



Statement of Qualifications

A Design-Build Project

Interstate 66/Route 15 Interchange Reconstruction

From: Approximately 0.5 Miles West Of Route 15
To: Approximately 0.6 Miles East Of Route 15



Prince William County, Virginia



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July 1, 2013

Contract ID No: C00100566DB63
State Project No: 0066-076-074

3.2

Letter of Submittal





July 1, 2013

Mr. John C. Daoulas, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation (VDOT)
1401 East Broad Street
Richmond, Virginia 23219

STATEMENT OF QUALIFICATIONS
3.2 Letter of Submittal

RE: Interstate 66/Route 15 Interchange Reconstruction (I-66/Route 15), Prince William County, VA
From: Approximately 0.5 miles west of Route 15 / **To:** Approximately 0.6 mile east of Route 15
A Design-Build (D-B) Project, Contract ID No: C00100566DB63 / State Project No: 0066-076-074

Dear Mr. Daoulas:

Cherry Hill Construction, Inc. (CHC) is pleased to submit one (1) original paper version of our Statement of Qualifications (SOQ) including one (1) CD-ROM containing the entire SOQ and ten (10) abbreviated copies for this D-B project to the VDOT to provide Design-Build (D-B) services for the I-66/Route 15 project.

In preparing this proposal, CHC has carefully reviewed the Request for Qualifications dated 5/8/2013; attended the Public Informational Meeting on 5/17/2013; reviewed the Addendum No. 1 dated 5/20/2013; and visited the project site on 6/18/2013. 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 are 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
- 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



- 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 (18% Commitment):** The CHC/JMT Team is committed to achieving the 18% DBE participation goal during the design and construction of the I-66/Route 15 Interchange Reconstruction 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





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, No. 33 among Top 100 Design-Build Firms and No. 5 among Top 100 Green Contractors) 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 I-66/Route 15 Interchange Reconstruction D-B project (I-66/Route 15). 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 15+ 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			
	Cherry Hill Construction, Inc. Offeror and Lead Contractor <i>VDOT Prequalified Vendors</i> No. C090		Johnson, Mirmiran & Thompson, Inc. Lead Designer <i>VDOT Prequalified Right-of-Way Contracting Consultant</i>
	Quinn Consulting Services, Inc. Quality Assurance Manager <i>DBE Cert. No. 626289</i> <i>SWaM Cert. No. 626289</i>		DMY Engineering Consultants, LLC Quality Control Mgr./Geotechnical Eng. Materials and Laboratory Testing <i>DBE Cert. No. MWAA DB2011-0012-2014</i> <i>SWaM No. 684372</i>
	DIW Group, Inc. Specialized Engineering Materials and Laboratory Testing <i>SWaM Cert. No. 681526</i>		EEE Consulting, Inc. Environmental and Permitting <i>SWaM Cert. No. 7052</i>

The CHC/JMT Team			
	Alvi Associates, Inc. Structures, Roadway, Drainage <i>DBE Cert. No. 000169</i> <i>SWaM Cert. No. 169</i>		Sharp & Company, Inc. Public Involvement/Relations <i>DBE Cert. No. MWAA DB2007-0011-2010</i> <i>SWaM Cert. No. 669711</i>
	Crider, Bouye & Elliott, LLC Real Estate Appraisals <i>APPROVED BY VDOT TO PERFORM APPRAISAL SRVCS.</i>		Appraisal Review Specialists, LLC Real Estate Appraisal Reviews <i>APPROVED BY VDOT TO PERFORM APPRAISAL REVIEW SERVICES</i>

3.3.1 Identity of and Information about the Key Staff

The CHC/JMT Team personnel assigned to this Interchange Reconstruction 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, Construction Manager and Lead Structural Engineer 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 five 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 Phase 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 as a QAM on 10+ D-B and 20+ VDOT projects and is a registered VA Professional Engineer and is 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.

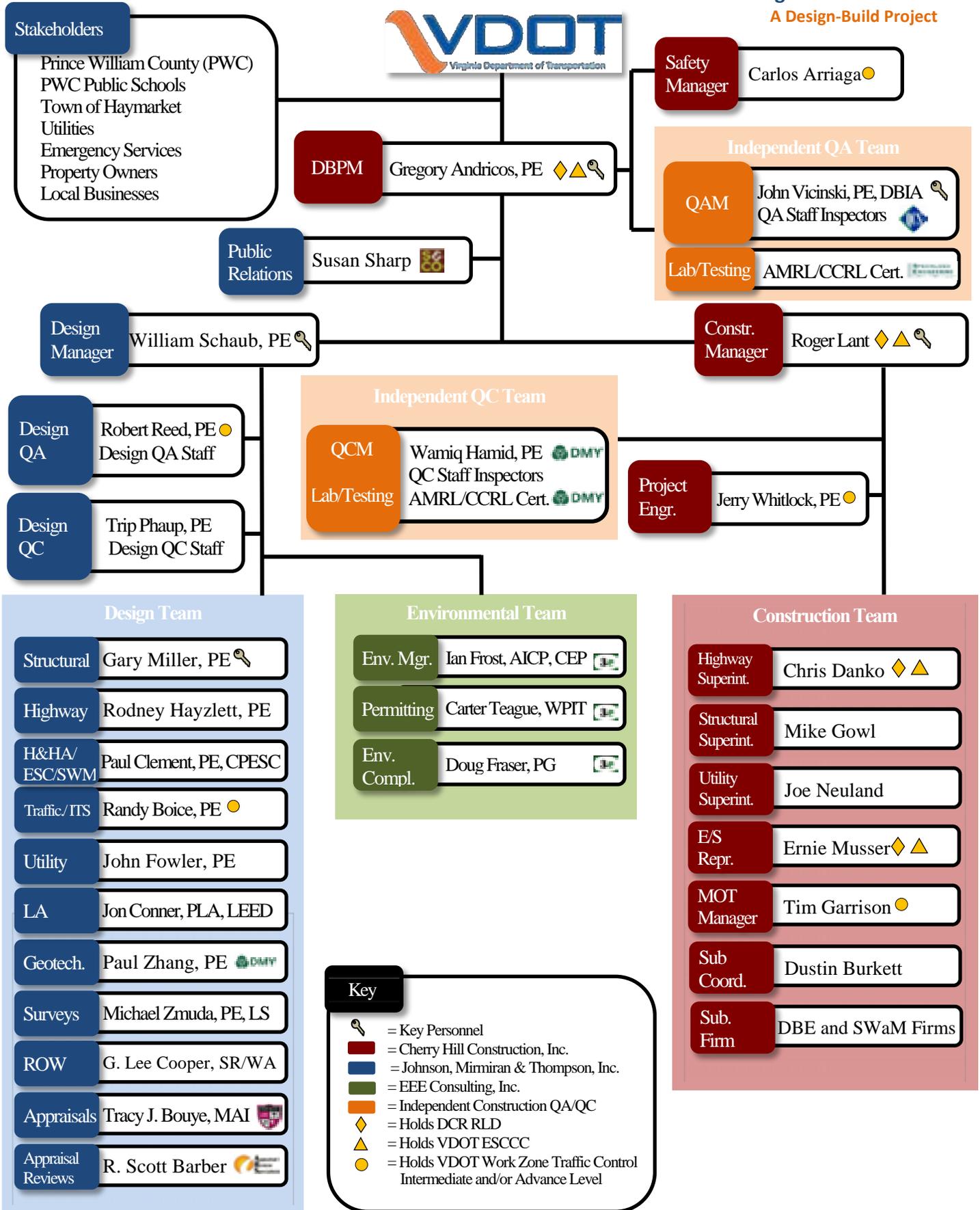
- .3 - Design Manager (DM) – Mr. William E. Schaub, P.E. (JMT)** - Mr. Schaub has 36+ years of experience in planning, designing and managing construction document preparation of numerous highway and bridge projects. He has provided the identical roles on several D-B projects in Northern VA, DC and MD. For his efforts as DM on the CHC/JMT Team's Fairfax County Parkway Phase 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 DBPM and construction staff to ensure constructability of the project. Mr. Schaub is a VA 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 Pkwy., Phases, I/II and IV at Fort Belvoir. For his efforts as CM on the Pkwy. D-B 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 DBPM.
- .5 - Lead Structural Engineer – Mr. Gary R. Miller, P.E. (JMT)** - Mr. Miller has 37+ years of structural engineering experience in the design of new structures; foundations; buildings; highways; other structures; and rehabilitation and replacement of existing structures, ranging from simple single-span structures to multi-span bridges for highways through the mid-Atlantic region. **Mr. Miller has participated in more than 85 bridge designs over the past three decades and is a registered VA Professional Engineer.** Mr. Miller was the CHC/JMT Team's DOR on both our D-B projects on 9th Street and Taylor Street Bridge Replacement with EFLHD, was the Lead Structural Engineer on ICC Contract C, and is the Lead Structural Engineer for the 11th Street Bridges and Interchanges, Phase I D-B project, which is substantially completed. He will be responsible for structural design of the bridges, retaining walls, noise walls and all other structures and will be available to review, verify and modify design if necessary, based on field conditions and construction activities. He will report to the Design 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 I-66/Route 15 Interchange Reconstruction 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



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 report to the DM. Mr. Reed 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 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 DM. Reviewers that are 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; **DMY Engineering Consultants, LLC (DMY)** - Will provide soils sampling and testing and geotechnical engineering services for this project; and **Alvi Associates, Inc. (Alvi)** - Will provide structures, roadway and drainage engineering services. **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 **Crider, Bouye & Elliot, LLC** and **Appraisal Review Specialists, LLC** both 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 & 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 service 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 operate 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 the Offeror's Team

JMT is familiar with the I-66/Route 15 project from their work on the **PPTA for Prince William County on Route 15 James Madison Improvements**. The project consisted of improvements to Route 15 beginning north of the I-66 interchange and extending to the existing four-lane section by the Dominion Valley Subdivision and then starting at the intersection of Dominion Valley Dr./Graduation Dr. and extending north beyond the intersection with Sudley Road (Route 234). As a subconsultant to the lead Designer, JMT provided bridge design, subsurface utility location and engineering services and ROW services.



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 including for VDOT, DDOT, MDOT and the EFLHD contracts including: Mark Center Short and Mid-Term Improvement, Alexandria, VA; Fairfax County Parkway, Phases I/II and IV, Springfield, VA; 9th 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.



9th 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 and refined our change management 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 12th 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 issue out of control of the project team.

The CHC/JMT Team has developed and organized a team in order to 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) demonstration projects of similar scope and complexity are located in the Appendix Section of this SOQ.

3.5

Project Risks



The CHC/JMT Team has evaluated the existing project information contained in the RFQ documents including existing plans and reports and has visited the project site. Based on this research and site visits, the CHC/JMT Team has identified three project risks that the Team considers most relevant and critical to the success of the project: Traffic Management, Utilities, and Coordination with Adjacent Projects. Why the risk is critical, the impact the risk may have on the project, the mitigation strategies that the Team may implement to address the risk, and the role that the Team expects VDOT or other agencies may have in addressing the risk is detailed below.

1) Critical Risk – Traffic Management

Route (Rte.) 15 is a major access point to I-66 especially for traffic volumes to and from the east. This means that during the reconstruction of the interchange it will be very important to provide efficient and effective maintenance of traffic (MOT) plans. The data provided with the RFQ shows the 2011 traffic volumes along I-66 from Rte. 245 to Rte. 15 are 35,700 vehicles and from Rte. 15 to Rte. 29 are 57,500 vehicles. The 2011 traffic volumes along Rte. 15 from north of the interchange to Heathcote Blvd. are 32,000 vehicles, and from south of the interchange to Rte. 55 are 31,000 vehicles, and further south along Rte. 15, the 2011 traffic volumes are 19,000 vehicles. The high turning volumes at the interchange in the peak hour further complicate operations, with approx. 800 motorists making a left turn either on or off the ramps in the AM or PM peak hour. Over half of the traffic along I-66 east of Rte. 15, originates from Rte. 15 in the peak hours.

