereon or otherwise, bonds and undertakings and other writings obligatory in the nature thereof (other than bail bonds) given or executed in the course of business, and any instruments amending or altering the same, and consents to the modification or alteration of any instrument referred to in said bonds or obligations.

In Witness Whereof, said FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY have each executed and attested these presents and affixed their corporate seals on this **9th** day of **July, 2012**.

Kenneth C. Wendel, Assistant Secretary

David B. Norris, Jr., Vice President

STATE OF NEW JERSEY  
County of Somerset ss.

On this **9th** day of **July, 2012** before me, a Notary Public of New Jersey, personally came Kenneth C. Wendel, to me known to be Assistant Secretary of FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY, the companies which executed the foregoing Power of Attorney, and the said Kenneth C. Wendel, being by me duly sworn, did depose and say that he is Assistant Secretary of FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY and knows the corporate seals thereof, that the seals affixed to the foregoing Power of Attorney are such corporate seals and were thereto affixed by authority of the By- Laws of said Companies; and that he signed said Power of Attorney as Assistant Secretary of said Companies by like authority; and that he is acquainted with David B. Norris, Jr., and knows him to be Vice President of said Companies; and that the signature of David B. Norris, Jr., subscribed to said Power of Attorney is in the genuine handwriting of David B. Norris, Jr., and was thereto subscribed by authority of said By- Laws and In deponent's presence.

Notarial Seal



**KATHERINE J. ADELAAR  
NOTARY PUBLIC OF NEW JERSEY  
No. 2316685  
Commission Expires July 16, 2014**

Notary Public

**CERTIFICATION**

Extract from the By- Laws of FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY:

"All powers of attorney for and on behalf of the Company may and shall be executed in the name and on behalf of the Company, either by the Chairman or the President or a Vice President or an Assistant Vice President, jointly with the Secretary or an Assistant Secretary, under their respective designations. The signature of such officers may be engraved, printed or lithographed. The signature of each of the following officers: Chairman, President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary and the seal of the Company may be affixed by facsimile to any power of attorney or to any certificate relating thereto appointing Assistant Secretaries or Attorneys- In- Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such power of attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding upon the Company with respect to any bond or undertaking to which it is attached."

I, Kenneth C. Wendel, Assistant Secretary of FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY (the "Companies") do hereby certify that

- (i) the foregoing extract of the By- Laws of the Companies is true and correct,
- (ii) the Companies are duly licensed and authorized to transact surety business in all 50 of the United States of America and the District of Columbia and are authorized by the U.S. Treasury Department; further, Federal and Vigilant are licensed in Puerto Rico and the U.S. Virgin Islands, and Federal is licensed in American Samoa, Guam, and each of the Provinces of Canada except Prince Edward Island; and
- (iii) the foregoing Power of Attorney is true, correct and in full force and effect.

Given under my hand and seals of said Companies at Warren, NJ this **21st** day of **June, 2013**

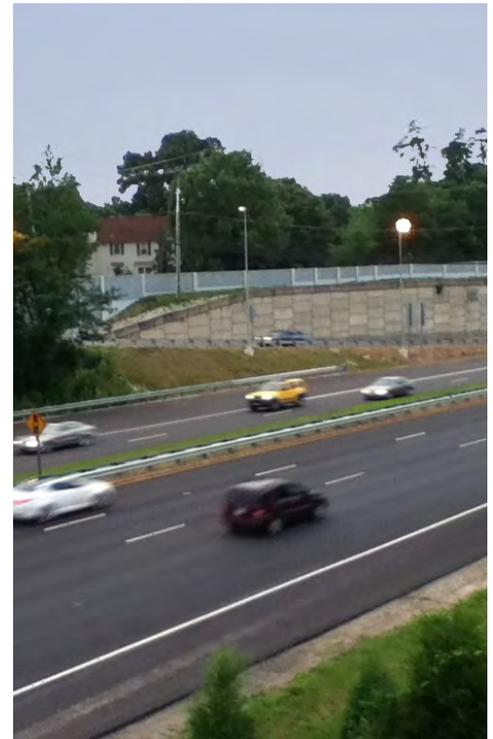


Kenneth C. Wendel, Assistant Secretary

IN THE EVENT YOU WISH TO NOTIFY US OF A CLAIM, VERIFY THE AUTHENTICITY OF THIS BOND OR NOTIFY US OF ANY OTHER MATTER, PLEASE CONTACT US AT ADDRESS LISTED ABOVE, OR BY Telephone (908) 903- 3493 Fax (908) 903- 3656 e-mail: surety@chubb.com

# 3.2.10

## SCC and DPOR Tables and Supporting Registrations



# .1 SCC Documentation



Please note: The SCC website will be unavailable Thursday, June 20, from 6-10 p. system maintenance. We apologize for the inconvenience and appreciate your patience.

**ALERT to Virginia Corporations Regarding Solicitation from Corporate Records Search can be found in the Bulletin Archive in the right-hand navigation pane.**

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CISM0180

CORPORATE DATA INQUIRY

06/20/13

10:48:17

CORP ID: F029022 - 3 STATUS: 00 ACTIVE STATUS DATE: 06/07/93  
 CORP NAME: CHERRY HILL CONSTRUCTION, INC.

DATE OF CERTIFICATE: 03/04/1975 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX RD STE 301 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060 6802  
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/05/04 LOC : 143  
 ACCEPTED AR#: 213 50 8873 DATE: 02/21/13 HENRICO COUNTY  
 CURRENT AR#: 213 50 8873 DATE: 02/21/13 STATUS: A ASSESSMENT INDICATOR: 0  
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
 13 640.00 91,000

(Screen Id:/Corp\_Data\_Inquiry)

# Commonwealth OF Virginia



## State Corporation Commission

### *CERTIFICATE OF GOOD STANDING*

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

That CHERRY HILL CONSTRUCTION, INC., a corporation incorporated under the law of Maryland, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on March 4, 1975; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:*

*June 7, 2013*

*Joel H. Peck*

*Joel H. Peck, Clerk of the Commission*

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond,* November 3, 1999

*This is to certify that a certificate of authority to transact business in Virginia was this day issued and admitted to record in this office for* CHERRY HILL SAND & GRAVEL COMPANY, INC.

March 4, 1975

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



*State Corporation Commission*

*Attest:*

*Joel H. Peck*

*Clerk of the Commission*

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CHERRY HILL SAND & GRAVEL COMPANY, INC.

ARTICLES OF AMENDMENT

10

CHERRY HILL SAND & GRAVEL COMPANY, INC., a Maryland corporation, having its principal office in Jessup, Maryland (the "Corporation"), hereby certifies to the Maryland State Department of Assessments and Taxation that:

FIRST: The charter of the Corporation is hereby amended by striking in its entirety Article SECOND and by inserting in lieu thereof the following:

"SECOND: The name of the corporation (which is hereinafter called the "Corporation") is

CHERRY HILL CONSTRUCTION, INC."

SECOND: The Board of Directors of the Corporation duly advised the foregoing amendment by unanimous written consent on November 26, 1984. The stockholders of the Corporation approved the foregoing amendment by unanimous written consent on November 26, 1984.

IN WITNESS WHEREOF, CHERRY HILL SAND & GRAVEL COMPANY, INC. has caused these presents to be signed in its name and on its behalf by its President and attested by its Secretary on November 26, 1984.

ATTEST:

CHERRY HILL SAND & GRAVEL COMPANY, INC.

Janet M. Vernon  
Janet M. Vernon, Secretary

By: James A. Openshaw, Jr.  
James A. Openshaw, Jr.,  
President

The Undersigned, President of CHERRY HILL SAND & GRAVEL COMPANY, INC., who executed on behalf of said corporation the foregoing Articles of Amendment, of which this certificate is made a part, hereby acknowledges in the name and on behalf of said corporation, the foregoing Articles of Amendment to be the corporate act of said corporation and further certifies that, to the best of his

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knowledge, information and belief, the matters and facts set forth therein with respect to the approval thereof are true in all material respects, under the penalties of perjury.

CHERRY HILL SAND & GRAVEL  
COMPANY, INC.

By:   
James A. Openshaw, Jr.,  
President

Please note: The SCC website will be unavailable Thursday, June 20, from 6-10 p. system maintenance. We apologize for the inconvenience and appreciate your patience.

**ALERT to Virginia Corporations Regarding Solicitation from Corporate Records Searches can be found in the Bulletin Archive in the right-hand navigation pane.**

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CISM0180

CORPORATE DATA INQUIRY

06/20/13

11:43:08

CORP ID: F149901 - 3 STATUS: 00 ACTIVE STATUS DATE: 10/17/06  
 CORP NAME: Johnson, Mirmiran & Thompson, Inc.

DATE OF CERTIFICATE: 10/17/2006 PERIOD OF DURATION: INDUSTRY CODE: 70  
 STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: ROBERT GALLAGHER

STREET: 9201 ARBORETUM PKY STE 140 AR RTN MAIL:

CITY: RICHMOND STATE : VA ZIP: 23236  
 R/A STATUS: 2 OFFICER EFF. DATE: 09/06/07 LOC : 120  
 ACCEPTED AR#: 212 53 1768 DATE: 08/21/12 CHESTERFIELD CO  
 CURRENT AR#: 212 53 1768 DATE: 08/21/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	100.00					1,000

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 (Screen Id:/Corp\_Data\_Inquiry)

# Commonwealth OF Virginia



## State Corporation Commission

### *CERTIFICATE OF GOOD STANDING*

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

That Johnson, Mirmiran & Thompson, Inc., a corporation incorporated under the law of Maryland, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on October 17, 2006; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:*

*October 24, 2012*

*Joel H. Peck*

*Joel H. Peck, Clerk of the Commission*

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond, February 8, 2002*

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

**Johnson, Mirmiran & Thompson, Inc.**

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



*State Corporation Commission*

*Attest:*

*Joel H. Beck*

*Clerk of the Commission*

**ALERT to Virginia Corporations Regarding Solicitation from Corporate Records Search can be found in the Bulletin Archive in the right-hand navigation pane.**

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CORPORATE DATA INQUIRY

06/26/13

14:11:33

CORP ID: 0492551 - 7 STATUS: 00 ACTIVE STATUS DATE: 12/01/08  
 CORP NAME: QUINN CONSULTING SERVICES INCORPORATED

DATE OF CERTIFICATE: 10/24/1997 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK  
 MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: JOHN H QUINN JR

STREET: 2208 S KNOLL ST AR RTN MAIL:

CITY: ARLINGTON STATE : VA ZIP: 22202 2134  
 R/A STATUS: 4 ATTORNEY EFF. DATE: 10/24/97 LOC : 106  
 ACCEPTED AR#: 212 14 5571 DATE: 09/11/12 ARLINGTON COUNT  
 CURRENT AR#: 212 14 5571 DATE: 09/11/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	100.00					5,000

(Screen Id:/Corp\_Data\_Inquiry)

# Commonwealth OF Virginia



## State Corporation Commission

### *CERTIFICATE OF GOOD STANDING*

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

That QUINN CONSULTING SERVICES INCORPORATED is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is October 24, 1997;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:  
June 24, 2013*

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

Please note: The SCC website will be unavailable Thursday, June 20, from 6-10 p. system maintenance. We apologize for the inconvenience and appreciate your pat

**ALERT to Virginia Corporations Regarding Solicitation from Corporate Records Se can be found in the Bulletin Archive in the right-hand navigation pane.**

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06/20/13

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LLC DATA INQUIRY

10:56:14

LLC ID: S313497 - 2 STATUS: 00 ACTIVE STATUS DATE: 01/11/10

LLC NAME: DMY Engineering Consultants, LLC

DATE OF FILING: 01/11/2010 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

P R I N C I P A L O F F I C E A D D R E S S

STREET: 45662 TERMINAL DR STE 110

CITY: DULLES STATE: VA ZIP: 20166-0000

R E G I S T E R E D A G E N T I N F O R M A T I O N

R/A NAME: WEIYI MA

STREET: 45662 TERMINAL DRIVE

SUITE 110

RTN MAIL:

CITY: DULLES STATE: VA ZIP: 20166-0000

R/A STATUS: 1 MEMBER/MANAGER EFF DATE: 06/23/11 LOC: 153 LOUDOUN COUNTY

YEAR FEES PENALTY INTEREST BALANCE

13 50.00

(Screen Id:/LLC\_Data\_Inquiry)

# Commonwealth OF Virginia



## State Corporation Commission

### *CERTIFICATE OF FACT*

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

That DMY Engineering Consultants, LLC is duly organized as a limited liability company under the law of the Commonwealth of Virginia;

That the date of its organization is January 11, 2010; and

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

Nothing more is hereby certified.

*Signed and Sealed at Richmond on this Date:  
December 13, 2012*



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

**ALERT to Virginia Corporations Regarding Solicitation from Corporate Records Search can be found in the Bulletin Archive in the right-hand navigation pane.**

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CORPORATE DATA INQUIRY

06/30/13

03:04:34

CORP ID: F128190 - 8 STATUS: 00 ACTIVE STATUS DATE: 01/30/97  
 CORP NAME: DIW GROUP, INC.

