

ELECTRONIC COPY

Submitted By:

**LANE**

in conjunction with



# Statement of Qualifications



## Interstate 66/Route 15 Interchange Reconstruction A Design-Build Project

State Project No.: 0066-076-074  
Federal Project No.: IM-066-1(341)  
Contract ID Number: C00100566DB63

Prepared For:



July 1, 2013

## 3.2 Letter of Submittal





July 1, 2013

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

**RE: Interstate 66/Route 15 Interchange Reconstruction**  
State Project No.: 0066-076-074; Federal Project No.: IM-066-1(341);  
Contract ID Number: C00100566DB63

Dear Mr. Daoulas:

The Lane Construction Corporation (LANE) is pleased to present this Statement of Qualifications (**Section 3.2**) for the above referenced project to the Virginia Department of Transportation (VDOT). LANE was founded in 1890 and is one of the nation's top-rated heavy civil construction companies. We specialize in high quality bridge, highway, mass-transit and airport construction. LANE has a long and successful history of project completion in the Commonwealth of Virginia managed from our permanent regional office in Chantilly.

As a leader in the Design-Build method (ranked 38<sup>th</sup> Top Design-Build Firm by *Engineering News-Record*), we appreciate the importance of partnering and have constructed nearly \$3 billion in Design-Build projects during the last decade. LANE's teaming and leadership experience enable us to deliver the innovative and technically sound results that VDOT and Virginia residents deserve.

LANE is the Offeror and will be the overall authority on the project as well as the Lead Contractor. We have teamed with Rinker Design Associates, PC (RDA) as the Lead Design Consultant. Together, we will provide VDOT with a reputable team capable of completing projects of any size and scope on time and on budget.

LANE and RDA, in conjunction with hand-selected specialty firms experienced with VDOT processes and procedures, will provide design and construction for the reconstruction of the Interstate 66 and Route 15 Interchange to enhance traffic operations, safety, and capacity to accommodate the forecasted traffic demand in the area. We are confident in our team structure and experience, and have elaborated on our distinctive qualifications in the subsequent sections. The LANE team has assembled committed personnel, with proven delivery of VDOT's requirements to meet the quality, safety and schedule demands of this Project.

**3.2.2 Offeror's Point of Contact Information:** Mr. Richard A. McDonough is the authorized representative and point of contact for the LANE team for all matters associated with this qualifications submittal.

Richard A. McDonough, District Manager  
14500 Avion Parkway, Suite 200  
Chantilly, VA 20151  
Tel: (703) 222-5670 Fax: (703) 222-5960  
Email: RAMcdonough@laneconstruct.com

**The Lane Construction Corporation**

Mid-Atlantic Regional Office  
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703.222.5670 703.222.5960

LaneConstruct.com

**3.2.3 Offeror's Principal Officer Information:** Mr. Mark A. Schiller is a principal officer of The Lane Construction Corporation and the legal entity with whom a Design-Build contract with VDOT will be written. Mark A. Schiller, Regional Vice President, Mid-Atlantic Region  
14500 Avion Parkway, Suite 200  
Chantilly, VA 20151  
Tel: (703) 222-5670 Fax: (703) 222-5960  
Email: MASchiller@laneconstruct.com

**3.2.4 Offeror's Corporate Structure:** LANE was founded in 1890 and was incorporated in the State of Connecticut on April 5, 1902. LANE will undertake the financial responsibility for the Project and has no known liability limitations. LANE's pre-qualification status/capabilities with VDOT are well in excess of the requirements of this project. The co-sureties will furnish a single 100% performance bond and a single 100% payment bond.

**3.2.5 Lead Contractor and Lead Designer:** The full legal name of the Offeror is: The Lane Construction Corporation. The full legal name of the Lead Designer is: Rinker Design Associates, PC. LANE will serve as the prime/general contractor responsible for overall construction of the project and will serve as the legal entity who will execute the contract with VDOT. RDA will serve as the prime design consulting firm responsible for the overall design of this Project.

**3.2.6 Affiliated/Subsidiary Companies:** LANE's parent company is Lane Industries, Inc. There are no affiliated or subsidiary companies.

**3.2.7 Debarment Forms:** Certifications for Debarment for both Primary and Lower Tier Covered Transactions have been completed and executed for the Offeror and all subconsultants, subcontractors, and other entities as identified as members of the LANE team and may be found in the Appendix.