A critical risk for this project is ensuring safety through the work zones during constr. while minimizing impacts to the traveling public including vehicular, pedestrian, and bicycles, optimizing traffic operations, and maintaining access to businesses within the work zone. A multi-phase, MOT plan will be developed that demonstrates that traffic will be safely conveyed through the work zone along I-66/Rte. 15/Rte. 55 while ensuring access to businesses and residents along Rte. 15 & Rte. 55. All of these diverse traffic issues will be studied as part of our Traffic Management Plan (TMP) development in order to understand the traffic flows, both vehicular/ped. The TMP will be developed to balance the needs of the construction schedule with the 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 corridor, maintaining these goals will be challenging. Properly managed, planned, designed, implemented and scheduled maintenance of traffic operations reduce risks and limits exposure to increased costs while providing minimum adverse impacts to the public.

I-66 and Ramps to and from Rte. 15: Traffic volumes along I-66 are heaviest EB in the morning and WB in the evening. These traffic volumes (over 1,500 vehicles in the peak hour peak direction) correlate to high volume movements along existing Ramps B & C. Reconstr. associated with Ramps B & C and proposed Ramp E (B-680) will require close coordination with the I-66 Widening Project, an analysis of the traffic to optimize operations, and the development of detailed MOT Plans. Coordination of MOT, construction access, operations, schedules, etc. will be required within the overlapping work zones.

Reconstruction of Rte. 15 Bridges over I-66 (B-678): This area of the project will be critical to the success of the TMP. A high volume of traffic destined both to and from the ramps and along the mainline of Rte. 15 will cross through the work zone during the reconstruction of the bridges. Our initial evaluation indicates that the proposed bridge will be constructed in multiple phases. Sufficient work zones in constrained areas will be required to allow safe/expeditious construction to occur. Adjacent projects will pose an increased challenge to providing effective traffic mgmt. Projects such as the I-66 Widening and associated replacement of the Old Carolina Rd. / Jefferson St. and Catharpin Rd. Bridges

may increase traffic congestion due to diversions of traffic. It is understood that the Old Carolina Rd., as part of the I-66 Widening project, may be closed to traffic during reconstruction, facilitating the need to accommodate a detour within this project that may include Rte.15. Signal modifications at I-66 WB exit ramp and Rte. 15 scheduled to occur under the I-66 Widening Project will need to be evaluated to determine the impacts to this project. The CHC/JMT will look to evaluate ways to optimize traffic operations and minimize impacts through the TMP process along Rte. 15 including looking at ways to modify the proposed interchange design to reduce impacts and MOT phasing requirements. Changes to signal timing and the potential use of reversible lanes during MOT phases are strategies that will be considered as part of the TMP to provide traffic mitigation measures during construction along Rte. 15.

Rte. 15/Rte. 55 Intersection and Approaches: Maintaining access to businesses to and from I-66 and points north and south along Rte. 15 and along Rte. 55 is critical to the continual viability of these businesses within the project limits, including CVS Pharmacy, Fauquier Bank, Sheetz, McDonalds, A La Carte restaurant, and other adjacent businesses. In addition, the continuing Haymarket Streetscape Program may require close coordination of MOT operations between projects.

Mitigation strategies the Team may implement to address the risk: The CHC/JMT Team will implement 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 CHC's construction staff and VDOT through over the shoulder reviews to ensure the plans are constructible and safe. 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 to progress in concurrent areas where possible and founded on solid traffic analysis for each phase while confirming that interim drainage/stormwater management (SWM) is accommodated.

I-66 and Ramps to and from Rte. 15: The constr. of substructure elements for the proposed Rte. 15 SB to I-66 EB flyover, Ramp E (B-680), and Ramp E over Ramp A (B-679) will be constructed behind barriers. B-680 constr. will be closely coordinated with the I-66 Widening project to ensure placement of the substructure does not adversely impact the planned widening. Girder erection for both B-679/B-680 will be planned to occur during night time hours when traffic is reduced and may include 'rolling' road blocks to minimize traffic delays along I-66. These erection schedules will be coordinated with other contractors working in the area. Constr. for Ramp C, which has a high volume of traffic, will be substantially constructed behind barrier with minimal impact to the traveling public and may include the installation of temporary wire walls to support embankment material for tying together Ramp E & C so that existing Ramp C remains operational. The alignment of both Ramp C and the proposed trail will be evaluated with respect to the proposed culvert crossing as it may be more advantageous to construct a pedestrian bridge over Ramp C for the proposed trail instead of a proposed culvert eliminating the concern for public safety associated with culverts and lack of lighting and visibility. With the majority of work for the constr. of Ramps A, B, C, D & E done behind barrier and/or off-line, CHC will be able to work safely in multiple locations while minimizing impacts to the public within the construction zone. Working behind barriers and minimizing the constr. phasing will also reduce the impact to the traveling public by maintaining a relatively consistent traffic pattern throughout construction.

Reconstruction of Rte. 15 Dual Bridges over I-66 (B-678): Reconstruction of B-678 over active traffic along I-66 will require close coordination with the I-66 Widening project so schedules are not adversely impacted during planned girder erection. Lane widths to accommodate truck traffic from points north and south along Rte. 15 will be maintained to the fullest extent possible. Girder

demolition/erection for B-678 will be planned to occur during night time hours when traffic is reduced and may include ‘rolling’ road blocks to minimize traffic delays along I-66. These erection schedules will be coordinated with other contractors working in the area. The alignment of Rte. 15 will be evaluated to shift as much of the proposed bridge constr. away from the existing bridge and thereby build as much of the new bridge out of traffic and behind barrier, thereby maintaining full traffic movements along Rte. 15 NB/SB and access to the I-66.

Rte. 15/Rte. 55 Intersection and Approaches: The CHC/JMT Team will meet with the Town of Haymarket and VDOT to understand the Town’s planned improvements. This will ensure that work efforts are coordinated and will minimize the potential need to reconstruct elements from one project to the other. Our detailed traffic analysis will extend sufficiently along Rte. 55 to plan the MOT phasing and determine impacts to traffic operations within the Town. Adjustments to signal timings and a public relations campaign with the Town and surrounding residents /businesses will help to ensure smoother traffic operations, including accommodation of any planned Town events, such as Haymarket Day. 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 constr. 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 constr. The JMT/CHC 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, sequencing the construction to move traffic out of the work zone, for example, look at the potential to build the flyover ramp from SB Rte.15 to EB I-66 early to remove this traffic from the existing signals at the interchange.
- **Public Communication Plan:** Will be critical in traffic, incident, and congestion mgmt. Lane closures/new traffic patterns will need to be communicated to all users (including the Town, emergency vehicles, and the Hospital) of the corridor in advance of their implementation. This will include the use of portable variable message signs/press releases/possibly flyers printed for the nearby residents, employees/owners of nearby business to identify changes that will occur during each phase of constr. The Plan will provide a process of notification of any traffic delays both scheduled/unscheduled. The CHC/JMT will explore the potential to include a public info. campaign as part of our public communications plan that will provide alternative routes and promote the use of these alternative routes to help reduce the volume of traffic entering and going through the work zone. Close coordination of communications to the public will be needed with the adjacent projects.
- **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 including Rte. 15/Heathcote Blvd. The traffic analysis along with any traffic incidents will provide the tools necessary for modifying the Temporary TCP if required along with providing historical data for future projects.

Role the Team expects VDOT or other agencies may have in addressing these project risks: The Team expects that VDOT will provide oversight and approvals of the TMP process. The Team also expects that VDOT will provide assistance if unforeseen situations should arise and will post notifications of CHC provided construction activities through their Traffic Management Systems.

2) Critical Risk – Utilities

There are multiple public/private utilities located within the Limits of Disturbance (LOD) associated with the I-66/Rte. 15 project. These include Overhead Electric & Communication, Underground Electric, Communication (including Fiber Optic), as well as Storm Water Collection Piping (including a rain garden BMP system located in front of the CVS Pharmacy), Water, Sanitary Sewer & Gas. The critical risk to the project regarding these utilities is in determining potential conflicts with the new work. This includes both direct and indirect impacts, such as may be caused by pile driving vibrations or heavy equipment passing over utilities. The Team is committed to achieving a successful project that works in an open communication format to manage these conflicts. CHC is an approved contractor to perform work on W/WW pipelines and will self-perform relocations to these in the event of a conflict.

Why the risk is critical and the impact the risk will have on the Project. Protection of utilities is critical to the success of any project. The roadway areas will require the mapping of all known overhead/underground utilities to determine that they are adequately protected from new construction impacts and whether they maintain proper clearances both overhead/underground. This includes service lines to area businesses and homeowners potentially impacted. Each of the utility owners/agencies will need to participate in this evaluation and aid in cooperation and effort to comply with the new constr. design in a timely manner. A component of risk to the project will be the impact it has on schedule. Failure to provide timely assistance by any of the respective utility owners can create major impacts to completing areas of work on the project. A 2nd component of risk is any loss of service to businesses located within not only the LOD, but end users for a given utility well beyond the limits of the project.

Mitigation strategies the Team may implement to address the risk: The CHC/JMT Team will implement design/construction strategies to aid in the mgmt. of Public/Private Utilities through partnering and open communication. We will locate and designate precise locations of utilities using supplemental utility surveys by JMT's and CHC in-house SUE capabilities. Our team will investigate alternative designs to avoid or minimize impacts to existing utilities. Upon NTP, our team will commence work with early coordination with all utility owners and complete UT9 Forms, and arrange and coordinate the Utility Field Inspection meeting(s). The Team will coordinate with utility owners to explore methods to expedite utility related plans and estimates (P&E) to advance the project schedule.

In the event that there are conflicts with these Public/Private Utilities, the team will notify and meet with the utility owners/agencies of identified areas of risk and to define the necessary timetables to these owners/agencies and to VDOT to allow for the best solutions. The timeline of discovery will occur well before actual construction allowing for minimal impacts to the overall project schedule and to all affected parties. Another strategy associated with the second identified risk is to have a strong business and public outreach for any outage to minimize impacts to their operations.

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

We do not anticipate any uncommon efforts on the part of VDOT unless unforeseen circumstances arise. We anticipate VDOT's role in the utility coord. process for this project to be oversight/assistance should the utility companies fail to cooperate. Some common roles include providing info. on utilities surveyed/collected to date including detailed notes, if any, from the Prelim. Utility Field Insp. meeting

and any other info. lending itself to a successful project; VDOT would be invited to participate in meetings with utility owners, VDOT would provide written approval to Commence Utility Reloc.

3) Critical Risk – Coordination with Adjacent Projects

There are multiple adjacent construction projects that will be active at the same time in the vicinity of this project with each having distinct/separate contract requirements, schedules and interests in their approach to complete their project. The critical risk is that, in each contract there will be competing and conflicting interests with another contract or all the other contracts in the vicinity which will have an effect on the successful completion of the other, as well as having an effect on the citizens and business in the area. The Team encourages the use of partnering and will enter into a partnering agreement with the other Contractors, Designers, VDOT, Town of Haymarket and other stakeholders and hold regularly scheduled coordination meeting with partners where conflicts between the contracts will be identified and openly discussed to reach resolution and to identify and manage potential conflicts before they become an issue.

Why the risk is critical and the impact the risk will have on the Project: Coordination with other construction projects is a significant risk to the project, this risk, though not stated as a risk in the RFQ is identified within the document. Within the RFQ, one of the requirements of the project is to coordinate and cooperate with other design consultants/contractors working in the same corridor, including but not limited to the I-66 Widening Project, I-66 Tier I Environmental Impact Study (Tier I EIS), and the Rte. 29 and Linton Hall Rd. Interchange. Other construction projects not mentioned in the RFQ that the Team has identified for required coordination with this project are the Town of Haymarket Streetscape Program projects, the new Haymarket Hospital, and the private housing development known as Sherwood Forest.