DATE OF CERTIFICATE: 01/30/1997 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: N NO A-REPORT MONITOR INDICATOR:  
 CHARTER FEE: 2500.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: CHARLES MITCHELL

STREET: 21601 AVENS CT AR RTN MAIL:

CITY: ASHBURN STATE : VA ZIP: 20148  
 R/A STATUS: 2 OFFICER EFF. DATE: 01/30/97 LOC : 153  
 ACCEPTED AR#: 212 54 4988 DATE: 11/26/12 LOUDOUN COUNTY  
 CURRENT AR#: 212 54 4988 DATE: 11/26/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	1,700.00					2,000,000

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 (Screen Id:/Corp\_Data\_Inquiry)

Please note: The SCC website will be unavailable Thursday, June 20, from 6-10 p. system maintenance. We apologize for the inconvenience and appreciate your patience.

**ALERT to Virginia Corporations Regarding Solicitation from Corporate Records Search can be found in the Bulletin Archive in the right-hand navigation pane.**

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CORPORATE DATA INQUIRY

06/20/13

11:27:02

CORP ID: 0504941 - 6 STATUS: 00 ACTIVE STATUS DATE: 08/04/04  
 CORP NAME: EEE CONSULTING, INC.

DATE OF CERTIFICATE: 06/23/1998 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 700.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX RD STE 301 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060  
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 05/15/12 LOC : 143  
 ACCEPTED AR#: 213 52 4464 DATE: 05/24/13 HENRICO COUNTY  
 CURRENT AR#: 213 52 4464 DATE: 05/24/13 STATUS: A ASSESSMENT INDICATOR: 0  

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	100.00					333,000

(Screen Id:/Corp\_Data\_Inquiry)

# Commonwealth OF Virginia



## State Corporation Commission

### *CERTIFICATE OF GOOD STANDING*

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

That EEE Consulting, Inc. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is June 23, 1998;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:  
August 9, 2012*

*Joel H. Peck*

*Joel H. Peck, Clerk of the Commission*

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

Richmond, June 23, 1998

*This is to Certify that the certificate of incorporation of*

EEE Consulting, Inc.

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

June 23, 1998



State Corporation Commission

*William J. Bridge*  
Clerk of the Commission

Please note: The SCC website will be unavailable Thursday, June 20, from 6-10 p. system maintenance. We apologize for the inconvenience and appreciate your patience.

**ALERT to Virginia Corporations Regarding Solicitation from Corporate Records Search can be found in the Bulletin Archive in the right-hand navigation pane.**

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CISM0180

CORPORATE DATA INQUIRY

06/20/13

13:34:22

CORP ID: F176141 - 2 STATUS: 00 ACTIVE STATUS DATE: 01/04/13  
 CORP NAME: SHARP & COMPANY INCORPORATED

DATE OF CERTIFICATE: 07/23/2008 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: KAREN A DONER

STREET: ROTH DONER JACKSON PLC AR RTN MAIL:  
 8200 GREENSBORO DR STE 820  
 CITY: MCLEAN STATE : VA ZIP: 22102  
 R/A STATUS: 4 ATTORNEY EFF. DATE: 10/02/12 LOC : 129  
 ACCEPTED AR#: 213 01 7006 DATE: 01/04/13 FAIRFAX COUNTY  
 CURRENT AR#: 213 01 7006 DATE: 01/04/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	130.00					10,000

(Screen Id:/Corp\_Data\_Inquiry)

# Commonwealth OF Virginia



## State Corporation Commission

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

SHARP & COMPANY OF VIRGINIA, INCORPORATED (USED IN VA BY: SHARP & COMPANY INCORPORATED), a corporation incorporated under the laws of MARYLAND is authorized to transact business in Virginia and is in good standing. It obtained a certificate of authority from the Commission on July 23, 2008.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:  
November 1, 2010*

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

Please note: The SCC website will be unavailable Thursday, June 20, from 6-10 p. system maintenance. We apologize for the inconvenience and appreciate your patience.

**ALERT to Virginia Corporations Regarding Solicitation from Corporate Records Search can be found in the Bulletin Archive in the right-hand navigation pane.**

Si  
Cor



06/20/13

LLCM3220

LLC DATA INQUIRY

11:54:44

LLC ID: T049068 - 2 STATUS: 00 ACTIVE STATUS DATE: 02/03/12

LLC NAME: Appraisal Review Specialists, LLC

DATE OF FILING: 02/03/2012 PERIOD OF DURATION: 99/99/9999 INDUSTRY CODE: 00

STATE OF FILING: WV WEST VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

P R I N C I P A L O F F I C E A D D R E S S

STREET: 3058 MOUNT VERNON RD

CITY: HURRICANE STATE: WV ZIP: 25526-0000

R E G I S T E R E D A G E N T I N F O R M A T I O N

R/A NAME: INCORP SERVICES INC

STREET: 7288 HANOVER GREEN DR

RTN MAIL:

CITY: MECHANICSVILLE STATE: VA ZIP: 23111-0000

R/A STATUS: 5 ENTITY AUTHORIZ EFF DATE: 02/03/12 LOC: 142 HANOVER COUNTY

YEAR FEES PENALTY INTEREST BALANCE

13 50.00

(Screen Id:/LLC\_Data\_Inquiry)

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond, August 10, 2012*

*This certificate of registration to transact business in Virginia is issued for*

**Appraisal Review Specialists, LLC**  
**(Date of Registration: February 3, 2012)**

*a limited liability company organized under the laws of West Virginia and the said company is authorized to transact business in Virginia, subject to all Virginia laws applicable to the company and its business.*



*State Corporation Commission*  
*Attest:*

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

# .2

## DPOR Office Documentation



DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
05-31-2015

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

NUMBER  
2701014225

BOARD FOR CONTRACTORS  
CLASS A CONTRACTOR  
\*CLASSIFICATIONS\* H/H

CHERRY HILL CONSTRUCTION INC  
8211 WASHINGTON BLVD  
JESSUP, MD 20794



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

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA  
CLASS A BOARD FOR CONTRACTORS  
CONTRACTOR

\*CLASSIFICATIONS\* H/H  
NUMBER: 2701014225 EXPIRES: 05-31-2015

CHERRY HILL CONSTRUCTION INC  
8211 WASHINGTON BLVD  
JESSUP, MD 20794



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

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10010 (7/11) 107028-3

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
12-31-2013

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

NUMBER  
0407001314

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

PROFESSIONS: ENG, LA, ARC, LS

JOHNSON MIRMIRAN & THOMPSON INC  
72 LOVETON CIRCLE  
SPARKS, MD 21152



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

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407001314 EXPIRES: 12-31-2013  
PROFESSIONS: ENG, LA, ARC, LS  
JOHNSON MIRMIRAN & THOMPSON INC  
72 LOVETON CIRCLE  
SPARKS, MD 21152



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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
02-28-2014

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

NUMBER  
0411000441

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

PROFESSIONS: ENG, LS

JOHNSON MIRMIRAN & THOMPSON INC  
13921 PARK CENTER RD  
HERNDON, VA 20171



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

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COMMONWEALTH OF VIRGINIA

BOARD FOR APPLICANTS  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000441 EXPIRES: 02-28-2014  
PROFESSIONS: ENG, LS  
JOHNSON MIRMIRAN & THOMPSON INC  
13921 PARK CENTER RD  
HERNDON, VA 20171



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COMMONWEALTH OF VIRGINIA

EXPIRES ON  
02-28-2014

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

NUMBER  
0411000029

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

PROFESSIONS: ENG, LS

JOHNSON, MIRMIRAN & THOMPSON, INC.  
9201 ARBORETUM PKWY  
SUITE 310  
RICHMOND, VA 23236



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Gordon N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APPELSCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000029 EXPIRES: 02-28-2014  
PROFESSIONS: ENG, LS  
JOHNSON, MIRMIRAN & THOMPSON, INC.  
9201 ARBORETUM PKWY  
SUITE 310  
RICHMOND, VA 23236



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9960 Mayland Dr., Suite 400, Richmond, VA 23233

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
02-28-2014

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

NUMBER  
0411000440

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

PROFESSIONS: LS, ENG

JOHNSON MIRMIRAN & THOMPSON INC  
272 BENDIX ROAD  
SUITE 260  
VIRGINIA BEACH, VA 23452



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Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000440 EXPIRES: 02-28-2014  
PROFESSIONS: LS, ENG  
JOHNSON MIRMIRAN & THOMPSON INC  
272 BENDIX ROAD  
SUITE 260  
VIRGINIA BEACH, VA 23452



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9960 Mayland Dr., Suite 400, Richmond, VA 23233

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON

12-31-2013

NUMBER

0407003733

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

PROFESSIONS: ENG

QUINN CONSULTING SERVICES INC  
14160 NEWBROOK DR  
SUITE 220  
CHANTILLY, VA 20151



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

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COMMONWEALTH OF VIRGINIA

BOARD FOR APESCIDLA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407003733 EXPIRES: 12-31-2013  
PROFESSIONS: ENG  
QUINN CONSULTING SERVICES INC  
14160 NEWBROOK DR  
SUITE 220  
CHANTILLY, VA 20151



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

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COMMONWEALTH OF VIRGINIA

EXPIRES ON  
12-31-2013

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

NUMBER  
0407005631

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

PROFESSIONS: ENG

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



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

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COMMONWEALTH OF VIRGINIA

BOARD FOR APPELSCIDLA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407005631 EXPIRES: 12-31-2013  
PROFESSIONS: ENG  
DMY ENGINEERING CONSULTANTS, LLC  
45662 TERMINAL DRIVE  
SUITE 110  
DULLES, VA 20166



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COMMONWEALTH OF VIRGINIA

EXPIRES ON

12-31-2013

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

NUMBER

0407004748

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

PROFESSIONS: ENG

DIW GROUP INC  
SPECIALIZED ENGINEERING  
4845 INTERNATIONAL BLVD  
#104  
FREDERICK, MD 21703



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

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COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407004748 EXPIRES: 12-31-2013  
PROFESSIONS: ENG  
DIW GROUP INC SPECIALIZED ENGINEERING  
4845 INTERNATIONAL BLVD  
#104  
FREDERICK, MD 21703



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9960 Mayland Dr., Suite 400, Richmond, VA 23233

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COMMONWEALTH OF VIRGINIA

EXPIRES ON  
12-31-2013

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

NUMBER  
0407003798

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

PROFESSIONS: ENG

EEE CONSULTING INC  
8525 BELL CREEK RD  
MECHANICSVILLE, VA 23116



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

# .3

## DPOR Key Personnel Documentation



DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
07-31-2014

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

NUMBER  
0402032211

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

GREGORY MICHAEL ANDRICOS  
4202 KILBOURNE DRIVE  
FAIRFAX, VA 22032



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Gordon N. Dixon, Director

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA  
PROFESSIONAL ENGINEER LICENSE  
NUMBER: 0402032211 EXPIRES: 07-31-2014

GREGORY MICHAEL ANDRICOS  
4202 KILBOURNE DRIVE  
FAIRFAX, VA 22032



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

EXPIRES ON

08-31-2013

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

NUMBER

0402026380

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

JOHN KEVIN VICINSKI  
4609 MARBLE ROCK CT  
CHANTILLY, VA 20151



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

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APPLSCIDLA  
PROFESSIONAL ENGINEER LICENSE  
NUMBER: 0402026380 EXPIRES: 08-31-2013

JOHN KEVIN VICINSKI  
4609 MARBLE ROCK CT  
CHANTILLY, VA 20151



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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON

07-31-2014

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

NUMBER

0402047571

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

WILLIAM E SCHAUB  
3805 THREE WOOD DR  
HAMPSTEAD, MD 21074



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

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# .4

## DPOR Non-Professional Documentation



DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
11-30-2013

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

NUMBER  
4001 010298

REAL ESTATE APPRAISER BOARD  
CERTIFIED GENERAL REAL ESTATE APPRAISER

VALERIE LYNN KELSEY  
13511 BUGLENOTE WAY  
SPOTSYLVANIA VA 22553



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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
**04-30-2014**

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

NUMBER  
**4008 001735**

REAL ESTATE APPRAISER BOARD  
BUSINESS REGISTRATION

APPRAISAL REVIEW SPECIALISTS LLC  
3058 MOUNT VERNON ROAD SUITE 12  
HURRICANE WV 25523



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Gordon N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

REAL ESTATE APPRAISER BOARD  
BUSINESS REGISTRATION  
NUMBER: 4008 001735 EXPIRES: 04-30-2014  
APPRAISAL REVIEW SPECIALISTS LLC  
3058 MOUNT VERNON ROAD SUITE 12  
HURRICANE WV 25523



(FOLD)

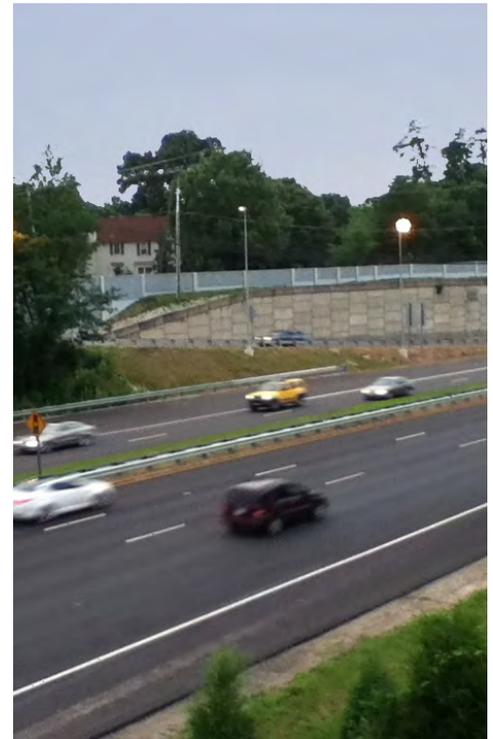
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# 3.3.1