**3.2.8 Offeror's VDOT Prequalification Evidence:** Evidence from VDOT's online Prequalified List (L002/Active) is included in the Appendix and verifies that LANE is prequalified for this SOQ submission.

**3.2.9 Letter of Surety:** A surety letter from the bonding companies is included in the Appendix, confirming their willingness to provide any and all bonds for this project.

**3.2.10 Professional Services Evidence:** The matrix in the Appendix delineates the respective state registrations and licensures of the LANE team. The Offeror and all team members are eligible at the time of the SOQ submittal, under the law and relevant regulations, to offer and to provide any services proposed or related to the Project. Respective copies of licenses may be found in the Appendix.

**3.2.11 DBE Statement:** LANE supports the Disadvantaged Business Enterprise (DBE) program and is committed to meeting the 18% goal on both the design and construction of this Project utilizing Virginia certified DBEs. LANE will also take all necessary and reasonable steps to ensure that SWaM firms have the maximum opportunity to compete for and perform services on this Design-Build contract.

Through our proven performance, our team will deliver this Project on time and within budget. We appreciate the opportunity to submit our Statement of Qualifications and look forward to working with VDOT on this important interchange reconstruction project.

Respectfully submitted,



Richard A. McDonough  
District Manager

### 3.3 Offeror's Team Structure



### 3.3 | OFFEROR'S TEAM STRUCTURE

**LANE** The Lane Construction Corporation (LANE) will serve as the lead contractor of the Design-Build (D-B) team for the Interstate 66/Route 15 Interchange Reconstruction project (I-66/Route 15). LANE's role will include managing the entire project, supervising the construction and performing major work elements. LANE's proven experience on more than 50 PPTA and D-B projects ranging in scope and value from \$13M to the \$1.5B Capital Beltway Express Lanes project in Northern Virginia demonstrates LANE's ability to tackle the region's most challenging infrastructure projects.

LANE has created a team through the careful and strategic selection of high-quality design and construction firms for the I-66/Route 15 project. All of our team members have worked together on numerous projects with each other throughout the region and have developed a dynamic synergy that will provide VDOT tremendous value in delivering this project.



LANE has selected **Rinker Design Associates, P.C. (RDA)**, a local Virginia-certified SWaM firm, as the Lead Designer for their proven efforts in providing value-added solutions and innovations in their approach to D-B projects. RDA and LANE share a similar philosophy focused on integrity and quality. LANE has a strong history with RDA in Prince William County which includes a very successful working relationship on the Sudley Manor Drive and Linton Hall Road PPTA D-B Projects as well as other recent D-B pursuits, in which both firms gained valuable first-hand, local D-B experience. RDA exhibits overall strength in managing multi-discipline D-B projects with a thorough understanding of VDOT's design and D-B requirements. RDA is the lead designer for numerous PPTA and D-B projects exceeding \$200M in Virginia. Most recently, RDA was responsible for the Utility Coordination, Right of Way acquisition, MOT/TMP, and surveys for LANE's I-95 Express Lanes project. In addition, RDA was the Lead Designer for the \$56M Route 15 PPTA/D-B project from the northern terminus of the limits of this project to Route 234 in Prince William County.

Together, LANE and RDA have selected the ideal subcontractor and subconsultant partners that share in our commitment to provide the best value solutions and whose fortes match the required practice areas identified in this procurement. We have carefully chosen a group of diverse and skilled team members to advantageously use the D-B process with a viable and functioning team structure that capitalizes on the strongest attributes of our respective capabilities.



**Construction Subcontractors.** LANE will self-perform the heavy civil activities for the project. **Quinn Consulting Services (QCS)**, a local Virginia-certified DBE firm, will provide the Quality Assurance Manager (QAM). QCS will directly report to the D-B Project Manager, Mr. Wallace Alphin. As additional subcontractors are required before and during the construction, LANE supports and provides ample opportunity to include DBE and SWaM firms. QCS will provide the QAM, Mr. Robert Bolduc, PE and the Quality Assurance Inspector. QCS has provided similar specialized consulting and quality assurance management on numerous D-B projects throughout Northern Virginia such as the Dulles Metrorail Extension (Phase 1 and 2), Fairfax County Parkway (Phase III), Waxpool Road, Battlefield Parkway D-B, Route 50 Traffic Calming near Gilberts Corner, and the I-495 Express Lanes. Mr. Bolduc has had a direct working relationship with LANE, having worked on both the I-495 Express Lanes and the I-95 Express Lanes projects.