The critical risks associated with the I-66 Widening Project is that both projects are D-B projects on fast track schedules to complete that will have competing items of work that overlap into each other's project limits of work that will be vying for time and space to complete. The items of work that are within each contracts limit of work or immediately adjacent or over the others include, the new Rte. 15 bridge and the fly-over ramp piers in the median of I-66, the ramp work identified in each projects plans, specific storm drain system construction, including some systems that each contractor will be responsible to construct a portion of, the SWM facility at Ramp A, the construction of the Rte. 15 new bridge abutments, the demolition of the old bridges and construction of the new Rte. 15 bridge, E&S control of each project that will not impede the others work or compliance with regulatory requirements and MOT. The Rte. 29 and Linton Hall Rd. Interchange is currently under construction and is expected to be so until June 2015 based upon current schedule information, and the Town of Haymarket Streetscape Program will also have construction project(s) occurring during the construction of this project. The risk associated with these projects is coordinating and scheduling of construction activities between each of them, this and the I-66 Widening Project that will minimize the impacts to traffic in the area while allowing construction to continue to meet each projects independent milestone requirements. While the new Haymarket hospital and the Sherwood Forest Development are construction projects that may not affect this project, they are projects important to other stake holders that the coordination of activities will be necessary.

The Tier I EIS is studying potential multimodal improvements that can address existing and future transportation needs in the I-66 corridor from Rte. 15 in Prince William Co. to I-495 in Fairfax Co. and while no immediate impacts associated with this study have been identified so far in the study, items of work for this project may need to be adjusted to accommodate the findings of the Tier 2 study to mitigate the cost of future work that is yet to be identified. One such example of possible future work which may be accommodated includes an Extension of the Virginia Railway Express (VRE) to Haymarket utilizing

the tracks of Norfolk Southern Railroad, increasing the number of tracks from one (1) to four (4). This could affect the current proposed design of Rte. 15 at the southern terminus of the project.

Mitigation Strategies the team may implement to address the risk: The Team proposes a pro-active and partnering approach with the Contractors of the other construction projects in the vicinity of this project, VDOT, the Town of Haymarket, the County, utilities, regulatory agencies, and other entities as may be required. The Team will also coordinate with the other Contractors as identified above and shall organize and conduct joint meetings, to which VDOT and other stake holders will be invited. Efficient/proactive project coordination/communication between all parties is the key to the successful completion to facilitate achievement of this projects milestone without impact to the schedule and work of other active projects. As an example of the monthly partnering, the Team establishes various Task Force Group meetings. The task force meetings are held with various disciplines on an as needed basis. For example, a Mgmt. and Oversight Task Force meets every two weeks in the project office and the utility and construction operations groups meet once a month, or more frequently if required. Other tasks force groups, such as drainage, roadway and structures, etc. will meet to discuss discipline type issues. All of the task force meetings included agendas sent prior to the meeting and are followed up with meeting minutes that record the tasks/issues and resolutions. The tasks/issues remain on the agenda until they have been resolved and considered closed. It has been the CHC/JMT Team experience that task force meetings are a productive activity, especially the Mgmt. and Oversight. This biweekly recurring meeting has proved extremely valuable to the CHC/JMT Team as well as the Owner and invited shareholders on previous projects, such as the Mark Center Improvements and Fairfax County Pkwy. projects. In addition to partnering and task force meetings we will establish a password protected, collaboration website that provides access via the Internet to stakeholders where information can be shared in near real time.

Not to be lost is the importance that the general public will want this and the other projects in the vicinity to be completed as fast as possible, safely, on budget, and without issues. The most prominent impact on the general public will be the ease with which drivers can travel through the various work zones. Our experience on working in NOVA projects provides the Team with a full appreciation of the various MOT requirements and understanding of local traffic patterns. We have an established and proven record of performing extensive coordination with various stakeholders, similar to our efforts on Fairfax Co. Pkwy. Ph. I/II & IV and Mark Center. We will establish clear lines of communications with local community organizations and the numerous project stakeholders and proactively involve the public throughout the design/constr. of the project. Proper and timely dissemination of information to the public about the constr. schedule and its impacts on their daily life and to residential and business tranquility.

It is important to note that some of the above-mentioned risks between this project and the I-66 Widening project may or may not exist; VDOT has stated that it is aware of multiple inaccuracies and inadequacies in the components of the Supplemental Information supplied with the RFQ which included the I-66 Widening Project. Be that as it may, the Team will treat every risk item identified as if it existed and all other coordination risk items identified during the construction of the project until all involved entities agree that resolution has been reached and that they are no longer a risk that needs to be addressed.

Role the Team expects VDOT or other agencies may have in addressing these project risks: The Team expects VDOT, the other Contractors and all other entities necessary to ensure the effective execution of all constr. contracts in the vicinity will partner under this contract. It is also expected that VDOT will participate in coordination/Task Force meetings between all entities and provide oversight in the planning of activities between the contracts if needed, and in the discussion and resolution of potential conflicts between the projects to ensure the efficient construction of all contracts in the vicinity.

Appendix

Attachment 3.1.2

SOQ Checklist



ATTACHMENT 3.1.2

Project: 0066-076-074

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	N/A
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	N/A
Letter of Submittal (on Offeror's letterhead)				
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: 0066-076-074

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Appendix
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
Offeror's Team Structure				3
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	4
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
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.5	no	Appendix

ATTACHMENT 3.1.2

Project: 0066-076-074

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Organizational chart	NA	Section 3.3.2	yes	5-6
Organizational chart narrative	NA	Section 3.3.2	yes	7-8
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	9-15

Form C-78-RFQ

Acknowledgement of RFQ
Revision and/or Addenda



ATTACHMENT 2.10COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFQ NO. C00100566DB63
PROJECT NO.: 0066-076-074

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 05/08/2013
(Date)
2. Cover letter of RFQ Addendum No. 1 05/20/13
(Date)
3. Cover letter of _____
(Date)


SIGNATURE
GREGORY M. ANORINO, P.E.

06/21/13
DATE

3.2.6

Affiliated and/or Subsidiary Companies of the Offeror



ATTACHMENT 3.2.6

State Project No. 0066-076-074

Affiliated and Subsidiary Companies of the Offeror

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

The Offeror does not have any affiliated or subsidiary companies.

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

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
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. 0066-076-074

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.

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Affiliate	Five Star Electric Corp.	101-32 101 st 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 rd Street, Fort Lauderdale, FL 33309
Affiliate	Johnson Western Constructors, Inc.	940 Doolittle Drive, San Leandro, CA 94577
Affiliate	Johnson Western Gunitite 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 th Street, Suite 110, Fort Lauderdale, FL 33309

ATTACHMENT 3.2.6

State Project No. 0066-076-074

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.

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
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	Perland Construction, Inc., f/k/a Pioneer Construction	73 Mt. Wayte Avenue, Framingham, MA 02701
Affiliate	Powerco Electric Corp. – Delete – Merged into Fisk 5/1/12	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 th Street, Suite 110, Fort Lauderdale, FL 33309

ATTACHMENT 3.2.6

State Project No. 0066-076-074

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.

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Affiliate	Superior Gunitite	12306 Van Nuys Blvd., Lakeview Terrace, CA 91342
Affiliate	Superior Gunitite 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., Ste 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 th 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.: 0066-076-074

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.

	7/1/13	VP Estimating
Signature	Date	Title
Bernard P. Beauchemin, VP Estimating		
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.: 0066-076-074

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.: 0066-076-074

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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.

	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.: 0066-076-074

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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.: 0066-076-074

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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.

David S. Smith 6-11-13
Signature Date

Principal
Title

DIW Group, Inc. t/a Specilaized Engineering
Name of Firm

ATTACHMENT NO. 3.2.7(b)

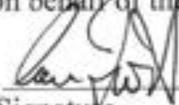
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-076-074

- 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.: 0066-076-074

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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.

 . 6.27.13 CEO
Signature Date Title

ALVI ASSOCIATES, INC.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-076-074

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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.

James Sharp 6/19/13 President
Signature Date Title

Sharp & Company
Name of Firm

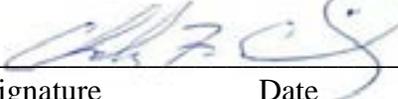
ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-076-074

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

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

	6/18/2013	Managing Partner
_____ Signature	_____ Date	_____ Title
_____ Crider, Bouye & Elliott, LLC		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-076-074

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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 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

=====

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 20, 2013

Mr. John C. Daoulas
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 – Interstate 66/Route 15 Interchange Reconstruction From: Approximately 0.5
miles west of Route 15 To: Approximately 0.6 miles east of Route 15, Prince William County, Virginia

Dear Mr. Daoulas

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. 005506251

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

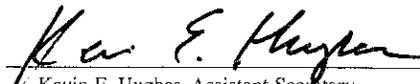
FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing 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 20th 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. 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**



Eric D. Barnes

By: _____

*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, depose 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 20th 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. 6139457

American Fire and Casualty Company
The Ohio Casualty Insurance Company

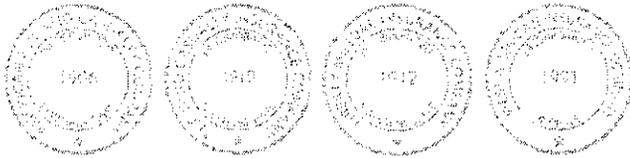
Liberty Mutual Insurance Company
West American Insurance Company

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 Coneys; 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 20th 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. 2816685
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 **20th** 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



ATTACHMENT 3.2.10
State Project No. 0066-076-074
SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Cherry Hill Construction, Inc.	F-029022-3	Corporation	Active	8211 Washington Blvd. Jessup, MD 20794	Class A Contractors	2701014225	05-31-2015
Johnson, Mirmiran & Thompson, Inc.	F149901-3	Corporation	Active	72 Loveton Circle Sparks, MD 21152	ENG, LA, ARC, LS	0407001314	12-31-2013
				13921 Park Center Rd. Herndon, VA 20171	ENG, LS	0411000441	02-28-2014
				9201 Arboretum Pkwy. Suite 310 Richmond, VA 23236	ENG, LS	0411000029	02-28-2014
				272 Bendix Rd., Ste 260 VA Beach, VA 23452	LS, ENG	0411000440	02-28-2014
Quinn Consulting Services, Inc.	0492551-7	Corporation	Active	14160 Newbrook Dr. Suite 220 Chantilly, VA 20151	ENG	0407003733	12-31-2013
DMY Engineering Consultants, LLC	S313497-2	Limited Liability Company	Active	45662 Terminal Drive Suite 110 Dulles, VA 20166	ENG	0407005631	12-31-2013
DIW Group, Inc. dba Specialized Engineering	F1281908	Corporation	Active	4845 International Blvd #104 Frederick, MD 21703	ENG	0407004748	12-31-2013
EEE Consulting, Inc.	0504941-6	Corporation	Active	8525 Bell Creek Road Mechanicsville, VA 23116	ENG	0407003798	12-31-2013
Alvi Associates, Inc.	F179975-0	Corporation	Active	110 West Rd., Suite 250 Towson, MD 21204	ENG	0407002864	12-31-2013

ATTACHMENT 3.2.10

State Project No. 0066-076-074

SCC and DPOR Information

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
** Sharp & Company, Inc.	F176141-2	Corporation	Active	794 Nelson Street Rockville, MD	N/A	N/A	N/A
** Crider, Bouye & Elliott, LLC	T050151-2	Limited Liability Company	Active	2 Ridgeway Avenue Greenville, SC 29607	Real Estate Appraiser	4008 001745	06-30-2014
** Appraisal Review Specialists, LLC	T049068-2	Limited Liability Company	Active	3058 Mount Vernon Rd. Suite 12 Hurricane, WV 25526	Real Estate Appraiser	4008 001735	04-30-2014

** These firms do not provide professional services.

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Cherry Hill Construction, Inc.	Gregoray Michael Andricos	Jessup, MD	4202 Kilbourne Drive Fairfax, VA 22032	ENG	0402032211	07-31-2014
Quinn Consulting Services, Inc.	John Kevin Vicinski	Chantilly, VA	4609 Marvie Rock Ct. Chantilly, VA 20151	ENG	0402026380	08-31-2013
Johnson, Mirmiran & Thompson, Inc.	William E. Schaub	Sparks, MD	3805 Three Wood Dr. Hampstead, MD 21074	ENG	0402047571	07-31-2014
Johnson, Mirmiran & Thompson, Inc.	Gary Robert Miller	Sparks, MD	720 Marvel Drive Westminster, MD 22157	ENG	0402048752	03-31-2015



SCC Documentation



Please note: The SCC website will be unavailable Thursday, June 20, from 6-10 p.m. for 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

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

A handwritten signature in cursive script that reads "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

LIBER 0058 FOLIO 805

000377

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 Search can be found in the Bulletin Archive in the right-hand navigation pane.