## Key Personnel Resume Forms



## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a.	Name & Title: <b>Gregory M. Andricos, P.E.</b> Vice President/General Manager
b.	Project Assignment: <b>Design-Build Project Manager</b>
c.	Name of Firm with which you are now associated: <b>Cherry Hill Construction, Inc., Jessup, MD</b>
	
d.	Years experience: With this Firm <b>21</b> Years With Other Firms <b>0</b> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):  <b>Cherry Hill Construction, Inc.</b> Individual duties were performed at the same time frame or period as listed below:  <b>Start Date:</b> 10/1999 <b>End Date:</b> Present <b>Position:</b> Design-Build Project Manager <b>Responsibilities:</b> Primary Point of Contact with principal responsibility for overseeing all design and construction efforts from proposal through final acceptance, including QA/QC for the following competitively bid Eastern Federal Lands Highway Division (EFLHD) D-B projects: Mark Center Short and Mid-Interim Improvements D-B – \$9.1M (for VDOT) Alexandria VA (4/12 to present); Fairfax County Parkway Project Phases I/II, and IV D-B - \$112.5M (for VDOT) Springfield, VA (7/08-7/11); 9 <sup>th</sup> Street Bridge Replacement D-B, \$58.4M (for DDOT) Washington, DC (7/06-7/11); and Taylor Street Bridge Replacement D-B, \$10.8M (for DDOT) Washington, DC (4/03-4/06). Principal responsibility for the design/construction of the Patapsco & Back River railroad bridge and approaches in Baltimore, MD. Coordinated the design development/construction operations for all aspects of the project  <b>Start Date:</b> 7/2010 <b>End Date:</b> Present <b>Position:</b> Vice President/General Manager <b>Responsibilities:</b> Corporate Officer with full profit loss responsibility for Cherry Hill Construction, Inc. overseeing all estimating, management, and construction operations with direct management of all D-B projects.  <b>Start Date:</b> 4/2008 <b>End Date:</b> 7/2010 <b>Position:</b> Field Operations Manager <b>Responsibilities:</b> Principal responsibility for all construction operations with direct management of all D-B projects.  <b>Start Date:</b> 10/2000 <b>End Date:</b> 4/2008 <b>Position:</b> Bridge & Structures Division Manager <b>Responsibilities:</b> Principal responsibility for estimating and construction of all bridges and structures company wide. Served as the chief bridge engineer to review all design and construction related issues.  <b>Start Date:</b> 12/1996 <b>End Date:</b> 9/2000 <b>Position:</b> Chief Structures Estimator and Bridge Design Manager <b>Responsibilities:</b> Principal responsibility for estimating all highway bridge and structures projects. Also served as Chief Structures Engineer for construction projects throughout the company to review design or construction issues.  <b>Start Date:</b> 11/1995 <b>End Date:</b> 7/1997 <b>Position:</b> Bridge Engineer / Design-Build Coordinator <b>Responsibilities:</b> Served as liaison with lead design firm (JMT) on Arena Drive project (first MSHA D-B project). Coordinated activities of estimating and design functions to produce construction documents for owner approval.  <b>Start Date:</b> 8/1993 <b>End Date:</b> 11/1995 <b>Position:</b> Contractor QA/QC Manager <b>Responsibilities:</b> Developed and executed the Contractor QA and QC Program in support of major runway improvements at Dulles International Airport. Scheduled and monitored inspection programs, sampling, testing, analysis, and reporting. Addressed non-conformance issues and implemented recovery plans to assure quality performance.
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Military Institute, Lexington, VA/Bachelor of Science/1992/Civil Engineering
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: <b>1998/Virginia Registered Professional Engineering No. 0402 032211</b> Virginia DCR Responsible Land Disturber No. 31805/ VDOT Erosion & Sediment Control Contractor Cert. No. 4541C

- g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your specific responsibilities and authorities for each assignment, 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 assignment.*

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

**SIMILAR SCOPE ACTIVITIES**

<p><b>(1.) EFLHD/VDOT, Fairfax County Parkway (FCP) Phases I/II &amp; IV (Design-Build), Springfield, VA (\$112.5M) – DBPM.</b> Primary point of contact and supervising a staff consisting of engineers, public relations professionals, ROW specialists, utility coordinators, CM/CI and field personnel. Responsible for managing the project from the proposal through all phases of permit, design, and construction. He coordinated with multiple stakeholders (VDOT, FHWA-EFLHD, DOD, and Fairfax Co.) to ensure the project met contractual requirements of all agencies. As the DBPM, he ensured strict adherence to the QA/QC programs for both design and construction. The project included 6 major highway bridge structures, highway and local ramps and interchanges, more than 2.7 miles of roadway construction, utility relocation, stringent environmental concerns and SWM practices, a critical ordinance safety/removal program, and an extremely aggressive schedule contract completion. Context sensitive means/methods were used in the design of the Accotink Creek bridge structure minimizing impact to the watershed. Additional design work enhanced multi-modal accessibility at the Fullerton Rd. intersection. Served on the VA Mega Projects Community Resource Board during this project &amp; received a “Star Partner” award for his exceptional dedication, teamwork, and professionalism in support of the project's goals by the NGA and USACE. This project also received recognition from ACEC and VTCA. <b>Firm:</b> Cherry Hill Construction, Inc./ <b>Project Dates:</b> 10/2008 to 9/2010 (Phase I/II) and 10/2008 to 7/2011 (Phase IV)</p>	<ul style="list-style-type: none"> <li>✓ Design-Build</li> <li>✓ Roadway/Surveys</li> <li>✓ Structures/Bridges</li> <li>✓ Environmental</li> <li>✓ Geotechnical</li> <li>✓ H&amp;HA/ESC/SWM</li> <li>✓ Traffic Control Dev.</li> <li>✓ Transp. Mgmt. Plan</li> <li>✓ ROW Acquisition</li> <li>✓ Utilities</li> <li>✓ Public Relations</li> <li>✓ QA/QC</li> <li>✓ Constr. Eng./Insp.</li> <li>✓ Project Management</li> <li>✓ Coord. w/ On-Going Adjacent Projects</li> </ul>
<p><b>(2.) EFLHD/VDOT, Mark Center Short and Mid-Term Improvements (Design-Build), Alexandria, VA (\$9.1M) – DBPM.</b> He is the POC for the D-B Team and is responsible for the overall project design, quality management, contract administration and constr. oversight. Short-term improvements were completed in Sept. 2012. Mid-Term construction improvements are substantially complete and on track to finish on schedule in July 2013 as required to ensure the timely completion of this much needed project to alleviate the complex transportation issues resulting from recent increases in traffic volumes. <b>Firm:</b> Cherry Hill Construction, Inc. / <b>Project Dates:</b> 4/2012 to 7/2013 (anticipated).</p>	<ul style="list-style-type: none"> <li>✓ Design-Build</li> <li>✓ Roadway/Survey</li> <li>✓ Environ</li> <li>✓ TCD/TMP</li> <li>✓ H&amp;HA/ESC/SWM</li> <li>✓ Utilities/Public Relat.</li> <li>✓ QA/QC/Project Mgmt.</li> <li>✓ Coord. w/ On-Going Adjacent Projects</li> </ul>
<p><b>(3.) EFLHD/DDOT, 9th Street Bridge Replacement over CSXT and Amtrak Rail and New York Avenue, Washington, DC (\$58.4M) – DBPM.</b> Primary point of contact for the CHC/JMT D-B Team and supervised a staff consisting of engineers, PR professionals, context sensitive artisans, R/W specialists, utility coordinators, inspectors, managers, and field personnel for this project. Managed this project from the proposal that provided the overall best value through all phases of permitting, design and construction. Project requires multi-disciplined design efforts to facilitate the phased removal and complete reconstruction of an existing structure spanning NY Ave as well as active CSXT and AMTRAK Railroads. Context sensitive means and methods were used in the design of the bridge structure, which resulted in numerous enhancements including widened sidewalks and bicycle lanes, and architectural elements. A partnership established between all project shareholders including the FHWA-EFLHD, DDOT, AMTRAK, CSXT, and the USPS and was crucial to the success of this project. <b>Firm:</b> Cherry Hill Construction, Inc. / <b>Project Dates:</b> 9/2006 to 7/2011</p>	<ul style="list-style-type: none"> <li>✓ Design-Build</li> <li>✓ Roadway/Surveys</li> <li>✓ Structures/Bridges</li> <li>✓ Environ./Geotechnical</li> <li>✓ H&amp;HA/ESC/SWM</li> <li>✓ Traffic Control Dev.</li> <li>✓ Transp. Mgmt. Plan</li> <li>✓ ROW Acquisition</li> <li>✓ Utilities/Public Relat.</li> <li>✓ QA/QC/Project Mgmt.</li> <li>✓ Constr. Eng./Insp.</li> <li>✓ Coord. w/ On-Going Adjacent Projects</li> </ul>
<p><b>(4.) MDTA, I-95 – Section 100 Express Toll Lanes (ETL): I-895 to South Kenwood/ Chesaco Avenue Bridge, Baltimore County, MD (\$96.6M) – Field Operations Manager.</b> This project consisted of extensive highway widening of a section of I-95, the primary interstate artery on the East Coast in order to provide two express toll lanes in each direction. Responsible for providing construction services extending 1.8 miles from the I-895 split to south of the Kenwood Avenue Bridge. The ETL consist of a 12’ outside shoulder, two 12’ lanes and a 4’ inside shoulder. This project also included extending the Chesaco Avenue Bridge and providing soil nail walls at both the Chesaco and Hazelwood Avenue structures. Also included were 8 retaining and 9 Noise Abatement Walls used to reduce impact to adjoining properties and stay within the existing R/W. CHC utilized the services of JMT to research the exact location of the adjacent property owners and establish subterranean lease agreements for the installation of these tie-backs. <b>Firm:</b> Cherry Hill Construction, Inc. / <b>Project Dates:</b> 9/2006 to 7/2011</p>	<ul style="list-style-type: none"> <li>✓ Roadway/Surveys</li> <li>✓ Structures/Bridges</li> <li>✓ Environmental</li> <li>✓ Geotechnical</li> <li>✓ Traffic Control Dev.</li> <li>✓ Transp. Mgmt. Plan</li> <li>✓ ROW Acquisition</li> <li>✓ QA/QC</li> <li>✓ Constr. Eng./Insp.</li> <li>✓ Project Management</li> <li>✓ Coord. w/ On-Going Adjacent Projects</li> </ul>

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a.	Name & Title: <b>John K. Vicinski, P.E., DBIA</b> Quality Assurance Manager
b.	Project Assignment: <b>Quality Assurance Manager (QAM)</b>
c.	Name of Firm with which you are now associated: <b>Quinn Consulting Services, Inc., Chantilly, VA</b>
d.	Years experience: With this Firm <b>4.8</b> Years With Other Firms <b>25</b> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):  <b>Quinn Consulting Services, Inc.</b> <b>Start Date:</b> 6/2008 <b>End Date:</b> Present <b>Position:</b> Quality Assurance Manager <b>Responsibilities:</b> As Quality Assurance Manager, worked exclusively on design-build projects in lead QA/QC roles. <ul style="list-style-type: none"><li>○ 3/2012 to Present – QAM for the VDOT D-B Rt. 27/244 Interchange Reconstruction project in Arlington VA.</li><li>○ 9/2011 to Present – QAM for the VDOT D-B Rt. 50 Widening West of Rt. 28 in Fairfax &amp; Loudoun Counties, VA.</li><li>○ 2/2012 to Present – QAM for the VDOT D-B Pacific Blvd. Extension Project in Loudoun County, VA.</li><li>○ 3/2012 to 12/2012 – QAM for the FHWA D-B Fort Lee Garrison “A” Gate Roundabout, Prince George Co., VA.</li><li>○ 1/2011 to 3/2013 --Client Dewberry. QAM for the FHWA Fairfax County Improvements (Phase III) D-B Project.</li><li>○ 4/2010 to 12/2010 – QAM for the VDOT Waxpool Road/Loudoun County Pkwy. Interchange Improvements D-B.</li><li>○ 11/2008 to 3/2010 – Area Quality Control Engineer on the VDOT/FHWA PPTA Design-Build Project adding HOT Lanes to 14 miles of the Virginia side of the Capital Beltway.</li><li>○ 6/2008 to 11/2008 – Quality Assurance Manager for the VDOT Pacific Boulevard Design-Build Project.</li><li>○ 6/2008 to 11/2008 – Quality Assurance Manager for the VDOT Battlefield Parkway Design-Build Project.</li><li>○ <b>6/2008 to 11/2008 – Quality Assurance Manager for the VDOT Design-Build Gilberts Corner Project near the intersection of Route 15 and Route 50 in Loudoun County, VA.</b></li></ul> <b>Alpha Corporation</b> <b>Start Date:</b> 9/1995 <b>End Date:</b> 6/2008 <b>Position:</b> Vice President/Director of Transportation Services in Virginia <b>Responsibilities:</b> Managed up to 25 contracts simultaneously primarily providing CEI services on design-build, district-wide, and project specific projects for VDOT and other transportation clients. <ul style="list-style-type: none"><li>○ 2008 – Quality Assurance Manager for the VDOT Battlefield Parkway D-B Project.</li><li>○ 2008 – Quality Assurance Manager for the VDOT D-B Gilberts Corner Project in Loudoun County, VA.</li><li>○ 2007-2008 – Quality Assurance Manager on \$56M, 5.6 mile rail and roadway D-B project in Portsmouth, VA.</li><li>○ 2006-2008 – Project Director in charge of CEI inspectors/support services on I-66 Gainesville Interchange.</li><li>○ 2005-2008 – Project director on construction of \$500M container terminal in Portsmouth, VA.</li><li>○ 2005-2008 and 1995-1998 – Inspector Coordinator on VDOT Northern Virginia District-wide CEI Contracts.</li><li>○ 1998-2008 – Inspector coordinator on three consecutive VDOT Culpeper District-wide CEI contracts</li><li>○ 2004-2008 – Project Director/Task Mgr. on task contract providing constructability review/CPM scheduling.</li><li>○ 2004-2008 – Project Director in charge of providing CEI services on multiple transportation projects.</li><li>○ 2006-2008 – Project Director in charge of providing CEI services on Monroe Street Design-Build project.</li><li>○ 2005-2008 – Project Director in charge of providing CEI services on transportation projects in Prince William Co.</li><li>○ 2004-2006 – Project Director in charge of CEI services on I-81 Maury River Bridge Project near Lexington, VA.</li><li>○ 2003-2006 – Project Director in charge of providing transportation inspectors to the Town of Herndon</li><li>○ 2005-2008 – Project Director in charge of providing CEI services on environ./building projects in Fairfax County.</li><li>○ 2002-2007 – Inspector coordinator in charge of bridge/painting inspectors in NOVA, Culpeper, and Fredericksburg.</li><li>○ 2000-2003 – Inspector coordinator in charge of providing inspectors throughout the VDOT Staunton District.</li></ul>
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Pittsburgh at Johnstown/BS/1982/Civil Engineering Technology
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: <b>1992/Virginia Registered Professional Engineering No. 0402 026380</b> <b>Certified Design Build Institute of America (DBIA) Professional</b> <b>VDOT Erosion and Sediment Control Contractor Certification No. 1401</b>