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CORPORATE DATA INQUIRY

06/20/13

11:43:08

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

(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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Commonwealth of Virginia
State Corporation Commission

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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 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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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

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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Commonwealth of Virginia
State Corporation Commission

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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

(Screen Id:/Corp_Data_Inquiry)

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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

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

S
Cor

Commonwealth of Virginia
State Corporation Commission

Virg

CISM0180

CORPORATE DATA INQUIRY

06/23/13

21:15:22

CORP ID: F179975 - 0 STATUS: 00 ACTIVE STATUS DATE: 08/13/09
 CORP NAME: ALVI ASSOCIATES, INC.

DATE OF CERTIFICATE: 08/13/2009 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: INCORP SERVICES, INC.

STREET: 7288 HANOVER GREEN DR AR RTN MAIL:

CITY: MECHANICSVILLE STATE : VA ZIP: 23111
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 08/13/09 LOC : 142
 ACCEPTED AR#: 212 52 7204 DATE: 07/20/12 HANOVER COUNTY
 CURRENT AR#: 212 52 7204 DATE: 07/20/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	100.00				100.00	1,000

(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 ALVI ASSOCIATES, 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 August 13, 2009; 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 27, 2013

A handwritten signature in cursive script that reads 'Joel H. Peck'.

Joel H. Peck, Clerk of the Commission

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, August 13, 2009

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

ALVI ASSOCIATES, 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 Heck
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
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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 pat

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

Si
Cor



06/20/13

LLCM3220

LLC DATA INQUIRY

11:53:26

LLC ID: T050151 - 2 STATUS: 00 ACTIVE STATUS DATE: 05/22/12

LLC NAME: Crider, Bouye & Elliott, LLC

DATE OF FILING: 05/22/2012 PERIOD OF DURATION: 99/99/9999 INDUSTRY CODE: 00

STATE OF FILING: SC SOUTH CAROLINA 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: 2 RIDGEWAY AVE

CITY: GREENVILLE STATE: SC ZIP: 29607-0000

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: NATIONAL REGISTERED AGENTS INC

STREET: 4701 COX RD

RTN MAIL:

CITY: GLEN ALLEN STATE: VA ZIP: 23060-0000

R/A STATUS: 5 ENTITY AUTHORIZ EFF DATE: 05/22/12 LOC: 143 HENRICO COUNTY

YEAR	FEES	PENALTY	INTEREST	BALANCE
13	50.00			

(Screen Id:/LLC_Data_Inquiry)

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, May 22, 2012

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

Crider, Bouye & Elliott, LLC

a limited liability company organized under the laws of SOUTH CAROLINA 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. Beck
Clerk of the Commission



South Carolina
Department of Labor, Licensing and Regulation

Real Estate Appraisers Board

Nikki R. Haley
Governor

Holly G. Pisarik
Director



110 Centerview Drive
Post Office Box 11847
Columbia, SC 29211
(803) 896-4400
FAX: (803) 896-4427
www.llronline.com

CERTIFICATION OF RECORD

TO: TO WHOM IT MAY CONCERN May 16, 2013

This is to certify that a good faith search of records reveals the following information:

NAME: CHARLES F. CRIDER

Business Name and Mailing Address of Record (if applicable): (Last name/address registered with this office)

CHARLES CRIDER
CRIDER & ASSOCIATES
2 RIDGEWAY AVENUE
GREENVILLE, SC 29607

HISTORY

Appraiser Classification	License/Certificate Number	Active		Lapsed	
		(from)	(to)	(from)	(to)
CERTIFIED GENERAL	290	12/23/1991	PRESENT		

QUALIFIED BY: APPROVED AQB EXAMINATION

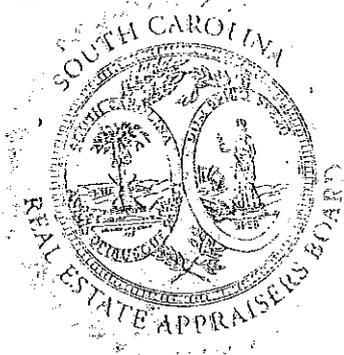
License Expires: 6/30/2014

DISCIPLINARY ACTIONS

NO Record of Disciplinary Actions

Other (See Attached)

REMARKS



BY: Laura L. Smith
LAURA L. SMITH
COMPLIANCE COORDINATOR

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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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

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

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

(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



(FOLD)

(DETACH HERE)

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

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10010 (1/11) 107028-3

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

12-31-2013

9980 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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(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

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



DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9980 Mayland Dr., Suite 400, Richmond, VA 23233

(DETACH HERE)

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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
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



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

BOARD FOR AP/ELSCIDLA
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



(DETACH HERE)

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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-28-2014

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 K. Dumas
Gordon K. Dumas, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA
BOARD FOR APPLSCIDLA
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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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9960 Mayland Dr., Suite 400, Richmond, VA 23233

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-28-2014

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



Gordon N. Dixon
Gordon N. Dixon, Director

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(POCKET CARD)

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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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

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 357-8500

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

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APPLSCIDLA
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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10010 (7/11) 107026-3

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
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

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA
BOARD FOR APPLSCIDLA
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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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9960 Mayland Dr., Suite 400, Richmond, VA 23233

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

12-31-2013

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

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

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

(POCKET CARD)

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



(DETACH HERE)

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

GROUP

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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
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

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
0407002864

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

PROFESSIONS: ENG

ALVI ASSOCIATES, INC.
110 WEST ROAD
SUITE 410
TOWSON, MD 21204



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

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



Gordon N. Dixon
Gordon N. Dixon, Director

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

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

GREGORY MICHAEL ANDRICOS
4202 KILBOURNE DRIVE
FAIRFAX, VA 22032



(FOLD)

(DETACH HERE)

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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

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
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4609 MARBLE ROCK CT
CHANTILLY, VA 20151



Gordon N. Dixon
Gordon N. Dixon, Director

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JOHN KEVIN VICINSKI
4609 MARBLE ROCK CT
CHANTILLY, VA 20151



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

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Telephone: (804) 367-8500

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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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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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AND LANDSCAPE ARCHITECTS
PROFESSIONAL ENGINEER LICENSE

GARY ROBERT MILLER
720 MARVEL DR
WESTMINSTER, MD 21157



Gordon N. Dixon
Gordon N. Dixon, Director

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Telephone: (804) 367-8500

EXPIRES ON

06-30-2014

NUMBER

4008 001745

REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION

CRIDER BOUYE & ELLIOTT LLC

2 RIDGEWAY AVE

GREENVILLE SC 29607



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

9980 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 387-8500

NUMBER
4008 001735

REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION

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



Gordon N. Dixon
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



PLATE

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9980 Mayland Dr., Suite 400, Richmond, VA 23233

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3.3.1

Key Personnel Resume



ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Gregory M. Andricos, P.E. Vice President/General Manager
b.	Project Assignment: Design-Build Project Manager
c.	Name of Firm with which you are now associated: Cherry Hill Construction, Inc., Jessup, MD
d. Years experience: With this Firm <u>21</u> Years With Other Firms <u>0</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.):	
Cherry Hill Construction, Inc. Individual duties were performed at the same time frame or period as listed below: Start Date: 10/1999 End Date: Present Position: Design-Build Project Manager Responsibilities: Primary Point of Contact with principal responsibility for overseeing all design and construction efforts from proposal through final acceptance, including of QA/QC for the following competitively 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 Phase I, II, and IV D-B - \$112.5M (for VDOT) Springfield, VA (7/08-7/11); 9 th 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	
Start Date: 7/2010 End Date: Present Position: Vice President/General Manager Responsibilities: 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.	
Start Date: 4/2008 End Date: 7/2010 Position: Field Operations Manager Responsibilities: Principal responsibility for all construction operations with direct management of all D-B projects.	
Start Date: 10/2000 End Date: 4/2008 Position: Bridge & Structures Division Manager Responsibilities: 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.	
Start Date: 12/1996 End Date: 9/1999 Position: Chief Structures Estimator and Bridge Design Manager Responsibilities: 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.	
Start Date: 11/1995 End Date: 7/1997 Position: Bridge Engineer / Design-Build Coordinator Responsibilities: 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.	
Start Date: 8/1993 End Date: 11/1995 Position: Contractor QA/QC Manager Responsibilities: 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 #: 1998/Virginia Registered Professional Engineering No. 0402 032211 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>(1.) EFLHD/VDOT, Fairfax County Parkway (FCP), Phases I/II & IV (Design-Build), Springfield, VA (\$112.5M) – DBPM. 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 meet 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 & 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. Firm: Cherry Hill Construction, Inc./ Project Dates: 10/2008 to 9/2010 (Phase I/II) and 10/2008 to 7/2011 (Phase IV)</p>	<ul style="list-style-type: none"> ✓ Design-Build ✓ Roadway/Surveys ✓ Structures/Bridges ✓ Environmental ✓ Geotechnical ✓ H&HA/ESC/SWM ✓ Traffic Control Dev. ✓ Transp. Mgmt. Plan ✓ ROW Acquisition ✓ Utilities ✓ Public Relations ✓ QA/QC ✓ Constr. Eng./Insp. ✓ Project Management ✓ Coord. w/ On-Going Adjacent Projects
<p>(2.) EFLHD/VDOT, Mark Center Short and Mid-Term Improvements (Design-Build), Alexandria, VA (\$9.1M) – DBPM. 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. Firm: Cherry Hill Construction, Inc. / Project Dates: 4/2012 to 7/2013 (anticipated).</p>	<ul style="list-style-type: none"> ✓ Design-Build ✓ Roadway/Survey ✓ Environ ✓ TCD/TMP ✓ H&HA/ESC/SWM ✓ Utilities/Public Relat. ✓ QA/QC/Project Mgmt. ✓ Coord. w/ On-Going Adjacent Projects
<p>(3.) EFLHD/DDOT, 9th Street Bridge Replacement over CSXT and Amtrak Rail and New York Avenue, Washington, DC (\$58.4M) – DBPM. 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 for crucial to this project. Firm: Cherry Hill Construction, Inc. / Project Dates: 9/2006 to 7/2011</p>	<ul style="list-style-type: none"> ✓ Design-Build ✓ Roadway/Surveys ✓ Structures/Bridges ✓ Environ./Geotechnical ✓ H&HA/ESC/SWM ✓ Traffic Control Dev. ✓ Transp. Mgmt. Plan ✓ ROW Acquisition ✓ Utilities/Public Relat. ✓ QA/QC/Project Mgmt. ✓ Constr. Eng./Insp. ✓ Coord. w/ On-Going Adjacent Projects
<p>(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. 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. Firm: Cherry Hill Construction, Inc. / Project Dates: 9/2006 to 7/2011</p>	<ul style="list-style-type: none"> ✓ Roadway/Surveys ✓ Structures/Bridges ✓ Environmental ✓ Geotechnical ✓ Traffic Control Dev. ✓ Transp. Mgmt. Plan ✓ ROW Acquisition ✓ QA/QC ✓ Constr. Eng./Insp. ✓ Project Management ✓ Coord. w/ On-Going Adjacent Projects

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:

John K. Vicinski, P.E., DBIA
Quality Assurance Manager

b. Project Assignment:

Quality Assurance Manager (QAM)



c. Name of Firm with which you are now associated:

Quinn Consulting Services, Inc., Chantilly, VA

d. Years experience: With this Firm 4.8 Years With Other Firms 25 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.):

Quinn Consulting Services, Inc.

Start Date: 6/2008 **End Date:** Present **Position:** Quality Assurance Manager

Responsibilities: As Quality Assurance Manager, worked exclusively on design-build projects in lead QA/QC roles.

- o 3/2012 to Present – QAM for the VDOT D-B Rt. 27/244 Interchange Reconstruction project in Arlington VA.
- o 9/2011 to Present – QAM for the VDOT D-B Rt. 50 Widening West of Rt. 28 in Fairfax & Loudoun Counties, VA.
- o 2/2012 to Present – QAM for the VDOT D-B Pacific Blvd. Extension Project in Loudoun County, VA.
- o 3/2012 to 12/2012 – QAM for the FHWA D-B Fort Lee Garrison "A" Gate Roundabout, Prince George Co., VA.
- o 1/2011 to 3/2013 --Client Dewberry. QAM for the FHWA Fairfax County Improvements (Phase III) D-B Project.
- o 4/2010 to 12/2010 – QAM for the VDOT Waxpool Road/Loudoun County Pkwy. Interchange Improvements D-B.
- o 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.
- o 6/2008 to 11/2008 – Quality Assurance Manager for the VDOT Pacific Boulevard Design-Build Project.
- o 6/2008 to 11/2008 – Quality Assurance Manager for the VDOT Battlefield Parkway Design-Build Project.
- o 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.

Alpha Corporation

Start Date: 9/1995 **End Date:** 6/2008 **Position:** Vice President/Director of Transportation Services in Virginia

Responsibilities: 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.

- o 2008 – Quality Assurance Manager for the VDOT Battlefield Parkway D-B Project.
- o 2008 – Quality Assurance Manager for the VDOT D-B Gilberts Corner Project in Loudoun County, VA.
- o 2007-2008 – Quality Assurance Manager on \$56M, 5.6 mile rail and roadway D-B project in Portsmouth, VA.
- o 2006-2008 – Project Director in charge of CEI inspectors/support services on I-66 Gainesville Interchange.
- o 2005-2008 – Project director on construction of \$500M container terminal in Portsmouth, VA.
- o 2005-2008 and 1995-1998 – Inspector Coordinator on VDOT Northern Virginia District-wide CEI Contracts.
- o 1998-2008 – Inspector coordinator on three consecutive VDOT Culpeper District-wide CEI contracts
- o 2004-2008 – Project Director/Task Mgr. on task contract providing constructability review/CPM scheduling.
- o 2004-2008 – Project Director in charge of providing CEI services on multiple transportation projects.
- o 2006-2008 – Project Director in charge of providing CEI services on Monroe Street Design-Build project.
- o 2005-2008 – Project Director in charge of providing CEI services on transportation projects in Prince William Co.
- o 2004-2006 – Project Director in charge of CEI services on I-81 Maury River Bridge Project near Lexington, VA.
- o 2003-2006 – Project Director in charge of providing transportation inspectors to the Town of Herndon
- o 2005-2008 – Project Director in charge of providing CEI services on environ./building projects in Fairfax County.
- o 2002-2007 – Inspector coordinator in charge of bridge/painting inspectors in NOVA, Culpeper, and Fredericksburg.
- o 2000-2003 – Inspector coordinator in charge of providing inspectors throughout the VDOT Staunton District.

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 #:

1992/Virginia Registered Professional Engineering No. 0402 026380
Certified Design Build Institute of America (DBIA) Professional
VDOT Erosion and Sediment Control Contractor Certification No. 1401

- 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>(1.) VDOT, Route 50 Widening (Design-Build), Fairfax and Loudoun Counties, VA (\$58M) – <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. Firm: Quinn Consulting Services, Inc./ Project Dates: 9/2011 to 6/2015</p>	<ul style="list-style-type: none"> ✓ Design-Build ✓ Roadway/Surveys ✓ Structures/Bridges ✓ Traffic Control Dev. ✓ Transp. Mgmt. Plan ✓ ROW Acq./Utilities ✓ QA/QC/Project Mgmt. ✓ Constr. Eng./Insp. ✓ Coord. w/ On-Going Adjacent Projects
<p>(2.) VDOT, I-495 HOT Lanes (Design-Build), Loudoun County, VA (\$1.5B) - Area Quality Control Engineer. Responsible on 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 & Quality Assurance Requirements for Design Build & 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. Firm: Quinn Consulting Services, Inc. / Project Dates: 11/2008 to 4/2009</p>	<ul style="list-style-type: none"> ✓ Design-Build ✓ Roadway/Survey ✓ Structures/Bridges ✓ Environ./Hydraulics ✓ Geotechnical ✓ Traffic Control Dev. ✓ Transp. Mgmt. Plan ✓ Utilities/Public Relat. ✓ QA/QC/Project Mgmt. ✓ Coord. w/ On-Going Adjacent Projects
<p>(3.) VDOT, Gilberts Corner (Design-Build), Loudoun County, VA (\$80K) – QAM. On construction of (4) new traffic circles installed near the intersection of Routes 15/50. Responsible for overseeing all QA and QC activities and assuring that work was performed in accordance with the project specific QA/QC plan and VDOT's Minimum Quality Control & Quality Assurance Requirements for Design Build & 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. Firm: Quinn Consulting Services, Inc. / Alpha Corporation Project Dates: 1/2008 to 11/2008</p>	<ul style="list-style-type: none"> ✓ Design-Build ✓ Roadway/Surveys ✓ Environ./Geotechnical ✓ Hydraulics ✓ Traffic Control Dev. ✓ Transp. Mgmt. Plan ✓ ROW Acquisition ✓ Utilities/Public Relat. ✓ QA/QC/Project Mgmt. ✓ Constr. Eng./Insp. ✓ Coord. w/ On-Going Adjacent Projects
<p>(4.) EFLHD/VDOT, Fairfax County Parkway Phase III (Design-Build), Springfield, VA (\$22M) – QAM. 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. Firm: Quinn Consulting Services, Inc. / Project Dates: 2/2010 to 3/2013</p>	<ul style="list-style-type: none"> ✓ Design-Build ✓ Roadway/Surveys ✓ Environ./Geotechnical ✓ Traffic Control Dev. ✓ Transp. Mgmt. Plan ✓ ROW Acquisition ✓ Utilities/Public Relat. ✓ QA/QC/Project Mgmt. ✓ Constr. Eng./Insp. ✓ Coord. w/ On-Going Adjacent Projects
<p>(5.) VDOT, Route 27/244 Interchange (Design-Build), Arlington, VA (\$50M) – QAM. 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 & QC on D-B & PPTA Projects. Firm: Quinn Consulting Services, Inc. / Project Dates: 2/2012 to 8/2015</p>	<ul style="list-style-type: none"> ✓ Design-Build ✓ Roadway/Surveys ✓ Environ./Geotechnical ✓ Traffic Control Dev. ✓ Transp. Mgmt. Plan ✓ ROW Acquisition ✓ Utilities/Public Relat. ✓ QA/QC/Project Mgmt. ✓ Constr. Eng./Insp. ✓ Coord. w/ On-Going Adjacent Projects

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: William E. Schaub, P.E. Vice President
b.	Project Assignment: Design Manager
c.	Name of Firm with which you are now associated: Johnson, Mirmiran & Thompson, Inc., Sparks, MD
 JOHNSON, MIRMIIRAN & THOMPSON <i>Engineering. A Brighter Future.®</i>	
d.	Years experience: With this Firm <u>8</u> Years With Other Firms <u>28</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.): Johnson, Mirmiran & Thompson, Inc. Start Date: February 2008 End Date: Present Position: Vice President/Design-Build Manager Responsibilities: Was promoted to Vice President in February of 2008 and currently leads JMT's transportation design-build efforts throughout the eastern United States. Has lead and completed multiple DB projects in Northern Virginia, MD and PA. Johnson, Mirmiran & Thompson, Inc. Start Date: January 2005 End Date: January 2008 Position: Senior Associate/Civil-Structural Engineer Responsibilities: 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). Wallace Montgomery and Associates, LLP Start Date: August 2003 End Date: December 2004 Position: Structural Engineer/Project Manager Responsibilities: 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. STV, Inc. Start Date: May 1983 End Date: August 2003 Position: Project Manager/Chief Structural Engineer/GIS Mgr. Responsibilities: 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 #: 2010/Virginia Registered Professional Engineering No. 0402 47571 Also registered in DC, DE, MD, PA and WV
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> (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>(1.) EFLHD/VDOT, Fairfax County Parkway (FCP), Phases I/II & IV (Design-Build), Springfield, VA (\$112.5M) – Design Manager. 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. Firm: Johnson, Mirmiran & Thompson, Inc./ Project Dates: 10/2008 to 9/2010 (Phase I/II) and 10/2008 to 7/2011 (Phase IV)</p>	<ul style="list-style-type: none"> ✓ Design-Build ✓ Roadway/Surveys ✓ Structures/Bridges ✓ Environ./Geotechnical ✓ H&HA/ESC/SWM ✓ Traffic Control Dev. ✓ Transp. Mgmt. Plan ✓ ROW Plats/Utilities ✓ Public Relations ✓ QA/QC /Proj. Mgmt. ✓ Constr. Engineering ✓ Coord. w/ On-Going Adjacent Projects
<p>(2.) EFLHD/VDOT, Mark Center Short and Mid-Term Improvements (Design-Build), Alexandria, VA (\$9.1M) – Design Manager. This project is adjacent to the Seminary Road interchange with I-395. BRAC is bringing approximately 6,400 BRAC new jobs to the new Mark Center Complex that will include the Washington Headquarters Service agencies and as well as a number of other 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. Firm: Johnson, Mirmiran & Thompson, Inc./ Project Dates: 4/2012 to 7/2013 (anticipated)</p>	<ul style="list-style-type: none"> ✓ Design-Build ✓ Roadway/Survey ✓ Environ/Geotechnical ✓ H&HA/ESC/SWM ✓ Traffic Control Dev. ✓ Transp. Mgmt. Plan ✓ Utilities/Public Relat. ✓ RW Acquisitions/Plats ✓ QA/QC/Project Mgmt. ✓ Coord. w/ On-Going Adjacent Projects
<p>(3.) EFLHD/DDOT, 9th Street Bridge Replacement over CSXT and Amtrak Rail and New York Avenue, Washington, DC (\$58.4M) – Design Manager. 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 9th 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. Firm: Johnson, Mirmiran & Thompson, Inc. / Project Dates: 9/2006 to 7/2011</p>	<ul style="list-style-type: none"> ✓ Design-Build ✓ Roadway/Surveys ✓ Structures/Bridges ✓ Environ./Geotechnical ✓ H&HA/ESC/SWM ✓ Traffic Control Dev. ✓ Transp. Mgmt. Plan ✓ ROW Acquisition ✓ Utilities/Public Relat. ✓ QA/QC/Project Mgmt. ✓ Constr. Eng./Insp. ✓ Coord. w/ On-Going Adjacent Projects
<p>(4.) MDTA, I-95/I-695 Interchange – Section 100 Express Toll Lanes (ETL), Baltimore County, MD (\$450M) – Deputy Project Manager. 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 mega project which involves 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. Firm: Johnson, Mirmiran & Thompson, Inc. / Project Dates: 4/2005 to 4/2011</p>	<ul style="list-style-type: none"> ✓ Roadway/Surveys ✓ Structures/Bridges ✓ Environ./Geotechnical ✓ H&HA/ESC/SWM ✓ Traffic Control Dev. ✓ Transp. Mgmt. Plan ✓ ROW Acq./Utilities ✓ Public Relations ✓ QA/QC ✓ Project Management ✓ Constr. Eng./Insp. ✓ Coord. w/ On-Going Adjacent Projects
<p>(5.) District Department of Transportation (DDOT), 11th Street Bridges and Interchanges, Phase I (Design-Build), Washington, DC (\$378.3M) - Lead QA for Structures. 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. Firm: Johnson, Mirmiran & Thompson, Inc. / Project Dates: 4/2009 to 6/2013 (Phase I)</p>	<ul style="list-style-type: none"> ✓ Design-Build ✓ Roadway/Surveys ✓ Structures/Bridges ✓ Environ./Geotechnical ✓ H&HA/ESC/SWM ✓ Traffic Control Dev. ✓ Transp. Mgmt. Plan ✓ ROW Acq./Utilities ✓ Public Relations ✓ QA/QC/Proj. Mgmt. ✓ Coord. w/ On-Going Adjacent Projects

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:

Roger Lant
Vice President Operations

b. Project Assignment:

Construction Manager

c. Name of Firm with which you are now associated:

Cherry Hill Construction, Inc., Jessup, MD



d. Years experience: With this Firm 11 Years With Other Firms 5 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.):

Cherry Hill Construction, Inc.