- g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your specific responsibilities and authorities for each assignment, 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 assignment.*

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

**SIMILAR SCOPE ACTIVITIES**

<p><b>(1.) VDOT, Route 50 Widening (Design-Build), Fairfax and Loudoun Counties, VA (\$58M)</b> – <i>QAM</i>. Responsible for this D-B project to widen Route 50 between Rte. 742 (Poland Road) to Rte. 28 (Sully Road) from a 4-lane divided highway to a 6-lane divided highway. Responsibilities include oversight of the QA team that works closely with the Contractor’s QC team to assure that the project adheres to the project specific QA/QC Plan and the Minimum Requirements for QA and QC as set forth in the VDOT D-B Manual. Responsibilities included scheduling and chairing activity preparatory meetings; performing the required QA inspection and testing; monitoring the performance and documentation of the QC team, reviewing and approving monthly pay estimates, developing project punch lists, and addressing non-conforming items with contractor QC personnel. <b>Firm:</b> Quinn Consulting Services, Inc./ <b>Project Dates:</b> 9/2011 to 6/2015</p>	<ul style="list-style-type: none"> <li>✓ Design-Build</li> <li>✓ Roadway/Surveys</li> <li>✓ Structures/Bridges</li> <li>✓ Traffic Control Dev.</li> <li>✓ Transp. Mgmt. Plan</li> <li>✓ ROW Acq./Utilities</li> <li>✓ QA/QC/Project Mgmt.</li> <li>✓ Constr. Eng./Insp.</li> <li>✓ Coord. w/ On-Going Adjacent Projects</li> </ul>
<p><b>(2.) VDOT, I-495 HOT Lanes (Design-Build), Loudoun County, VA (\$1.5B) - Area Quality Control Engineer.</b> Responsible for the design-build widening of 14 miles of the Capital Beltway. The \$1.5B project adds two-lanes in each beltway direction, replaces more than 50 bridges and overpasses, upgrades 10 interchanges, and improves bike and pedestrian access. Responsible for managing teams of inspectors to provide quality control inspection and testing services in accordance with the project specific quality assurance/quality control plan and VDOT’s Minimum Quality Control &amp; Quality Assurance Requirements for Design Build &amp; PPTA Projects. Responsibilities also include interfacing with project design engineers on RFI’s, field design changes (FDC’s), and non-compliance reports (NCR’s) and daily coordination with QA and general engineering consultant (GEC) personnel. <b>Firm:</b> Quinn Consulting Services, Inc. / <b>Project Dates:</b> 11/2008 to 4/2009</p>	<ul style="list-style-type: none"> <li>✓ Design-Build</li> <li>✓ Roadway/Survey</li> <li>✓ Structures/Bridges</li> <li>✓ Environ./Hydraulics</li> <li>✓ Geotechnical</li> <li>✓ Traffic Control Dev.</li> <li>✓ Transp. Mgmt. Plan</li> <li>✓ Utilities/Public Relat.</li> <li>✓ QA/QC/Project Mgmt.</li> <li>✓ Coord. w/ On-Going Adjacent Projects</li> </ul>
<p><b>(3.) VDOT, Gilberts Corner (Design-Build), Loudoun County, VA (\$80K) – QAM.</b> 0. Responsible for overseeing all QA and QC activities the construction of (4) new traffic circles installed near the intersection of Routes 15/50 and assuring that work was performed in accordance with the project specific QA/QC plan and VDOT’s Minimum Quality Control &amp; Quality Assurance Requirements for Design Build &amp; Public-Private Transportation Act Projects. In the initial stages of the project, helped write the QA/QC plan and assemble a team of QA inspectors and QC technicians that had the required experience and certifications to implement the plan and track all project documentation. Reviewed and signed monthly pay estimates after comparing pay requests with actual progress and compliance with minimum QA/QC technical standards. <b>Firm:</b> Quinn Consulting Services, Inc. / Alpha Corporation <b>Project Dates:</b> 1/2008 to 11/2008</p>	<ul style="list-style-type: none"> <li>✓ Design-Build</li> <li>✓ Roadway/Surveys</li> <li>✓ Environ./Geotechnical</li> <li>✓ Hydraulics</li> <li>✓ Traffic Control Dev.</li> <li>✓ Transp. Mgmt. Plan</li> <li>✓ ROW Acquisition</li> <li>✓ Utilities/Public Relat.</li> <li>✓ QA/QC/Project Mgmt.</li> <li>✓ Constr. Eng./Insp.</li> <li>✓ Coord. w/ On-Going Adjacent Projects</li> </ul>
<p><b>(4.) EFLHD/VDOT, Fairfax County Parkway Phase III (Design-Build), Springfield, VA (\$22M) – QAM.</b> Project elements included the construction of a six-lane divided limited access highway; the Franconia-Springfield Parkway interchange improvements; a shared use path alongside a portion of relocated Rolling Road; sound barriers along relocated Rolling Road and Ramp D; and a new bridge (B692) over the Fairfax County Parkway. Responsibilities included overseeing QA and QC staff to make certain the project was completed in accordance with the contract documents and the VDOT D-B Minimum Standards. Other responsibilities included facilitating preparatory meetings before new activities were begun, documenting asphalt and aggregate testing within the FHWA QL Pay System, and coordinating QA laboratory testing services as required on the project. <b>Firm:</b> Quinn Consulting Services, Inc. / <b>Project Dates:</b> 2/2010 to 3/2013</p>	<ul style="list-style-type: none"> <li>✓ Design-Build</li> <li>✓ Roadway/Surveys</li> <li>✓ Environ./Geotechnical</li> <li>✓ Traffic Control Dev.</li> <li>✓ Transp. Mgmt. Plan</li> <li>✓ ROW Acquisition</li> <li>✓ Utilities/Public Relat.</li> <li>✓ QA/QC/Project Mgmt.</li> <li>✓ Constr. Eng./Insp.</li> <li>✓ Coord. w/ On-Going Adjacent Projects</li> </ul>
<p><b>(5.) VDOT, Route 27/244 Interchange (Design-Build), Arlington, VA (\$50M) – QAM.</b> Replacement of the Washington Blvd. Bridge over Columbia Pike that was built in the 1940’s. The new bridge has many architectural and aesthetic features including; decorative pylons in each corner, haunched steel fascia girders with a two-tone paint scheme to mimic the previous arch, a relief pattern incorporated into the vertical outer surfaces, a concrete block pattern on retaining and abutment walls, and medallions with images reflecting the historical significance of Freedmen’s Village, for which the bridge will be named. Responsibilities on this project included overseeing all of the QA oversight and testing as well as monitoring the QC program for compliance with the project specific QA/QC plan as well as the VDOT Minimum Requirements for QA &amp; QC on D-B &amp; PPTA Projects. <b>Firm:</b> Quinn Consulting Services, Inc. / <b>Project Dates:</b> 2/2012 to 8/2015</p>	<ul style="list-style-type: none"> <li>✓ Design-Build</li> <li>✓ Roadway/Surveys</li> <li>✓ Environ./Geotechnical</li> <li>✓ Traffic Control Dev.</li> <li>✓ Transp. Mgmt. Plan</li> <li>✓ ROW Acquisition</li> <li>✓ Utilities/Public Relat.</li> <li>✓ QA/QC/Project Mgmt.</li> <li>✓ Constr. Eng./Insp.</li> <li>✓ Coord. w/ On-Going Adjacent Projects</li> </ul>

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a.	Name & Title: <b>William E. Schaub, P.E.</b> Vice President
b.	Project Assignment: <b>Design Manager</b>
c.	Name of Firm with which you are now associated: <b>Johnson, Mirmiran &amp; Thompson, Inc., Sparks, MD</b>
d.	Years experience: With this Firm <u>8</u> Years With Other Firms <u>22</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):  <b>Johnson, Mirmiran &amp; Thompson, Inc.</b> <b>Start Date:</b> February 2008 <b>End Date:</b> Present <b>Position:</b> Vice President/Design-Build Manager <b>Responsibilities:</b> Was promoted to Vice President in February of 2008 and currently leads JMT's transportation design-build efforts throughout the eastern United States. Has led and completed multiple DB projects in Northern Virginia, MD and PA.  <b>Johnson, Mirmiran &amp; Thompson, Inc.</b> <b>Start Date:</b> January 2005 <b>End Date:</b> January 2008 <b>Position:</b> Senior Associate/Civil-Structural Engineer <b>Responsibilities:</b> Worked on numerous transportation and facility projects for federal and state agencies including the Virginia Department of Transportation, Federal Highway Administration-Eastern Federal Lands Highway Division, Maryland State Highway Administration, Maryland Port Administration (MPA), and Maryland Transportation Authority (MDTA) .  <b>Wallace Montgomery and Associates, LLP</b> <b>Start Date:</b> August 2003 <b>End Date:</b> December 2004 <b>Position:</b> Structural Engineer/Project Manager <b>Responsibilities:</b> Managed the construction document preparation of numerous highway and bridge projects using MicroStation, InRoads and AutoCAD software for the MD State Highway Administration including the MD 5 (Branch Avenue) Metro Access Interchange project in Prince George's County, MD with Cherry Hill Construction, Inc.  <b>STV, Inc.</b> <b>Start Date:</b> May 1983 <b>End Date:</b> August 2003 <b>Position:</b> Project Manager/Chief Structural Engineer/GIS Mgr. <b>Responsibilities:</b> Managed the construction document preparation of numerous highway and bridge projects using MicroStation, InRoads and AutoCAD software. Experienced in planning and design of structures and highways. The types of highway structures for which he designed include concrete, steel and timber bridges for roads and railroads. His bridge and roadway design experience includes both rehabilitation and new design. Also supervised the firm's GIS efforts. This experience included survey and data collection of interior and exterior infrastructure/facilities components and GIS development using Intergraph's MGE/MGA and GeoMedia and ESRI's Arc/Info and ArcView software for military clients in US and Europe.
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Maryland, College Park, MD/BS/1984/Civil Engineering    Essex Community College, Essex, MD - AA/1981/General Studies    Dale Carnegie Management Training
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: <b>2010/Virginia Registered Professional Engineering No. 0402 47571</b> Also registered in DC, DE, MD, PA and WV
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"><li>1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each assignment.</i></li></ol> <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b>