Start Date: 1/02 **End Date:** Present **Position:** Construction Manager

Responsibilities: Principal responsibility for the Construction of Design-Build and Design-Bid-Build projects for VDOT, FHWA-EFLHD, MSHA, MTA.

Brise Construction UK

Start Date: 5/01 **End Date:** 1/02 **Position:** Temporary Site Engineer

Responsibilities: Supervised Construction of the £4 million rock armor structures portion of a £10 million 1.5 km roadway project.

Carl Bro Group, UK

Start Date: 12/99 **End Date:** 2/01 **Position:** Graduate Engineer

Responsibilities: 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.

Balfour Beatty, UK

Start Date: 6/96 **End Date:** 12/99 **Position:** Graduate Engineer

Responsibilities: 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. *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>(1.) EFLHD/VDOT, Fairfax County Parkway (FCP), Phases I/II & IV (Design-Build), Springfield, VA (\$112.5M) – Construction Manager. Primary point of contact for all project construction activities on this “Award Winning” \$112.5 M project. Mr. Lant is supervised a staff of engineers, superintendents, foreman, 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 includes 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 > \$10M. Firm: Cherry Hill Construction, Inc./ Project Dates: 10/2008 to 9/2010 (Phase I/II) and 10/2008 to 7/2011 (Phase IV)</p>	<ul style="list-style-type: none"> ✓ Design-Build ✓ Roadway/Surveys ✓ Structures/Bridges ✓ Environmental ✓ Geotechnical ✓ H&HA/ESC/SWM ✓ Traffic Control Dev. ✓ Transp. Mgmt. Plan ✓ ROW Acquisition ✓ Utilities ✓ Public Relations ✓ QA/QC ✓ Project Management ✓ Constr. Eng./Insp. ✓ Coord. w/ On-Going Adjacent Projects
<p>(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. 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-direct 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&S revisions was able to complete the project 8 months ahead of schedule. Firm: Cherry Hill Construction, Inc. / Project Dates: 4/2006 to 11/2008</p>	<ul style="list-style-type: none"> ✓ Roadway/Surveys ✓ Structures/Bridges ✓ Environmental ✓ Geotechnical ✓ H&HA/ESC/SWM ✓ Traffic Control Dev. ✓ Transp. Mgmt. Plan ✓ Utilities ✓ Public Relations ✓ Project Management ✓ Constr. Eng./Insp. ✓ Coord. w/ On-Going Adjacent Projects
<p>(3.) Delaware Department of Transportation (DelDOT), SR 1/I-95 Interchange Project, Newark, DE (\$98.8M) - Construction Manager. 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, foreman, and specialty craft. He managed all subcontractors and vendors. As the Construction Manager, he endured strict adherence to the quality management and multi-phase MOT requirements (207,000 ADT). The Interchange included 7 hwy. 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. Firm: Cherry Hill Construction, Inc. / Project Dates: 9/2011 to 10/2013</p>	<ul style="list-style-type: none"> ✓ Roadway/Surveys ✓ Structures/Bridges ✓ Environmental ✓ Geotechnical ✓ H&HA/ESC/SWM ✓ Traffic Control Dev. ✓ Transp. Mgmt. Plan ✓ Utilities ✓ Project Management ✓ Coord. w/ On-Going Adjacent Projects
<p>(4.) Maryland Transit Administration (MTA), Light Rail Double Track Section 1-4, Baltimore Metropolitan Region (\$19.9M) - Construction Manager. 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. Firm: Cherry Hill Construction, Inc./ Project Dates: 10/2003 to 11/2006</p>	<ul style="list-style-type: none"> ✓ Roadway/Surveys ✓ Structures/Bridges ✓ Environmental ✓ Geotechnical ✓ H&HA/ESC/SWM ✓ Project Management ✓ Constr. Engineering ✓ Coord. w/ On-Going Adjacent Projects

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Gary R. Miller, P.E. Senior Vice President and Chief Structural Engineer
b.	Project Assignment: Lead Structural Engineer
c.	Name of Firm with which you are now associated: Johnson, Mirmiran & Thompson, Inc., Sparks, MD
d.	Years experience: With this Firm <u>29</u> Years With Other Firms <u>8</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.): Johnson, Mirmiran & Thompson, Inc. Start Date: February 1997 End Date: Present Position: Senior Vice President/Chief Structural Engineer Responsibilities: Chief Structural Engineer for all JMT's Offices. Responsible for managing and coordinating the major structural and transportation projects throughout JMT. Johnson, Mirmiran & Thompson, Inc. Start Date: February 1991 End Date: February 1997 Position: Vice President/Senior Structural Engineer Responsibilities: Responsible for managing and coordinating the major structural and transportation projects in Maryland and Pennsylvania.
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Trine University, Angola, IN/BSCE/1975/Civil Engineering Dale Carnegie Management Training
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: 2011/Virginia Registered Professional Engineering No. 0402 048752 Also registered in DC, FL, MD, NC, PA and WV
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">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> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)
SIMILAR SCOPE ACTIVITIES	
(1.) District Department of Transportation (DDOT), 11th Street Bridges and Interchanges, Phase I (Design-Build), Washington, DC (\$378.3M) - Lead Structural Engineer. Responsible for overseeing all aspects of the structural design component for the design-build team. This \$260 million dollar Interstate project includes three new major continuous steel multi-girder bridge crossings of the Anacostia River and two complex interchanges. Supervised a staff of over 40 structural engineers and CADD technicians involving 3 design firms and provided daily coordination with the contractor. These 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 Anacostia River. The bridges over the Anacostia River utilized prestressed concrete cylinder piles for the piers. The other piers and abutments were supported on H-pile footings. Two bridges will carry vehicular traffic over CSXT tracks. Several existing bridges were rehabilitated by replacing the superstructure and repairing the substructures. The design team was also responsible for the review of the contractor's steel erection plans including those involving multi-span curved girders and existing structure demolition plans. Firm: Johnson, Mirmiran & Thompson, Inc. / Project Dates: 4/2009 to 6/2013 (Phase I)	<ul style="list-style-type: none">✓ Design-Build✓ Roadway/Surveys✓ Structures/Bridges✓ Environmental✓ Geotechnical✓ Hydraulics✓ Traffic Control Dev.✓ Transp. Mgmt. Plan✓ ROW Acquisition✓ Utilities✓ Public Relations✓ QA/QC/✓ Project Management✓ Constr. Eng./Insp.✓ Coord. w/ On-Going Adjacent Projects

		SIMILAR SCOPE ACTIVITIES
<p>(2.) EFLHD/DDOT, 9th Street Bridge Replacement over CSXT and Amtrak Rail and New York Avenue, Washington, DC (\$58.4M) – Designer of Record. Responsible for the complete replacement of the existing 7-span structure with a 4-span steel plate girder bridge using a hybrid design with Grade 50 and 70 weathering steel. JMT developed the plans for removing the existing girders in multiple phases to minimize disruptions to the rail traffic below. In addition, JMT developed the plans for erecting the new structural steel girders. The project also included the reconstruction of over 1,100 feet of New York Avenue, realignment of the Mt. Olivet, 9th Street and Brentwood Parkway intersection, reconstructed drainage system, SWM, surveys, E&S control, signals, utility relocations and lighting. JMT developed and provided presentations and displays for community and ANC meetings in addition to creating/maintaining a project website. Firm: Johnson, Mirmiran & Thompson, Inc. / Project Dates: 9/2006 to 7/2011</p>		<ul style="list-style-type: none"> ✓ Design-Build ✓ Roadway/Surveys ✓ Structures/Bridges ✓ Environ./Geotechnical ✓ Hydraulics ✓ Traffic Control Dev. ✓ Transp. Mgmt. Plan ✓ ROW Acquisition ✓ Utilities/Public Relat. ✓ QA/QC/Project Mgmt. ✓ Constr. Eng./Insp. ✓ Coord. w/ On-Going Adjacent Projects
<p>(3.) Maryland State Highway Administration (MSHA), I-95/I-495/I-295, Interchanges (Woodrow Wilson Bridge), Prince George's County, MD (\$255M) - Lead Structural Engineer. Responsible for the design of numerous structures for this multi-level interchange constructed over several contracts including eight I-95 mainline bridges, sixteen ramp bridges including multiple fly-over ramps, three pedestrian trail bridges, thirty-one permanent retaining walls and six temporary retaining walls. Supervised a staff of over 50 structural engineers and CADD technicians involving 3 design firms. The bridge types ranged from single span prestressed concrete AASHTO girders to multi-span curved steel plate girder structures with several over 1,400 feet in length. Several bridges required integral steel pier caps to obtain required horizontal and vertical clearances. The bridge piers and abutments were supported on H-pile foundations. The design team was also responsible for the review of the contractor's steel erection plans including those involving multi-span curved girders and existing structure demolition plans. Two-stage and temporary MSE walls were used for staged construction during and between construction contracts. The project received many awards of excellence and achievement from many professional organizations including APWA, ASCE, ACEC/MD and MdQI. Firm: Johnson, Mirmiran & Thompson, Inc./ Project Dates: 9/1998 to 12/2008</p>		<ul style="list-style-type: none"> ✓ Roadway/Surveys ✓ Structures/Bridges ✓ Environmental ✓ Geotechnical ✓ Hydraulics ✓ Traffic Control Dev. ✓ Transp. Mgmt. Plan ✓ Utilities ✓ Public Relations ✓ QA/QC/Project Mgmt. ✓ Coord. w/ On-Going Adjacent Projects
<p>(4.) MWAA, North Area Roads Improvements, Washington Dulles International Airport, Dulles, VA (\$5.9M) – Lead Structural Engineer. JMT designed improvements for the Washington Dulles International Airport Access Highway (DIAAH), South Section, as well as for various other airport roads located on the airport property to accommodate the predicted growth in traffic volumes associated with projected passenger growth to 45 Million Annual Passengers. Mr. Miller was responsible for the design, plans preparation, specifications and estimates for three new bridges, two bridge widening and two MSE retaining wall. The new bridges included Ramp 'F' over the Airport Service Road, Ramp 'C' over Greenway and Ramp 'C' over E.B. C-D Road. The widenings were Rudder Road over DIAAH and eastbound DIAAH over Horsepen Run. Firm: Johnson, Mirmiran & Thompson, Inc. / Project Dates: 2/2000 to 2/2010</p>		<ul style="list-style-type: none"> ✓ Roadway/Surveys ✓ Structures/Bridges ✓ Geotechnical ✓ Hydraulics ✓ Traffic Control Dev. ✓ Transp. Mgmt. Plan ✓ Utilities ✓ QA/QC ✓ Project Management ✓ Coord. w/ On-Going Adjacent Projects
<p>(5.) EFLHD/DDOT, Taylor St. Bridge Replacement over WMATA and CSXT and Brookland Avenue (Design-Build), Washington, DC (\$10.9M) - Designer of Record. Responsible for the design of a new 2-span 294-foot long haunched steel plate girder structure carrying four lanes of traffic and two sidewalks. Mr. Miller, along with JMT's D-B construction partner came up with some innovative approaches to this challenging bridge replacement over Brookland Ave, as well as WMATA and CSXT railroad tracks. To lengthen spans and eliminate piers in railroad ROW, hybrid I-girders were designed using 50 and 70 ksi steel. The bridge length was reduced by using MSE walls to support the approach roadways while staying within very tight ROW constraints. Aesthetics included granite-faced curbs, ornamental light poles, fencing and railings and a stone-like finish on retaining walls. Other work included the replacement of a failed retaining wall, drainage, utility and signal improvements. Developed and provided presentations/displays for community and ANC meetings. Firm: Johnson, Mirmiran & Thompson, Inc./ Project Dates: 12/2003 to 11/2006</p>		<ul style="list-style-type: none"> ✓ Design-Build ✓ Roadway/Surveys ✓ Structures/Bridges ✓ Environ./Geotechnical ✓ Hydraulics ✓ Traffic Control Dev. ✓ Transp. Mgmt. Plan ✓ ROW Acquisition ✓ Utilities/Public Relat. ✓ QA/QC/Project Mgmt. ✓ Constr. Eng./Insp. ✓ Coord. w/ On-Going Adjacent Projects

3.4.1

Work History Forms (Lead Contractor and Designer)



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)	
(1.) Fairfax County Pkwy. (FCP) Phases I/II & IV (Design-Build) Springfield, VA	Johnson, Mirmiran & Thompson, Inc.	Federal Highway Administration Eastern Federal Lands Hwy. Div. 21400 Ridgetop Circle Sterling, VA 20166-6511 <i>Mr. Robert A. Morris, P.E.</i> T 703.404.6217 F 703.404.6307 E robert.morris@fhwa.dot.gov	Phases I/II December 2010 (Original) Phase IV July 2011 (Original)	Phases I/II September 2010 (Actual) Phase IV 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 approval 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 scheduled. 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 Rd; Interchange at the Parkway with Barta Rd.; New Bridges at Fullerton Road, Accotink Creek/Barta Rd.; 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 Drain 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 I-66 project. The Similar Scope Activities lists work completed that will be needed on the I-66 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 | ✓ Interchange Lighting |
| ✓ Roadway | ✓ Traffic Signal Impr. |
| ✓ Fly-Over Ramp | ✓ Transportation Management Plan |
| ✓ Intersection Impr. | ✓ ROW Acquisition |
| ✓ Survey | ✓ Utilities |
| ✓ Structure and Bridges | ✓ Public Relations |
| ✓ Retaining Walls | ✓ QA/QC |
| ✓ Constructing Wider and Longer Bridge | ✓ Sound Walls |
| ✓ Sidewalk/ Shared Use Path | ✓ Constr. Eng./Insp. |
| ✓ Environmental | ✓ Project Management |
| ✓ Geotechnical | ✓ Coordination with On-Going Adjacent Projects |
| ✓ H&HA/ESC/SWM | |
| ✓ Traffic Control Devices | |

FCP PERSONNEL PROPOSED FOR I-66/ROUTE 15 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)	
(2.) I-95 (Section 100) Express Toll Lanes I-895 NB GP Bridge over I-95, Moravia Rd., and Moravia Park Dr. Baltimore County, MD	Joint Venture- Stantec (Greenhorne O'Mara, Inc.)/ Century Engineering, Inc. Baltimore, MD	MDTA / I-95 GEC Partners 8019 Corporate Drive, Suite F White Marsh, MD 21236 <i>Mr. Gradon Tobery</i> <i>Construction Project Manager</i> <i>T 410.931.0808 F 410.931.4110</i> <i>E gradon.tobery@stvinc.com</i>	October 2008 (Original)	December 2008 (Actual)	\$53,762 Contract Value (Original)	\$55,200 Contract Value (Actual)	\$55,200 Lead Contractor CHC Fee This was a unit price contract and overall value was increased due to increased quantities of work measured and performed.

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 main component of this project was to provide a 1,400 LF 6-span flyover bridge carrying two new I-895 NB lanes over Moore's Run and the realigned I-95, merging with I-95 NB from the right (previously the merge was on the left). Additional components included removal and replacement of two regional arterial roadway bridges crossing I-895. These changes allowed for the construction of interior lanes for the HOV/Express Toll Lanes. The new I-895 NB roadway has two 12' travel lanes with a 10' left shoulder and a 12' right shoulder. The realignment of I-895 and I-95 also required the phased removal and replacement of two 250 LF multi-span local road bridges over I-895. The superstructure steel was radial in design and required phased construction with contractor designed temporary towers to complete the crossing of I-95. Project MOT required the coordination with Contractors to the south and north of the project based on two week schedules that were regularly maintained. Other components of the project included:

- o Multi-phased MOT to allow continuous traffic on I-895 (ADT of over 69,600) and I-95 (ADT of over 178,000) as well as two local overpasses during all constr. phases.
- o Over 150,000 CY of excavation and embankment construction included removal of contaminated material.
- o New bridges utilizing driven H-pile foundations, rock sockets, MSE walls, cast-in-place footings, abutments and piers, fabricated structural steel plate girders, and cast-in-place deck, parapets and approach slabs.
- o Design-build retaining wall utilized top-down construction and comprised of H-pile, lagging with drainage system and grouted tendon tie-backs (approx. 100 each), with an architectural cast-in-place concrete facing.
- o One new noise wall (approximately 30,000 SF) required 1,745 LF of drilled shaft foundations.
- o 6,500 LF of various dia. (15" to 54") storm drain and structures included two jack and bore installations.
- o Relocated an existing bridge mounted 12" diameter waterline.
- o Constructed three new stormwater management facilities.
- o Reconstructed I-895 NB and SB required over 56,000 tons of asphalt concrete.
- o Reconstructed Moravia Road, Moravia Park Drive and associated ramps with full depth PCC pavement.
- o Removed over 7,060 LF existing traffic barrier and installed of approx. 10,600 LF of new barrier.
- o Installed E&S control necessary for the construction and stabilization of the above described improvements.
- o Landscaping, signing, pavement markings and lighting utilized street and high mast poles.
- o Formally Partnered by CHC, General Engineering Consultants (GEC), and MDTA.

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.

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 I-66 project. The Similar Scope Activities lists work completed that will be needed on the I-66 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 long multi-spanned bridge flyover of major roadways included phased bridge reconstruction and an extensive MOT to allow the completed bridge widening to transfer traffic from interior lanes to outside lanes to provide access and advance future projects. CHC scored high in performance evaluations from representatives of the MDTA and met minority participation goals. CHC received an Maryland Quality Initiative (MdQI) Award for Excellence in Partnering.

SIMILAR SCOPE ACTIVITIES

- | | |
|--|--|
| ✓ Design-Build | ✓ Interchange Lighting |
| ✓ Roadway | ✓ Traffic Signal Impr. |
| ✓ Fly-Over Ramp | ✓ Transportation Management Plan |
| ✓ Intersection Impr. | ✓ ROW Acquisition |
| ✓ Survey | ✓ Utilities |
| ✓ Structure and Bridges | ✓ Public Relations |
| ✓ Retaining Walls | ✓ QA/QC |
| ✓ Constructing Wider and Longer Bridge | ✓ Constr. Eng./Insp. |
| ✓ Sidewalk/Shared Use Path | ✓ Project Management |
| ✓ Environmental | ✓ Coordination with On-Going Adjacent Projects |
| ✓ Geotechnical | |
| ✓ H&HA/ESC/SWM | |
| ✓ Traffic Control Devices | |

I-95 SECT. 100 PERSONNEL PROPOSED FOR I-66/ROUTE 15 PROJECT

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



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)	
(3.) MD 5 (Branch Avenue) Metro Access Interchange Prince George's County, MD	Wallace Montgomery & Associates, LLP	Maryland State Highway Admin. 707 N. Calvert Street Baltimore, MD 21202 <i>Mr. Kevin Nowak</i> T 301.513.7385 F 301.513.7415 E knowak@sha.state.md.us	July 2009 (Original)	November 2008 (Actual)	\$31,684 Contract Value (Original)	\$33,856 Contract Value (Actual)	\$33,856 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 project limits encompassed 1.75 miles of MD 5 and I-95/I-495 Capital Beltway and 2.25 miles of interchange ramps in this highly traveled corridor. The owner furnished the design. The major components of this project included the construction of two semi-direct flyover ramps. Ramp 7 was an entirely new ramp handling traffic from the Capital Beltway Inner Loop to MD 5 SB requiring three (3) bridges over Ramp 9, MD 5, and the Capital Beltway, respectively, and two permanent MSE walls. Ramp 6 was a realigned and reconstructed one-way directional ramp from the Capital Beltway Outer Loop to MD 5 SB and included two (2) bridges over existing cloverleaf ramps, two permanent MSE walls, and a segment of Reinforced Earth Slopes (RES). Other components of the project included:

- Multi-phased maintenance of traffic to allow continuous traffic on MD 5 (ADT of over 66,300) and I-95/I-495 (ADT of over 174,350) during all construction phases.
- Resurfaced and added safety improvements to 4 existing ramps and I-95/I-495 Capital Beltway.
- Demolition of and removal of existing roadways including 4 ramps. Constructed, reconstructed, and/or widened of 4 ramps and a spur connection.
- Approximately 150,000 CY of onsite excavation with Imported and placed over 234,000 CY of common and select borrow.
- Designed and installed of over 25,700 SF of Reinforced Earth Slope and 550,000 LF of wick drains to prepare areas for - >50 FT embankment fills.
- Installed and monitored settlement plates and inclinometers.
- Five new bridge structures utilized driven H-pile foundations, MSE walls, cast-in-place footings, abutments and piers, fabricated structural steel plate girders, and cast-in-place deck and parapets.
- Miscellaneous roadway reconstruction and installation of sidewalks along Auth Road from MD 5 to Auth Place.
- Constructed a new stormwater management facility. Installed approximately 3,371 LF of various dia. (15" to 30") storm drain and related structures.
- Coordinated utility relocations with public/private utility owners.
- Rehabilitated existing drainage culverts crossing under I-95/I-495 and the cloverleaf ramp from MD 5 SB to the Beltway Outer Loop by utilizing temporary sheeted cofferdams to jack and grout pipe liners.
- Signal modifications at the intersections of MD 5 (Branch Avenue) / Auth Road and Auth Road/Auth Place/Ramp 2.
- Interchange lighting modifications and reconstruction; CHART equipment modifications and reconstruction; and signing and pavement markings included guide signing for the Branch Avenue Metro Station.
- Removal of over 10,500 LF existing traffic barrier and installation of approx. 18,580 LF of new barrier.
- Reforestation and stream restoration planting. Installed E&S control necessary for the construction and stabilization of the above described improvements.
- Protected major wetlands with aggressive Erosion and Sediment Controls.
- Formally Partnered project with CHC, MSHA and MOSH.

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 I-66 project. The Similar Scope Activities lists work completed that will be needed on the I-66 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 – Project Documents contained a conflict between the E&S drawings and the MOT Phase drawings. CHC introduced a modified MOT package that would require additional resources to construct in multiple areas of the project and would solve the conflict. The Owner accepted this revision and the resulting effort streamlined the project phases and accelerated the overall construction, resulting in a final schedule reduction measured in months. Another innovation involved a client driven directive to alter the original steel erection plan for the I-95/495 crossing that allowed the bridge superstructure steel to be erected over a single weekend with a full roadway closure. This task required CHC to provide extensive planning and an outreach program and was successful in achieving the goal. CHC safely delivered this project 7 months ahead of the scheduled completion date and met all participation goals.