SIMILAR SCOPE ACTIVITIES	
<p><b>(1.) EFLHD/VDOT, Fairfax County Parkway (FCP), Phases I/II &amp; IV (Design-Build), Springfield, VA (\$112.5M) – Design Manager.</b> Responsible for executing the design and design QA/QC program of this D-B project, which included roadways, interchanges, bridges, retaining walls and sound walls. The FCP project had an extremely aggressive schedule of 750 calendar days. FCP is located between U.S. 1 and Route 7. FCP runs for approx. 1.5 miles through the western and southern portions of the Fort Belvoir EPG and was a critical link to the success of the BRAC Initiative at EPG. Mr. Schaub oversaw the multi-disciplined design effort utilizing over 75 engineers, CADD technicians and other specialists with multiple design firms whose work included geotechnical, roadway, structural, traffic, SWM, drainage, ESC, a multipurpose trail, lighting, utility coordination. In depth coordination with USACE BRAC Integration office, Fort Belvoir DPW, ENRD and Fairfax Co. Received a “Star Partner” award for their exceptional dedication, teamwork, and professionalism in support of the project's goals by the NGA and USACE. <b>Firm:</b> Johnson, Mirmiran &amp; Thompson, Inc./ <b>Project Dates:</b> 10/2008 to 9/2010 (Phase I/II) and 10/2008 to 7/2011 (Phase IV)</p>	<ul style="list-style-type: none"> <li>✓ Design-Build</li> <li>✓ Roadway/Surveys</li> <li>✓ Structures/Bridges</li> <li>✓ Environ./Geotechnical</li> <li>✓ H&amp;HA/ESC/SWM</li> <li>✓ Traffic Control Dev.</li> <li>✓ Transp. Mgmt. Plan</li> <li>✓ ROW Plats/Utilities</li> <li>✓ Public Relations</li> <li>✓ QA/QC /Proj. Mgmt.</li> <li>✓ Constr. Engineering</li> <li>✓ Coord. w/ On-Going Adjacent Projects</li> </ul>
<p><b>(2.) EFLHD/VDOT, Mark Center Short and Mid-Term Improvements (Design-Build), Alexandria, VA (\$9.1M) – Design Manager.</b> This project is adjacent to the Seminary Road interchange with I-395. BRAC is bringing approximately 6,400 new jobs to the new Mark Center Complex that will include the Washington Headquarters Service agencies as well as a number of DOD agencies. Mr. Schaub is responsible for executing the design and QA/QC program of this D-B project, which includes roadway and intersection improvements. This project has an extremely aggressive schedule to address the tremendous growth in the area and address the complex transportation issues experienced by the increase in traffic volumes. <b>Firm:</b> Johnson, Mirmiran &amp; Thompson, Inc./ <b>Project Dates:</b> 4/2012 to 7/2013 (anticipated)</p>	<ul style="list-style-type: none"> <li>✓ Design-Build</li> <li>✓ Roadway/Survey</li> <li>✓ Environ./Geotechnical</li> <li>✓ H&amp;HA/ESC/SWM</li> <li>✓ Traffic Control Dev.</li> <li>✓ Transp. Mgmt. Plan</li> <li>✓ Utilities/Public Relat.</li> <li>✓ RW Acquisitions/Plats</li> <li>✓ QA/QC/Project Mgmt.</li> <li>✓ Coord. w/ On-Going Adjacent Projects</li> </ul>
<p><b>(3.) EFLHD/DDOT, 9<sup>th</sup> Street Bridge Replacement over CSXT and Amtrak Rail and New York Avenue, Washington, DC (\$58.4M) – Design Manager.</b> Mr. Schaub was the lead designer, responsible for the QA/QC program and primary point of contact for the Design-Build Team, which included a multi-disciplined design effort that included geotechnical, roadway, structural, traffic, SWM, drainage, ESC, lighting, utility designs and electric traction design to facilitate the phased removal and complete reconstruction of an existing structure and the reconstruction of the 9<sup>th</sup> Street-NY Avenue Interchange. The Design-Build Team consisted of over 50 engineers, CADD technicians and other specialists with multiple design firms. The bridge was a 645' long four-span structure, spanning New York Avenue (U.S. 50) and CSXT and Amtrak railroads. The project included context sensitive solutions, which resulted in numerous user enhancements including widened sidewalks and bicycle lanes and aesthetic architectural elements. <b>Firm:</b> Johnson, Mirmiran &amp; Thompson, Inc. / <b>Project Dates:</b> 9/2006 to 7/2011</p>	<ul style="list-style-type: none"> <li>✓ Design-Build</li> <li>✓ Roadway/Surveys</li> <li>✓ Structures/Bridges</li> <li>✓ Environ./Geotechnical</li> <li>✓ H&amp;HA/ESC/SWM</li> <li>✓ Traffic Control Dev.</li> <li>✓ Transp. Mgmt. Plan</li> <li>✓ ROW Acquisition</li> <li>✓ Utilities/Public Relat.</li> <li>✓ QA/QC/Project Mgmt.</li> <li>✓ Constr. Eng./Insp.</li> <li>✓ Coord. w/ On-Going Adjacent Projects</li> </ul>
<p><b>(4.) MDTA, I-95/I-695 Interchange – Section 100 Express Toll Lanes (ETL), Baltimore County, MD (\$450M) – Deputy Project Manager.</b> Responsible for the preliminary and final design for the I-95/I-695 interchange which is part of the \$875 million I-95 ETL Section 100 Megaproject which involved 3 major interchanges and interstate design. Mr. Schaub participated in the supervision of the design of highways, bridges, retaining walls, utility relocations, geotechnical program and drainage facilities. The design team consisted of a staff of over 100 from several design firms. The I-95/I-695 interchange design involved 11 lane-miles of I-95, 12 lane-miles of I-695, 1 lane-mile of local roads and 16 lane-miles of ramps, 22 bridges, 30 retaining walls, 6 noise barriers and 5 culverts. Environmental elements included stream restoration assessment, environmental construction monitoring and design for Stemmer's Run; drainage; ESC; SWM; and H/H modeling. The projects geotechnical subsurface exploration program included 500+ borings. <b>Firm:</b> Johnson, Mirmiran &amp; Thompson, Inc. / <b>Project Dates:</b> 4/2005 to 4/2011</p>	<ul style="list-style-type: none"> <li>✓ Roadway/Surveys</li> <li>✓ Structures/Bridges</li> <li>✓ Environ./Geotechnical</li> <li>✓ H&amp;HA/ESC/SWM</li> <li>✓ Traffic Control Dev.</li> <li>✓ Transp. Mgmt. Plan</li> <li>✓ ROW Acq./Utilities</li> <li>✓ Public Relations</li> <li>✓ QA/QC</li> <li>✓ Project Management</li> <li>✓ Constr. Eng./Insp.</li> <li>✓ Coord. w/ On-Going Adjacent Projects</li> </ul>
<p><b>(5.) District Department of Transportation (DDOT), 11<sup>th</sup> Street Bridges and Interchanges, Phase I (Design-Build), Washington, DC (\$378.3M) - Lead QA for Structures.</b> Implemented a QA/QC plan as it relates to structures for this project which includes three new major continuous steel multi-girder bridge crossings of the Anacostia River and two complex interchanges. Bridges include a 5-span 866 foot long bridge, a 5-span 926 foot long bridge and a 10-span 1,650 foot long bridge. Spans range up to 234 feet for the main span over the River. In addition, several existing bridges were rehabilitated for use in the new interchanges. <b>Firm:</b> Johnson, Mirmiran &amp; Thompson, Inc. / <b>Project Dates:</b> 4/2009 to 6/2013 (Phase I)</p>	<ul style="list-style-type: none"> <li>✓ Design-Build</li> <li>✓ Structures/Bridges</li> <li>✓ Environ./Geotechnical</li> <li>✓ H&amp;HA/ESC/SWM</li> <li>✓ Traffic Control Dev.</li> <li>✓ Transp. Mgmt. Plan</li> <li>✓ QA/QC/Proj. Mgmt.</li> <li>✓ Coord. w/ On-Going Adjacent Projects</li> </ul>

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a.	Name & Title: <b>Roger Lant</b> Vice President Operations
b.	Project Assignment: <b>Construction Manager</b>
c.	Name of Firm with which you are now associated: <b>Cherry Hill Construction, Inc., Jessup, MD</b>
d.	Years experience: With this Firm <u>11</u> Years With Other Firms <u>5</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):  <b>Cherry Hill Construction, Inc.</b> <b>Start Date:</b> 1/02 <b>End Date:</b> Present <b>Position:</b> Construction Manager <b>Responsibilities:</b> Principal responsibility for the construction of Design-Build and Design-Bid-Build projects for VDOT, FHWA-EFLHD, DDOT, MSHA and MTA.  <b>Brise Construction UK</b> <b>Start Date:</b> 5/01 <b>End Date:</b> 1/02 <b>Position:</b> Temporary Site Engineer <b>Responsibilities:</b> Supervised construction of the £4 million rock armor structures portion of a £10 million 1.5 km roadway project.  <b>Carl Bro Group, UK</b> <b>Start Date:</b> 12/99 <b>End Date:</b> 2/01 <b>Position:</b> Graduate Engineer <b>Responsibilities:</b> One year training from Balfour Beatty as part of on-going training to gain chartered status. Carrying out detailed design of concrete composite bridges. Inspection and assessment of bridges including supervision of site investigation works. Conceptual design at tender stage of bridges and retaining walls. Supervising production of working drawings and reinforcement schedules.  <b>Balfour Beatty, UK</b> <b>Start Date:</b> 6/96 <b>End Date:</b> 12/99 <b>Position:</b> Graduate Engineer <b>Responsibilities:</b> Supervising construction of steel composite bridges, roadways and auxiliary structures. Member of safety working group formed to improve site safety.
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Heriot-Watt University, Edinburgh, UK / Bachelor of Science (Hons) / 1998 / Civil Engineering
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: Virginia DCR Responsible Land Disturber No. 30087 VDOT Erosion and Sediment Control Contractor Certification No. 4543C
g.	Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b>

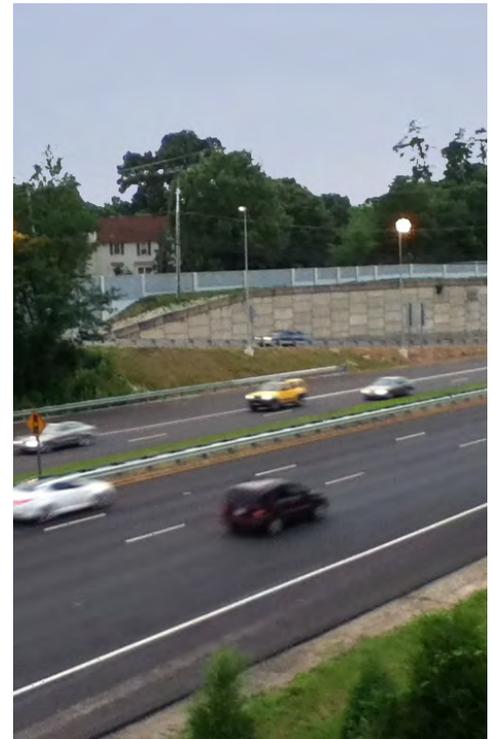


## SIMILAR SCOPE ACTIVITIES

<p><b>(1.) EFLHD/VDOT, Fairfax County Parkway (FCP) Phases I/II &amp; IV (Design-Build), Springfield, VA (\$112.5M) – Construction Manager.</b> Primary point of contact for all project construction activities on this “Award Winning” \$112.5 M project. Mr. Lant supervised a staff of engineers, superintendents, foremen, operators, laborers and other specialty craft. He managed all subcontractors and vendors. As the Construction Manager, he ensured strict adherence to the Quality Control program by managing an independent Quality Control Program. The Parkway project included 6 major highway bridge structures, highway and local ramps and interchanges, more than 2.7 miles of roadway construction, utility relocation, stringent environmental concerns and stormwater management practices, a critical ordinance safety and removal program, and an extremely aggressive construction schedule. His efforts directly resulted in the on time, on budget, safe and high quality delivery of this key Northern Virginia project. Mr. Lant served on the VA Mega Projects Community Resource Board during the performance of this project and received a “Star Partner” award for his exceptional dedication, teamwork, and professionalism in support of the project's goals by the NGA and USACE. This project also received the 2011 ACEC VA, MD and MW Honor Award for Excellence in Engineering Design and VTCA Award for VDOT projects &gt; \$10M. <b>Firm:</b> Cherry Hill Construction, Inc./ <b>Project Dates:</b> 10/2008 to 9/2010 (Phase I/II) and 10/2008 to 7/2011 (Phase IV)</p>	<ul style="list-style-type: none"> <li>✓ Design-Build</li> <li>✓ Roadway/Surveys</li> <li>✓ Structures/Bridges</li> <li>✓ Environmental</li> <li>✓ Geotechnical</li> <li>✓ H&amp;HA/ESC/SWM</li> <li>✓ Traffic Control Dev.</li> <li>✓ Transp. Mgmt. Plan</li> <li>✓ ROW Acquisition</li> <li>✓ Utilities</li> <li>✓ Public Relations</li> <li>✓ QA/QC</li> <li>✓ Project Management</li> <li>✓ Constr. Eng./Insp.</li> <li>✓ Coord. w/ On-Going Adjacent Projects</li> </ul>
<p><b>(2.) Maryland State Highway Administration (MSHA), MD 5 (Branch Avenue) over I-95/I-495 (Capital Beltway), Prince George’s County, MD (\$32.9M) - Construction Manager.</b> Responsible for supervision of all field activities for this \$32.9M construction project encompassing 1.75 miles of MD 5 and I-95/I-495 and 2.25 miles of interchange ramps in this highly traveled corridor. Major components of this project include the construction of two semi-directional flyover ramps, five bridges, four MSE walls and a reinforced earth slope. He was also responsible for schedule management and by partnering with the Owner to implement sequencing improvements, MOT plan revisions and E&amp;S revisions was able to complete the project 8 months ahead of schedule. <b>Firm:</b> Cherry Hill Construction, Inc. / <b>Project Dates:</b> 4/2006 to 11/2008</p>	<ul style="list-style-type: none"> <li>✓ Roadway/Surveys</li> <li>✓ Structures/Bridges</li> <li>✓ Environmental</li> <li>✓ Geotechnical</li> <li>✓ H&amp;HA/ESC/SWM</li> <li>✓ Traffic Control Dev.</li> <li>✓ Transp. Mgmt. Plan</li> <li>✓ Utilities</li> <li>✓ Public Relations</li> <li>✓ Project Management</li> <li>✓ Constr. Eng./Insp.</li> <li>✓ Coord. w/ On-Going Adjacent Projects</li> </ul>
<p><b>(3.) Delaware Department of Transportation (DelDOT), SR 1/I-95 Interchange Project, Newark, DE (\$98,8M) - Construction Manager.</b> POC for all project construction activities on this “Best Value” \$98.8M project, with a schedule completing 13 months in advance of the Owners proposed completion date. Mr. Lant supervised a staff of engineers, superintendents, foremen, and specialty craft. He managed all subcontractors and vendors. As the Construction Manager, he ensured strict adherence to the quality management and multi-phase MOT requirements (207,000 ADT). The interchange included 7 highway bridge structures including 2 flyovers of I-95 and 4 crossings of SR 7, 10 lane miles of interstate, ramp and major state road construction, installation of 5 miles of storm drainage and permanent barrier wall, utility relocation coordination, stringent environmental concerns and an extremely aggressive construction schedule. His efforts are presently leading this key project to be completed on time, on budget, safe and with high quality. <b>Firm:</b> Cherry Hill Construction, Inc. / <b>Project Dates:</b> 9/2011 to 10/2013</p>	<ul style="list-style-type: none"> <li>✓ Roadway/Surveys</li> <li>✓ Structures/Bridges</li> <li>✓ Environmental</li> <li>✓ Geotechnical</li> <li>✓ H&amp;HA/ESC/SWM</li> <li>✓ Traffic Control Dev.</li> <li>✓ Transp. Mgmt. Plan</li> <li>✓ Utilities</li> <li>✓ Project Management</li> <li>✓ Coord. w/ On-Going Adjacent Projects</li> </ul>
<p><b>(4.) Maryland Transit Administration (MTA), Light Rail Double Track Section 1-4, Baltimore Metropolitan Region (\$19.9M) - Construction Manager.</b> Responsible for this \$19.9M project consisting of the installation of approx. 6 miles of new track adjacent to the existing single track. The construction entailed the mass excavation for the new track alignment, installation of approx. 20,000 LF of storm drainage systems, 40,000 LF of conduit for signal systems, import of 120,000-plus tons of sub-ballast/ballast and installation of 6 miles of track and special track work. The project was located in a tight ROW, with the following restrictions: major highways, housing communities, and challenging topographic conditions. It became necessary to add 5 retaining walls/designed slopes to the scope of the contract. CHC partnered with PRW/MTA to achieve the design requirements while minimizing the increase in project cost; this entailed simultaneous constructability reviews of walls as they were being designed. MTA determined it would be to the benefit of the System to minimize the construction duration; therefore CHC compiled a proposal to reduce the project completion by more than 1 year utilizing an extended rail shutdown. <b>Firm:</b> Cherry Hill Construction, Inc./ <b>Project Dates:</b> 10/2003 to 11/2006</p>	<ul style="list-style-type: none"> <li>✓ Roadway/Surveys</li> <li>✓ Structures/Bridges</li> <li>✓ Environmental</li> <li>✓ Geotechnical</li> <li>✓ H&amp;HA/ESC/SWM</li> <li>✓ Project Management</li> <li>✓ Constr. Engineering</li> <li>✓ Coord. w/ On-Going Adjacent Projects</li> </ul>

# 3.4.1

## Work History Forms (Lead Contractor and Designer)



# (a) Lead Contractor 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 and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction 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)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
<b>(1.) Fairfax County Pkwy. (FCP) Phases I/II &amp; IV (Design-Build)</b>  Springfield, VA	Johnson, Mirmiran & Thompson, Inc.	<b>Federal Highway Administration Eastern Federal Lands Hwy. Div.</b> 21400 Ridgetop Circle Sterling, VA 20166-6511 <i>Mr. Robert A. Morris, P.E.</i> T 703.404.6217 F 703.404.6307 E <a href="mailto:robert.morris@fhwa.dot.gov">robert.morris@fhwa.dot.gov</a>	<b>Phases I/II</b> December 2010 (Original)  <b>Phase IV</b> July 2011 (Original)	<b>Phases I/II</b> September 2010 (Actual)  <b>Phase IV</b> July 2011 (Actual)	\$73,756 Contract Value (Excluded Owners Option #3 and Phase IV)	\$112,416 Contract Value (Actual) Increase due to be awarded Phase IV	\$112,416 Lead Contractor CHC Fee

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.



**Scope/Project Description** - The EFLHD, as the representative for VDOT/U.S. Army Garrison Fort Belvoir, selected the CHC/JMT D-B Team as providing overall best value for this D-B project. The CHC/JMT Team used innovative construction and design methods during the Phase I/II bid procurement that resulted in savings to VDOT of approximately \$20M when compared to design and construction cost submitted by other offerors based on their less innovative designs. The 4-lane divided limited access highway completed the missing connection of the Parkway to I-95 and provides critical access to the NGA's facility at Fort Belvoir EPG. To meet the requirements of BRAC, the Parkway project had an extremely aggressive schedule of 750 calendar days to design, permit, relocate utilities, and construct the parkway. The design team initiated design upon notice of award beginning in Oct. 2008 and delivered approved for constr. plans that allowed constr. of the western end (west of Accotink Creek) of the project to commence in April 2009. Full plan approval for the remainder of the contract was received on August 2009, approx. 3 months ahead of schedule. This accelerated design schedule allowed earlier construction starts that enabled the opening of Phases I/II on Sept. 20, 2010, nearly a month ahead of schedule. Completed the following work:  
**Base Option** – Design of a 4-lane divided, limited access highway, designed to facilitate future widening to 6-lanes within the project ROW; Relocation of portions of Rolling Road; Interchange at the Parkway with Barta Road; New Bridges at Fullerton Road, Accotink Creek/Barta Road; and multipurpose trail alongside a portion of the road.  
**Phase IV** - Completed in July 2011 and provides access to NBFCP from Boudinot Dr. by extending Boudinot Dr. beneath FCP and constructing Loop B. This project also provides a connection from FCP NB to Boudinot Dr. via Ramp B; and access from SB FCP to Boudinot Drive via Ramp D and a new bridge crossing Accotink Creek.

**Major Components of Project**

- Sediment and erosion control with special surveys to seek out unexploded ordinances and advance surveys for contaminated materials.
- Seven (7) bridges crossing roadways and/or streams. Over 4,750 lf of prestressed concrete girders and 18,100 lf of H-Pile were used to construct the bridges.
- Six (6) storm drains including detainage ponds and 20,000 lf of RCP and extensions of existing box culverts.
- Noise barriers of 17,500 sf and MSE structures of 17,200 sf.
- Over 1,100,000 cy of cut/fill operations including rock removal all while being cognitive of unexploded ordinances.
- Removal of over 17,800 tons of contaminated materials.
- Asphalt paving of 110,000 tons installed. 120,000 cy's of soil cement aided in providing an adequate subbase.
- Utility relocations included 1,420 lf of water main relocations, overhead power and communication relocations/adjustments, and sanitary sewer line adjustments.
- Local and freeway maintenance of traffic, signage, pavement markings, street lighting and signalization.



**Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience** - The Personnel listed on the right side of this form will be assigned to the Rolling Road/Franconia-Springfield Parkway project. The Similar Scope Activities lists work completed that will be needed on the Rolling Road/Franconia-Springfield project. The proposed staff and their demonstrated experience with similar scope items will ensure continuity in the D-B Team and its approach and results in an experienced team that is integrated and has a proven history of completing projects on time and within budget.

**Relevant and Verifiable Evidence of Good Performance** - This fast track project included many environmental challenges, such as the presence of contaminated soil/groundwater, and possible unexploded ordnance in the Fort Belvoir EPG which the alignment traversed. During the design phase, the team had sent an investigative drilling operation to map out the levels and locations of contaminants in an effort to reduce their impact on the project. All environmental impacts were successfully addressed. Also, during the bidding process, JMT prepared ATC's that improved the overall project design and provided significant reductions in construction costs. The project also incorporated a large diameter sanitary sewer line that required protection against the loading of a nearby bridge pier. The team developed a design to line the pipe internally instead of an exterior protection. The internal method utilized a large pumping bypass process in a sensitive stream basin and successfully met the project requirements and reduced the overall cost to the owner. **Key staff members of both CHC and JMT received "Star Partner" awards for their exceptional dedication, teamwork, and professionalism in support of the project's goals by the NGA. The President of the United States made two visits to the project, initially to indicate the importance of the project to the Northern Virginia roadway network, and secondly for Phase IV, which was heralded for the project's timely and effective use of ARRA funds.** The project was recognized by ACEC/VA, ACEC/MD and ACEC/MW with "Awards of Excellence" and was the VTCA Winning Project for VDOT projects greater than \$10M.

**SIMILAR SCOPE ACTIVITIES**

- |                                 |  |
|---------------------------------|--|
| ✓ Design-Build                  | ✓ Traffic Control Devices                      |
| ✓ Survey                        | ✓ Transportation Management Plan               |
| ✓ Roadway                       | ✓ ROW Acquisition                              |
| ✓ Dual Lane Loop Ramp           | ✓ Utilities                                    |
| ✓ Structure and Bridges         | ✓ Public Relations                             |
| ✓ Adjustments to Superstructure | ✓ QA/QC  |
| ✓ Retaining Walls               | ✓ Constr. Engineering                          |
| ✓ Sidewalk/ Shared Use Path     | ✓ Project Management                           |
| ✓ Environmental                 | ✓ Coordination with On-Going Adjacent Projects |
| ✓ Geotechnical                  |  |
| ✓ H&HA/ESC/SWM                  |  |

**FCP PERSONNEL PROPOSED FOR ROLLING ROAD/FRANCONIA-SPRINGFIELD PROJECT**

- Gregory Andricos, PE (CHC) – DBPM
- Roger Lant (CHC) – Construction Manager
- Carlos Arriga (CHC) – Safety Manager
- Jerry Whitlock (CHC) – Project Engineer
- Mike Gowl (CHC) – Structural Superintendent
- Joe Neuland (CHC) – Utility Superintendent
- Ernie Musser (CHC) – E/S Representative
- Tim Garrison (CHC) – MOT Manger
- Dustin Burkett (CHC) – Sub. Coordinator
- William Schaub, PE (JMT) – DOR/Design Mgr.
- Rodney Hayzlett, PE (JMT) – Project Engineer
- Trip Phaup, PE (JMT) – Structural Engineer
- Randy Boice, PE (JMT) – Traffic Eng./ITS
- Jon Conner, PLA, LEED AP (JMT) – LA
- John Fowler, PE (JMT) – Utility Designer
- Mike Zmuda, PE, LS (JMT) – Project Surveyor
- Ian Frost, AICP, CEP, LEED AP (EEE) – Env. Mgr.
- Carter Teague, WPIT (EEE) – Permitting Coord.
- Doug Fraser, PG (EEE) - Hazardous Materials

**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 and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction 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)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
<b>(2.) Mark Center Short and Mid-Term Improvements (Design-Build)</b>  Alexandria, VA	Johnson, Mirmiran & Thompson, Inc.	<b>Federal Highway Administration Eastern Federal Lands Hwy. Div.</b> 21400 Ridgetop Circle Sterling, VA 20166-6511 <i>Mr. Robert A. Morris, P.E.</i> T 703.404.6217 F 703.404.6307 E <a href="mailto:robert.morris@fhwa.dot.gov">robert.morris@fhwa.dot.gov</a>	September 2012 Short-Term (Original)  July 2013 Mid-Term (Original)	September 2012 Short-Term (Actual)  July 2013 Mid-Term (Estimated)	\$8,054 Contract Value (Original)	\$8,054 Contract Value (Estimated)	\$8,054 Lead Contractor CHC Fee

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.



**Scope/Project Description** - The D-B Team of CHC and JMT were selected as the best value team for the \$7.6M design-build project by the Federal Highway Administration – Eastern Federal Land Highway Division (EFLHD) in collaboration with the Virginia Department of Transportation (VDOT), the U.S. Department of Defense (DOD) and the City of Alexandria, VA. The design and construction of these infrastructure improvements associated with the Mark Center Complex are at the intersections of Mark Center Avenue with Seminary Road and N. Beauregard Street; adjacent to the Seminary Road Interchange with I-395. The Mark Center project is the BRAC identified location for the Washington Headquarters Service relocation, as well as a number of other DOD agencies, and is currently considered to be part of Fort Belvoir. The Mark Center is expected to bring a maximum of approx. 6,400 new jobs to Alexandria with full completion and deployment of personnel. This tremendous growth in the area results in the need to implement short and mid-term improvements to address the complex transportation issues experienced by the increase in traffic volumes.