SIMILAR SCOPE ACTIVITIES

Design-Build	✓ Interchange Lighting
✓ Roadway	✓ Traffic Signal Impr.
✓ Fly-Over Ramp	✓ Transportation Management Plan
✓ Intersection Impr.	ROW Acquisition
✓ Survey	✓ Utilities
✓ Structure and Bridges	✓ Public Relations
✓ Retaining Walls	QA/QC
Constructing Wider and Longer Bridge	✓ Constr. Eng.
✓ Sidewalk/ Shared Use Path	✓ Project Management
✓ Environmental	✓ Coordination with On-Going Adjacent Projects
✓ Geotechnical	
✓ H&HA/ESC/SWM	
✓ Traffic Control Devices	

MD 5 PERSONNEL PROPOSED FOR I-66/ROUTE 15 PROJECT

- Gregory Andricos, PE (CHC) – Field Oper. Mgr.
- Roger Lant (CHC) – Construction Manager
- Carlos Arriga (CHC) – Safety Manager
- Mike Gowl (CHC) – Structural Superintendent
- Joe Neuland (CHC) – Utility Superintendent
- Ernie Musser (CHC) – E/S Representative
- William Schaub, PE (Individual Exp.) – Project Engineer



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)	
(1.) 9th Street Bridge Replacement over New York Avenue and Amtrak and CSXT Railways (Design-Build) Washington, DC	Cherry Hill Construction, Inc.	Federal Highway Administration Eastern Federal Lands Hwy. Div. 21400 Ridgetop Circle Sterling, VA 20166-6511 <i>Mr. Ken Atkins</i> T 703.404.6307 F 703.404.6217 E kenneth.atkins@fhwa.dot.gov	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 Services. 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 9th 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 9th 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 I-66 project. The Similar Scope Activities lists work completed that will be needed on the I-66 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.

SIMILAR SCOPE ACTIVITIES	
✓ Design-Build	✓ Interchange Lighting
✓ Roadway	✓ Traffic Signal Impr.
✓ Fly-Over Ramp	✓ Transportation Management Plan
✓ Intersection Impr.	✓ ROW Acquisition
✓ Survey	✓ Utilities
✓ Structure and Bridges	✓ Public Relations
✓ Retaining Walls	✓ QA/QC
✓ Constructing Wider Sidewalk/ Shared Use Path	✓ Constr. Eng./Insp. Project Management
✓ Environmental	✓ Coordination with On-Going Adjacent Projects
✓ Geotechnical	
✓ H&HA/ESC/SWM	
✓ Traffic Control Device	

9th STREET PERSONNEL PROPOSED FOR I-66/ROUTE 15 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 Res.
- 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.) 11th Street Bridges and Interchanges, Phase I (Design-Build) Washington, DC	Skanska USA Civil Southeast Inc. Facchina Construction Company, Inc. A Joint Venture	District Dept. of Transportation 1800 Duke Street, Suite 200 Alexandria, VA 22314 <i>Mr. Ronaldo T. Nicholson, P.E.</i> T 202.671.4691 F 202.671.4710 E ronaldo.nicholson@dc.gov	July 2013 (Original)	June 2013 (Actual)	\$260,000 Contract Value (Original)	\$287,600 Contract Value (Actual)	\$17,300 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 Headquarters in Sparks, MD, Virginia Offices (Herndon & Richmond) and Washington, DC Project office.



Scope/Project Description - Previously, no direct connection existed between the Southeast Freeway (I-695) and the northern segment of the Anacostia Freeway (DC 295/I-295). Because of this unfinished connection, regional traffic was forced to neighborhood streets, resulting in significantly increased traffic on local streets within the Anacostia and Capitol Hill neighborhoods. The 11th Street Corridor project will complete all freeway connections for regional traffic between the Southeast Freeway and Anacostia Freeway, providing maximum accessibility while separating local traffic from regional traffic. This project is the largest construction job in DDOT history. It will allow better regional connections and provide drivers with easier accessibility to DC neighborhoods and will replace deficient infrastructure. The project also promotes job growth and economic stimulus to the area as part of the greater Anacostia Waterfront Framework Plan.

The original engineer's estimate to complete the entire project was \$460M (including initial and ultimate construction). Due to budget constraints, DDOT undertook a \$260M Design-Build-to-Budget Stipulated Sum procurement with a challenge of seeing how much of a functional improvement of the initial project could be built for this sum. The Skanska JV and JMT were selected as the D-B Team that would provide DDOT the best value providing three new bridges over the Anacostia River. **Construction of this initial phase is substantially complete.**

This project has included three new major continuous steel multi-girder bridge crossings of the Anacostia River and two complex interchanges with the Southeast Anacostia Freeway (I-295). These bridges have included a 5 span 866-ft. long bridge, a 5 span 926-ft. long bridge and a 10 span 1,650-ft. long bridge. Spans range up to 234-ft. for the main span over the Anacostia River. Several existing bridges were rehabilitated for use in the new interchanges. One new interchange has a lower overall height and was located further away from the adjacent neighborhood, thereby reducing impacts on the local community, which had significant input on the design of the project. Structure durability was enhanced by designing the bridges using AASHTO LRFD Specifications and incorporating high performance concrete, integral abutments and other design and construction practices to achieve a minimum 75 year service life.

In such a large metropolitan region, extensive traffic engineering plans and analysis; and maintenance of traffic (MOT) is critical to keep construction on schedule. The extensive MOT phasing includes layout of temporary signing, marking, channelization devices, temporary pavement, temporary concrete barrier and detour plans. Signing plans include the layout of all guides, regulatory and warning signs. JMT also in conjunction with our subconsultant EEE, authored the NEPA Environmental Reevaluation of the FEIS and has provided all environmental compliance and permitting efforts for this project. To date the project has had perfect compliance with all 188 environmental commitments.

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 I-66 project. The Similar Scope Activities lists work completed that will be needed on the I-66 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 - By utilizing innovative design techniques, JMT refined the planning document alignments and interchanges to reduce costs and environmental and community impacts. We estimate that our Design/Build team saved the client \$109 million from the original engineers estimate through our Alternative Technical Concepts. As a result of the Team's innovative and cost effective design and construction, the Skanska JV and JMT Design-Build team was awarded a \$90.7M contract this year to complete the final design and construction of the total project to provide the full functionality considered in the NEPA documentation. **With a total design and construction cost of approximately \$378.3M, DDOT has saved a total of \$81.7M from the original engineer's estimate.** Design is nearing completion as construction proceeds towards an expected project completion in 2015. **This project was ranked 1st in the 2012 "Top 10 Roads" listing by Roads & Bridges magazine, a nationwide review of significant roadway projects**

SIMILAR SCOPE ACTIVITIES

- | | |
|--------------------------------|--|
| ✓ Design-Build | ✓ Interchange Lighting |
| ✓ Roadway | ✓ Traffic Signal Impr. |
| ✓ Fly-Over Ramp | ✓ Transportation Management Plan |
| ✓ Intersection Impr. | ✓ ROW Acquisition |
| ✓ Survey | ✓ Utilities |
| ✓ Structure and Bridges | ✓ Public Relations |
| ✓ Retaining Walls | ✓ QA/QC |
| ✓ Constructing Wider Sidewalk/ | ✓ Constr. Eng. |
| Shared Use Path | ✓ Project Management |
| ✓ Environmental | ✓ Coordination with On-Going Adjacent Projects |
| ✓ Geotechnical | |
| ✓ H&HA/ESC/SWM | |
| ✓ Traffic Control Device | |

11th STREET PERSONNEL PROPOSED FOR I-66/ROUTE 15 PROJECT

- Gary Miller, PE (JMT) – Lead Structural Engineer
- William Schaub, PE (JMT) – Lead QA for Struc.
- Michael Leffler, PE (JMT) – Geotechnical Eng.
- Paul Clement, PE, CPESC (JMT) - Lead Water Res.
- Jon Conner, PLA., LEED AP (JMT) – LA
- Ian Frost, AICP, CEP, LEED AP (EEE) – Env. Mgr.
- Carter Teague, WPIT (EEE) – Permit Coordinator
- Doug Fraser, PG (EEE) – Hazardous Materials



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)	
(3.) I-95/I-495/I-295 Interchange at Woodrow Wilson Memorial Bridge (WWMB) Prince George's County, MD	G.A. & F.C. Wagman, Inc.	Maryland State Highway Admin. 707 North Calvert Street Baltimore, MD 21202 <i>Ms. Shirlene Cleveland</i> T 410.545.8838 F 410.209.5001 E scleveland@sha.state.md.us	December 2008 (Original)	December 2008 (Actual)	\$255,000 Contract Value (Original)	\$250,000 Contract Value (Actual)	\$8,069 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 - JMT as the lead of a Joint Venture Team designed a new \$250M interstate interchange in conjunction with the Woodrow Wilson Memorial Bridge (WWMB) replacement project. The Task Order type design contract has 26 distinct tasks. This project adjoins the \$1 billion Woodrow Wilson Bridge to the west, the \$1-billion development of National Harbor to the south, the I-95/MD 210 Interchange to the east, and the D.C. widening of I-295 to the north.

The project included the freeway widening and reconstruction of I-95/I-495 to accommodate six highway lanes in each direction in an Express/Local configuration from the Woodrow Wilson Bridge to west of MD 210. I-295 from MD 210 to the D.C. line was widened and reconstructed into a six-lane divided highway. This project was unique due to the complexity of the design and the considerations required for the development of plans for Maintenance of Traffic (MOT) and construction phasing to maintain an Average Daily Traffic (ADT) of nearly 200,000 vehicles per day as well as coordinating MOT between adjoining major projects. The mainline of the Capital Beltway had to be raised nearly 40 feet at the approach to the new Woodrow Wilson Memorial Bridge, while maintaining traffic.

The design included highway and major bridge ramps, secondary roads, access ramps, HOV lanes, and ingress and egress ramps for HOV Lanes and Express Lanes. Three continuous multi-span curve girder bridges over 1,200 feet long were designed, two of which utilized steel integral pier caps due to limited space for piers between roadways. An advanced contract was advertised to pre-consolidated areas with very poor soils and expected settlements up to four feet. Two-stage MSE retaining walls were used to allow for large settlements without failure. This is the first application of this type wall in Maryland. In addition, temporary retaining walls were designed to allow for phasing of MOT while changing the profile between adjacent lanes of traffic by as much as 25 feet. This project included:

- (8) I-95 mainline bridges;
- (16) ramp bridges;
- (3) pedestrian trail bridges;
- (31) permanent retaining walls;
- environmental and right-of-way concerns; and
- 2020 ADT = 295,000.

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 I-66 project. The Similar Scope Activities lists work completed that will be needed on the I-66 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 unique due to the complexity of the design, development of plans for MOT and construction phasing while maintaining an ADT of nearly 200,000 vehicles per day and the vast coordination required between adjoining projects. Heavy project coordination with adjoining Woodrow Wilson Memorial Bridge and National Harbor projects was critical to the success of this project. Special attention was given to the environmental and aesthetic aspects of the highway and structure designs because of the location along the Potomac River and its proximity to the nation's capital. The JMT Team applied creativity and innovation for the design of this complex major highway interchange project, which included the reconstruction of I-95/I-495 to accommodate six highway lanes in each direction in an express/local configuration from the Woodrow Wilson Memorial Bridge to west of MD 210. Project received numerous awards including the ASCE National OPAL Award for Outstanding Civil Engineering Achievement.

SIMILAR SCOPE ACTIVITIES

- | | |
|--|--|
| ✓ Design-Build | ✓ Interchange Lighting |
| ✓ Roadway Fly-Over Ramp | ✓ Traffic Signal Impr. |
| ✓ Intersection Impr. | ✓ Transportation Management Plan |
| ✓ Survey | ✓ ROW Acquisition |
| ✓ Structure and Bridges | ✓ Utilities |
| ✓ Retaining Walls | ✓ Public Relations |
| ✓ Constructing Wider Sidewalk/ Shared Use Path | ✓ QA/QC Constr. Eng./Insp. |
| ✓ Environmental | ✓ Project Management |
| ✓ Geotechnical | ✓ Coordination with On-Going Adjacent Projects |
| ✓ H&HA/ESC/SWM | |
| ✓ Traffic Control Device | |

WWMB PERSONNEL PROPOSED FOR I-66/ROUTE 15 PROJECT

- Gary Miller, PE (JMT) – Lead Structural Engineer
- Paul Clement, PE, CPESC (JMT) –Water Res.
- Jon Conner, PLA., LEED AP (JMT) – LA



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