- This contract includes the following short and mid-term improvements:
- **Seminary Road & I-395S Off Ramp** - Widen the Seminary Road westbound approach and gore area from the rotary to the Mark Center Ave. intersection from one to two lanes. Restripe the westbound Seminary Road flyover to allow one through lane on Seminary Road and one left turn lane into Mark Center.
  - **Seminary Road Turn Lane** - Widen Seminary Road to provide a dedicated right turn lane from W.B. Seminary Road to Southern Towers.
  - **Seminary Road/North Beauregard Street Intersection** - Widen westbound Seminary Road to provide a deceleration lane and widen northbound Beauregard Street to provide an acceleration lane for the westbound to northbound right turn lane.
  - **Seminary Road/Mark Center Avenue Intersection** - Widen the eastbound Seminary Road approach to Mark Center Avenue to allow three through lanes. Widen the northbound Mark Center Avenue approach to four lanes to allow one left turn lane, one shared through/right turn lane and two right turn lanes.
  - **North Beauregard Street Turn Lane** - Widen northbound Beauregard Street between Mark Center Avenue and Seminary Road to provide a dedicated right turn lane at the northbound approach to Seminary Road after the direct connect ramp from northbound Beauregard Street to eastbound Seminary Road.
  - **I-395S On-Ramp** - Widen eastbound Seminary Road and the southbound I-395S on ramp from Mark Center Avenue to the ramp meter signal to provide a continuous two lane ramp from Seminary Road to the ramp meter. Restripe the southbound ramp connection from the rotary to provide a merge into the two lane ramp from eastbound Seminary Road.



**Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience** - The Personnel listed on the right side of this form will be assigned to the Rolling Road/Franconia-Springfield Parkway project. The Similar Scope Activities lists work completed that will be needed on the Rolling Road/Franconia-Springfield project. The proposed staff and their demonstrated experience with similar scope items will ensure continuity in the D-B Team and its approach and results in an experienced team that is integrated and has a proven history of completing projects on time and within budget.

- Relevant and Verifiable Evidence of Good Performance** – The CHC/JMT D-B Team have offered time and cost saving ideas to EFLHD and VDOT as we have successfully done on other recently completed BRAC related design-build projects. Some of these elements include:
- Leverage recently completed experience working in locations with similar or higher ADTs.
  - Detailed schedule that includes innovative design enhancements to ensure we met the September 1, 2012 deadline for Short-Term Improvements.
  - Recent proven relationships between the CHC/JMT Utility Coordinator and on-site utilities, which will expedite utility relocations.
  - Long standing quality relationships with project stakeholders and a proven commitment to partnering.
  - In-depth experience with EFLHD, VDOT, DOD and the City of Alexandria's design and construction standards, specifications and details.
  - Ability to complete the Mid-Term Improvements project by July 12, 2013, instead of the stipulated advertised completion date of October 2013 date will reduce the overall impact to the travelling public by three months.

**SIMILAR SCOPE ACTIVITIES**

- ✓ Design-Build
- ✓ Survey
- ✓ Roadway
- ✓ Dual Lane Ramp
- ✓ Structure and Bridges
- ✓ Retaining Walls
- ✓ Sidewalk/ Shared Use Path
- ✓ Environmental
- ✓ Geotechnical
- ✓ H&HA/ESC/SWM
- ✓ Traffic Control Devices
- ✓ Transportation Management Plan
- ✓ ROW Acquisition
- ✓ Utilities
- ✓ Public Relations
- ✓ QA/QC
- ✓ Constr. Engineering
- ✓ Project Management
- ✓ Coordination with On-Going Adjacent Projects

**MARK CENTER PERSONNEL PROPOSED FOR ROLLING ROAD/FRANCONIA-SPRINGFIELD PROJECT**

- Gregory Andricos, PE (CHC) – DBPM
- Carlos Arriga (CHC) – Safety Manager
- Jerry Whitlock (CHC) – Project Engineer
- Ernie Musser (CHC) – E/S Representative
- Tim Garrison (CHC) – MOT Manger
- William Schaub, PE (JMT) – Design Manager
- Trip Phaup, PE (JMT) – Design QA Manager
- Gary Miller, PE (JMT) – Structural Engineer
- Rodney Hayzlett, PE (JMT) – Highway Engineer
- Paul Clement, PE (JMT) - H&HA/ESC/SWM
- Randy Boice, PE (JMT) – Traffic Eng./ITS
- Jon Conner, PLA, LEED AP (JMT) – LA
- Mike Zmuda, PE, LS (JMT) – Utility Engineer
- Ian Frost, AICP, CEP, LEED AP (EEE) – Env. Mgr.
- Carter Teague, WPIT (EEE) – Permitting Coord.

**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 and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction 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)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
<b>(3.) I-95 (Section 100) Express Toll Lanes I-895 to South Kenwood/Chesaco Avenue Bridges</b>  Baltimore County, MD	Greenhorne & O'Mara, Inc. (Stantec)/ Century Engineering, Inc. A Joint Venture	<b>MDTA / I-95 GEC Partners</b> 8019 Corporate Drive, Suite F White Marsh, MD 21236 <i>Mr. Gradon Tobery</i> <i>Construction Project Manager</i> <i>T 410.931.0440 F 410.931.4110</i> <i>E <a href="mailto:gradon.tobery@stvinc.com">gradon.tobery@stvinc.com</a></i>	December 2010 (Original)	July 2011 (Actual)	\$86,797 Contract Value (Original)	\$95,685 Contract Value (Actual)	\$95,685 Lead Contractor CHC Fee

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.




**Scope/Project Description** - This project consisted of extensive highway widening of a section of I-95, the primary interstate artery on the East Coast of the United States, in order to provide two express toll lanes in each direction. CHC was the Lead Contractor providing construction services on this \$96.6M project extending 1.8 miles from the I-895 split to south of the Kenwood Avenue Bridge in Baltimore County.

The express toll lanes consist of a 12' outside shoulder, two 12' lanes and a 4' inside shoulder. This project also included extending the Chesaco Avenue Bridge and providing soil nail walls at both the Chesaco and Hazelwood Avenue structures. Also included were 8 retaining walls and 9 Noise Abatement Walls used to reduce impact to adjoining properties and stay within the existing right-of-way. Three of the retaining walls required major support of excavation and during the design it was realized that the tie-backs were going to extend beyond the current right-of-way. CHC utilized the services of JMT to research the exact location of the adjacent property owners and establish subterranean lease agreements which allowed temporary underground easements for the installation of these tie-backs. Other components of the project included:

- o Multi-phased MOT to allow continuous traffic on I-95 (ADT of over 178,000) as well as Chesaco Avenue during all construction phases.
- o Over 320,000 cubic yards of excavation and 35,000 cubic yards of borrow.
- o 7 cast-in-place retaining walls founded on over 77,400 linear feet of steel H-pile and consisting of over 27,000 cubic yards of cast-in-place concrete.
- o Top-down retaining wall comprised of H-pile, lagging with drainage system and grouted tendon tie-backs, with an architectural cast-in-place concrete facing.
- o 9 new noise abatement walls (approximately 341,858 square feet) requiring 20,034 linear feet of drilled shaft foundations.
- o 11,171 square feet of soil nail walls.
- o 23,831 linear feet of various diameter (15" to 48") storm drain and structures.
- o Constructed two new stormwater management facilities.
- o Reconstructed I-95 NB and SB as well as the new express toll lanes requiring over 190,000 tons of hot mix asphalt superpave placed on 531,498 square yards of 6" graded aggregate base.
- o Removed over 19,600 linear feet of existing concrete traffic barrier and installed approx. 40,967 linear feet of new 34" and 42" F shape concrete traffic barrier.
- o Installed, maintained, and removed all erosion and sediment control devices necessary for the construction and stabilization of the above described improvements.
- o Landscaping, signing, pavement markings, lighting, and ITS devices.

**JMT's Involvement with I-95, Section 100 Project** - Developed the planning and preliminary design throughout the entire I-95, Section 100 from I-895 (N) to 2.7 Miles North of MD 43 and final design of the I-95/I-695 Interchange. This \$875 million project involved 3 major interchanges and interstate design which implements the latest technologies in Traffic and ITS Management. JMT performed the scheduling, construction engineering and inspection services for MDTA at the I-95/I-895 Interchange as well as construction engineering to CHC and right-of-way services.

**Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience** - The Personnel listed on the right side of this form will be assigned to the Rolling Road/Franconia-Springfield Parkway project. The Similar Scope Activities lists work completed that will be needed on the Rolling Road/Franconia-Springfield project. The proposed staff and their demonstrated experience with similar scope items will ensure continuity in the D-B Team and its approach and results in an experienced team that is integrated and has a proven history of completing projects on time and within budget.

**Relevant and Verifiable Evidence of Good Performance** – This project was formally partnered by CHC, General Engineering Consultants (GEC), and MDTA. Through early identification of a potential impact due to unsuitable insitu soils, CHC proposed an engineered solution to perform cement stabilization of existing soils in lieu of physical undercut and replacement in the median of I-95. This was accepted by the Owner and implemented resulting in cost and time savings as well as a reduction in impacts to the traveling public.

**SIMILAR SCOPE ACTIVITIES**

- ✓ Survey
- ✓ Roadway
- ✓ Dual Lane Ramp
- ✓ Structure and Bridges
- ✓ Adjustments to Superstructure
- ✓ Retaining Walls
- ✓ Environmental
- ✓ Geotechnical
- ✓ H&HA/ESC/SWM
- ✓ Traffic Control Devices
- ✓ Transportation Management Plan
- ✓ ROW Acquisition
- ✓ QA/QC
- ✓ Constr. Eng./Insp.
- ✓ Project Management
- ✓ Coordination with On-Going Adjacent Projects

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**I-95 SECTION 100 PERSONNEL PROPOSED FOR ROLLING ROAD/FRANCONIA-SPRINGFIELD PROJECT**

- o Gregory Andricos, PE (CHC) – Field Oper. Mgr.
- o Carlos Arriga (CHC) – Safety Manager
- o Mike Gowl (CHC) – Structural Superintendent
- o Tim Garrison (CHC) – MOT Manager
- o Dustin Burkett (CHC) – Sub. Coordinator
- o William Schaub, PE (JMT) – Construction Eng.
- o Gary Miller, PE (JMT) – Construction Eng.



**(b)**

# Lead Designer Work History Forms



**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 Completion Date (Original)	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)	
<b>(1.) 9<sup>th</sup> Street Bridge Replacement over New York Avenue and Amtrak and CSXT Railways (Design-Build)</b> Washington, DC	Cherry Hill Construction, Inc.	<b>Federal Highway Administration Eastern Federal Lands Hwy. Div.</b> 21400 Ridgetop Circle Sterling, VA 20166-6511 <i>Mr. Ken Atkins</i> T 703.404.6307 F 703.404.6217 E <a href="mailto:kenneth.atkins@fhwa.dot.gov">kenneth.atkins@fhwa.dot.gov</a>	July 2010	May 2011 (Actual) (Project Extended at Owners Request)	\$43,960 Contract Value (Original)	\$58,444 Contract Value (Actual) Owner increased scope by adding ROW acquisition and Railroad services by Amtrak and CSXT	\$4,806 Design Fee

**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.**

**JMT was the Lead/Prime Designer. Design work was performed from Headquarters in Sparks, MD.**



**Scope/Project Description** - The Federal Highway Administration-Eastern Federal Lands Highway Division (EFLHD) representing the District Department of Transportation (DDOT) selected the team of Cherry Hill Construction, Inc. (CHC) and Johnson Mirmiran & Thompson, Inc. (JMT) for this challenging \$58.4M D-B project. The clients desired to replace a seven-span structure that was constructed in 1941 while maintaining roadway traffic along a congested arterial as well as freight and passenger railroad operations near Washington DC's Union Station and Amtrak's Ivy City Yard.

The D-B Team was issued Notice to Proceed on September 6, 2006 and JMT completed its 100% design milestone approximately one-month ahead of schedule. The project included context sensitive designs for numerous user enhancements including widened sidewalks and bicycle lanes, ADA compliant crosswalks, and aesthetic architectural elements. The project was kept on schedule due to a partnering between all project shareholders including the FHWA-EFLHD, DDOT, Amtrak, CSXT, and the U.S. Postal Service. JMT's major components of this project included:

- **Highways & Bridges** - The project required the full depth reconstruction and widening of 1,700 feet of New York Avenue along with the realignment and construction of three new signalized intersections. All roadway design work and construction document preparation met the CADD standard requirements of the EFLHD. The new bridge concept, a 645' long four-span structure, was developed to minimize impacts to the railroads and utilities and to provide a more open section at New York Avenue. A new retaining wall along 9<sup>th</sup> Street resulted in alleviating impacts to stormwater management facility owned by the U.S. Postal Service's Brentwood facility.
- **Traffic Engineering/ITS** - Developed MOT, signing, pavement marking, and signal plans. The MOT plans involved both detours of traffic and maintaining traffic along the existing roadways, and included designs for temporary construction signing and markings, barricades, channelization devices, and phasing for the project. Traffic signal plans were developed for four intersections and included the various temporary signal phases of construction. All plans were developed to DDOT/MUTCD standards.
- **Water Resources Management** - Responsible for the new and reconstructed drainage system, ESC, SWM and environmental permits and approvals for complete replacement of the 9<sup>th</sup> St. Ave. Bridge and the reconstruction of New York Avenue and realignment of the Mt. Olivet, 9th Street and Brentwood Parkway intersection.
- **Utility Relocation and Coordination** - Completed the relocation design for the existing 16-inch and 8" water mains owned by the DC Water.
- **Survey and Mapping** - Supplied survey support in the form of miscellaneous topographical surveys, baseline stakeout and boundary surveys; and the preparation of multiple right-of-way plats for the new easements and fee simple takes that were required for construction.
- **Visualizations** - JMT's in-house graphic artists developed and provided presentations and displays for Advisory Neighborhood Commission meetings using graphic software programs including 3-D photo realistic renderings (before and after) A project website was created and maintained throughout the project duration.

**Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience** - The Personnel listed on the right side of this form will be assigned to the Rolling Road/Franconia-Springfield project. The Similar Scope Activities lists work completed that will be needed on the Rolling Road/Franconia-Springfield project. The proposed staff and their demonstrated experience with similar scope items will ensure continuity in the D-B Team and its approach and results in an experienced team that is integrated and has a proven history of completing projects on time and within budget.

**Relevant and Verifiable Evidence of Good Performance** - The Design-Build Team focused on achieving a streamlined, four-span bridge over CSXT, Amtrak and New York Avenue, along with the reconstruction and widening of New York Avenue and the realignment and construction of three new signalized intersections for this gateway project leading into our Nation's Capital. The project also included context sensitive solutions and numerous user enhancements including widened sidewalks and bicycle lanes, ADA compliant crosswalks, and aesthetic architectural elements that included local artist who created brass eagles that adorn the four corners of the bridge.

<b>SIMILAR SCOPE ACTIVITIES</b>	
✓ Design-Build	✓ Traffic Control Devices
✓ Survey	✓ Transportation Management Plan
✓ Roadway	✓ ROW Acquisition
✓ Dual Lane Ramp	✓ Utilities
✓ Structure and Bridges	✓ Public Relations
✓ Retaining Walls	✓ QA/QC
✓ Sidewalk/ Shared Use Path	✓ Constr. Eng./Insp.
✓ Environmental	✓ Project Management
✓ Geotechnical	✓ Coordination with On-Going Adjacent Projects
✓ H&HA/ESC/SWM	

**9<sup>th</sup> STREET PERSONNEL PROPOSED FOR ROLLING ROAD/ FRANCONIA-SPRINGFIELD PROJECT**

- Gregory Andricos, PE (CHC) – DBPM
- Jerry Whitlock, PE (CHC) – Project Engineer
- Mike Gowl (CHC) – Structural Superintendent
- Joe Neuland (CHC) – Utility Superintendent
- Ernie Musser (CHC) – E/S Representative
- Gary Miller, PE (JMT) – Design of Record
- William Schaub, PE (JMT) – Design Manager
- Paul Clement, PE, CPESC (JMT) - Water Resources
- Jon Conner, PLA, LEED AP (JMT) – LA



**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 Completion Date (Original)	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)	
(2.) <b>Route 7 (Leesburg Pike) Phase I and II</b>  Fairfax County, VA	N/A	<b>Virginia Dept. of Transportation</b> 4975 Alliance Dr. Fairfax, VA 22030 <i>Mr. Mark Gibney, P.E, PMP (Phase I)</i> T 703.259.2734 F 703.572.0299 E <a href="mailto:mark.gibney@vdot.virginia.com">mark.gibney@vdot.virginia.com</a> <i>Ms. Kerri Yap (Phase II)</i> T 703.259.2950 F 703.572.0299 E <a href="mailto:kerri.yap@vdot.virginia.com">kerri.yap@vdot.virginia.com</a>	June 2007 Phase I (Original)  Advertisement 2017 Phase II	10/2015 Phase I (Estimated)  2021 Phase II (Estimated)	\$36,600 Phase I (ROW/Constr./Utilities) Contract Value (Original)  \$300,000 Phase II Contract Value (Original)	\$21,000 Phase I Contract Value (Estimated)  \$N/A Phase II	\$3,478 Phase I Design Fee  \$5,815 Phase II Design Fee

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.

**JMT is the Lead/Prime Designer. Design work was performed from Richmond/Herndon, VA and Sparks, MD offices.**



**Scope/Project Description** - Provided design and capacity improvements to Route 7 (Leesburg Pike) in Fairfax County, VA. The project was split into two phases, Phase I is from Rolling Holly Drive to Reston Avenue (1.2 miles) and Phase II is from Reston Avenue to the Dulles Toll Road (approximately 6.5 miles). The widening is generally to the inside, however alternatives were developed to determine the most feasible and prudent options where widening exclusively to the median was not practical.

JMT's major components of this project included:

- Design improvements to 33 intersections, including adding turn lanes, medians, islands and signalization in accordance with VDOT NOVA District requirements.
- Drainage design for both open and closed storm systems, ditches, inlets, culverts, SWM facilities, ESC, H/H analysis for major structures and bridges.
- A very extensive stormwater strategy was developed for the project to identify areas where SWM facilities may serve joint usage facilities for Fairfax County Park Authority and other developments along the corridor to help minimize environmental and property impacts.
- Signing and pavement marking plans for the mainline roadway and the connections.
- Conducted signal warrant studies at 9 intersections.
- 14 existing signals were impacted by the design and were designed for the new intersection configurations.
- Design alternatives were developed at major intersections to determine the most feasible and prudent options to improve traffic flow, including assessing alternative intersection options.
- Synchro/SimTraffic software was utilized to develop a coordinated system to maximize traffic flow volumes and to decrease delay times along the corridor.
- Pedestrian/Bicycle crossings were analyzed at the signalized intersections due to the multi-use trail paralleling Route 7 through the corridor.
- Developed a Type C TMP for the project.
- Extensive public involvement program including newsletters and a website, to compliment the public involvement meetings and coordination with Fairfax County.

**Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience** - The Personnel listed on the right side of this form will be assigned to the Rolling Road/Franconia-Springfield project. The Similar Scope Activities lists work completed that will be needed on the Rolling Road/Franconia-Springfield project. The proposed staff and their demonstrated experience with similar scope items will ensure continuity in the D-B Team and its approach and results in an experienced team that is integrated and has a proven history of completing projects on time and within budget.

**Relevant and Verifiable Evidence of Good Performance** - During the development of Phase I, there was considerable public concern about an intersection that had proposed dual left turn lanes off of Route 7. Coordination between all disciplines as well as coordination with our VDOT counterparts, resulted in a compromise design that accommodated the citizen concerns and offered a resolution to the overall mobility of the corridor and allowed the project to move to construction.

**VDOT's Project Manager, Mark Gibney, PE, PMP, wrote in an email "I want to thank you all for your hard work on the Route 7 Widening Project from Rolling Holly Dr. to Reston Ave - you guys have been great to work with! The project will be ADVERTISED TODAY!!".**

**SIMILAR SCOPE ACTIVITIES**

- |                             |  |
|-----------------------------|--|
| ✓ Survey                    | ✓ Transportation Management Plan               |
| ✓ Roadway Dual Lane Ramp    | ✓ Utilities                                    |
| ✓ Structure and Bridges     | ✓ Public Relations                             |
| ✓ Retaining Walls           | ✓ QA/QC  |
| ✓ Sidewalk/ Shared Use Path | ✓ Constr. Eng./Insp.                           |
| ✓ H&HA/ESC/SWM              | ✓ Project Management                           |
| ✓ Traffic Control Devices   | ✓ Coordination with On-Going Adjacent Projects |

**ROUTE 7 PERSONNEL PROPOSED FOR ROLLING ROAD/FRANCONIA-SPRINGFIELD PROJECT**

- Rodney Hayzlett, PE (JMT) – Project Manager
- Randy Boice, PE (JMT) – Traffic Eng./ITS
- Jon Conner, PLA, LEED AP (JMT) – LA
- Mike Zmuda, PE, LS (JMT) – Project Surveyor



**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 Completion Date (Original)	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)	
<b>(3.) U.S. 40/MD 715 Interchange Improvements (Design-Build)</b>  Harford County, MD	American Infrastructure	<b>Maryland State Highway Admin.</b> 707 North Calvert Street Baltimore, MD 21202 <i>Mr. Dave Phillips</i> T 410.545.8823 F 410.209.5001 E <a href="mailto:dphillips@sha.state.md.us">dphillips@sha.state.md.us</a>	July 2013 (Original)	July 2013 (Actual)	\$17,777 Contract Value (Original)	\$17,777 Contract Value (Estimated)	\$1,434 Design Fee

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.

**JMT was the Lead/Prime Designer. Design work was performed from Headquarters in Sparks, MD.**



**Scope/Project Description** - The U.S. 40/MD 715 interchange enhancements project is needed to accommodate additional personnel being relocated the adjacent to the U.S. Army's Aberdeen Proving Ground (APG) facility as part of the U.S. Department of Defense's BRAC initiative. The Maryland State Highway Administration (MSHA) is adding capacity to the U.S. 40/MD 715 interchange by means of reconstruction and improving adjoining roadways. Intersection improvements are also part of the scope of this project. The work includes widening of MD 715 in both directions between south of Amtrak Bridge to the APG entrance under Phase 1. The Phase 2 work includes upgrading the interchange including widening the bridge on MD 715 over U.S. 40. JMT designed improvements to U.S. 40 and MD 715, connecting ramps, and adjoining roadways, for a total project length of approx. 2.40 miles. Other services include designs for the relocation of 800 LF of a stream, drainage design, SWM, ESC, traffic/lighting, landscaping, utility relocation design and coordination and obtaining MDE permits for construction. All design work included:

- **Surveys** - Provided supplemental topographic surveys to accurately depict the existing conditions, including a detailed bridge survey; approach roadways; and tie-points; drainage/utilities; and stream channel profile and alignment.
- **Utility Relocation and Design** - Extensive utilities were present that included gas distribution, transmission and power lines feeding APG and local jurisdictions water mains and sewer lines. JMT provided utility coordination with BGE, Verizon, Verizon Business, Comcast, Harford Co. and the City of Aberdeen Water and Sewer to address the numerous relocations required to accommodate the construction. Included in this effort was the relocation design of approx. 1,300 LF of 16" water main, 385 LF of 12" water main, 115 LF of 8" water main, relocation of 12 fire hydrants and the relocation of 405 LF of 8" sewer main that were in direct conflict with the proposed construction. An additional relocation of an existing 8" sewer force main and 1,500 LF of water main were avoided by innovative design changes developed by the Team.
- **Roadway Design** - JMT prepared design plans to address the roadway widening required along Eastbound U.S. 40, along Northbound and Southbound MD 715 leading into APG and along Old Philadelphia Road. The roadway widening design included adjustments to the vertical roadway profiles that minimize the wedge and level requirements and addressed the substandard grades that existed along MD 715 and Old Philadelphia Road.
- **Structural Design** - JMT prepared the design plans for the widening of the existing 203' long, 2-span bridge carrying MD 715 over U.S. 40. The design incorporates aesthetic features on the bridge parapet and abutment wingwalls and ornamental lighting. A 300' long, 20' high MSE retaining wall was designed to support relocated Ramp 6. The design had to consider effects of a proposed SWM pond that was directly adjacent to the wall.
- **Traffic Engineering and Lighting** - Design included two new traffic signals, updates to an existing traffic signal, interconnect plans and lighting design. Detailed MOT and detour plans were prepared including the design of a temporary signal. A TMP was prepared to address proposed improvements and impacts to the motoring public.
- **H/H Design & Stream Restoration** - The storm drain system consists of approx. 20,000 LF of new pipe, (4) SWM ponds and associated ESC design. SWM design features include (3) wet ponds and (1) extended detention dry pond. A portion of the widening work impacted approx. 800 LF of an Unnamed Tributary to Cranberry Run. Prepared a Geomorphic Assessment/Stream Restoration Design Report and Plans to relocate the stream to accommodate the widening.
- **Geotechnical Investigations** - Consists of falling weight deflectometer testing of the pavements, and engineering were provided for earthwork stability, pavement sections, bridge foundations/retaining wall design parameters.
- **Extensive Public Relations and Partnering** - Attended public meetings, prepared flyers and mailed to over 500 addresses, adverted in local media outlets and established a toll free project information number.

**Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience** - The Personnel listed on the right side of this form will be assigned to the Rolling Road/Franconia-Springfield project. The Similar Scope Activities lists work completed that will be needed on the Rolling Road/Franconia-Springfield project. The proposed staff and their demonstrated experience with similar scope items will ensure continuity in the D-B Team and its approach and results in an experienced team that is integrated and has a proven history of completing projects on time and within budget.

**Relevant and Verifiable Evidence of Good Performance** - The D-B Team has worked together and formed a partnership of trust beginning with the Contractors D-B Project Manager and JMT's Design Manager and throughout the assigned staff of both firms. The result of these efforts are evident by the fact the project will be completed on schedule with very few field changes being required.

**SIMILAR SCOPE ACTIVITIES**

- |                             |  |
|-----------------------------|--|
| ✓ Design-Build              | ✓ Traffic Control Devices                      |
| ✓ Survey                    | ✓ Transportation Management Plan               |
| ✓ Roadway                   | ✓ ROW Acquisition                              |
| ✓ Dual Lane Ramp            | ✓ Utilities                                    |
| ✓ Structure and Bridges     | ✓ Public Relations                             |
| ✓ Retaining Walls           | ✓ QA/QC  |
| ✓ Sidewalk/ Shared Use Path | ✓ Project Management                           |
| ✓ Environmental             | ✓ Coordination with On-Going Adjacent Projects |
| ✓ Geotechnical              |  |
| ✓ H&HA/ESC/SWM              |  |

**U.S. 40/MD 715 PERSONNEL PROPOSED FOR ROLLING ROAD/ FRANCONIA-SPRINGFIELD PROJECT**

- William Schaub, PE (JMT) – Design Manager
- Gary Miller, PE (JMT) – Structural Engineer
- Paul Clement, PE, CPESC (JMT) - Water Resources
- Jon Conner, PLA., LEED AP (JMT) – LA



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