**Design Subconsultants.** RDA will provide overall project management for all design activities. Under subcontract to RDA and directly reporting to the Design Manager, Mr. Mo Kim, PE, DBIA, the subconsultants include: **Michael Baker Jr., Inc. (Baker)**, **ECS Mid-Atlantic (ECS)**, and **T3 Design (T3)**. Mr. Kim maintains a strong and familiar working relationship with each of the identified design

subconsultants. Together, they have successfully delivered numerous projects throughout the region under Mr. Kim’s leadership and management of multi-disciplinary projects.



Baker is a national consulting firm well-established in transportation design and will be the project’s structural designer. In business for more than 70 years, Baker has a significant presence in Virginia with offices in Falls Church, Virginia Beach, Richmond, Alexandria, and Manassas. Consistently ranking among the top 10% of the 500 largest U.S. engineering firms; Baker ranks 11<sup>th</sup> in transportation design and 4<sup>th</sup> in bridge engineering. Baker has been strategically selected as the LANE team’s Lead Structural firm, bringing regional familiarity and exceptional experience to this project. Baker is currently working closely with our Design Manager, Mr. Kim, to provide complete bridge design services for a 360 foot long structure on the Rollins Ford Road Extension project in Prince William County with similar elements to the proposed ramp structure for this project.



T3 is a woman-owned small business that specializes in transportation planning and engineering. T3 offers full services for highway, traffic, and intelligent transportation systems (ITS) planning and design projects. Established in 2006, the company is a certified SWaM and DBE. T3 has routinely worked together with our Lead Designer, RDA, on numerous State and local projects here in northern Virginia. Mr. Tom Fleming, PE and other members of the T3 team are intimately familiar with our overall team chemistry having served pivotal roles on the I-495 Express Lanes and the I-95 Express Lanes projects. T3 brings added continuity and value to our team with their proven experience.



ECS is a multi-discipline engineering consulting firm specializing in the related fields of geotechnical, environmental, and construction materials engineering. ECS, based in Chantilly, VA, was founded in 1988 and employs a staff of approximately 600 throughout Virginia and Maryland. In Virginia, ECS operates ten offices including Manassas. This ECS office will provide geotechnical engineering services and support the LANE team with the Construction QC Testing, completely independent of the Quality Assurance team led by QCS. ECS has a strong working relationship with each member of the LANE team on numerous projects throughout the Commonwealth.

**3.3.1 Qualifications of Key Personnel.** We consider VDOT management and staff true Project partners, working alongside the LANE team members. Our relationships are effective, functional, and benefit from a common accountability initiative—to safely complete the project expeditiously with the highest level of quality. The LANE team is led by highly qualified and capable professionals with local roots and strong D-B experience. All of the proposed Key Personnel have noteworthy experience on transportation projects similar to the roles they will serve on the I-66/Route 15 project.

Leading the LANE team is the **Design-Build Project Manager, Mr. Wallace Alphin**, who is responsible for the overall project, construction quality management, and contract administration. Mr. Alphin is one of LANE’s most seasoned D-B Managers with VDOT and is currently LANE’s D-B Project Manager (Deputy Director of Construction) for the I-95 Express Lanes and was the D-B Project Manager for Area 4 of the I-495 Express Lanes. He has over 25 years of experience in the construction industry and has been partnering with VDOT on projects for over 20 years.

**D-B Project Manager Experience**

- D-B Manager/Deputy Director of Construction, I-95 Express Lanes
- D-B Manager, I-495 Express Lanes: Area 4
- Project Executive, VDOT Route 234 Bypass
- Project Executive, Prince William County Parkway projects.

**Quality Assurance Manager - Mr. Robert (Bob) Bolduc, PE (QCS)** will ensure that the construction quality of the I-66/Route 15 project meets or exceeds the *VDOT Minimum Quality Control and Quality Assurance Requirements for D-B and PPTA Projects*, dated January 2012 (*VDOT QA/QC Guidelines*). Mr. Bolduc understands that a strong QA/QC program is imperative, having served as the QC Manager and the

QAM on numerous D-B projects here in Northern Virginia. He recognizes the importance of the distinct separation between quality assurance and construction. He will apply his 36 years of experience toward the success of this project. The full-time QA Inspector assigned to this project, Mr. Craig Clatterbuck (QCS) is discussed in Section 3.3.2.

**Design Manager - Mr. Mo Kim, PE, DBIA, (RDA)** will be responsible for coordinating the individual design disciplines and ensuring the overall project design is in conformance with the contract documents. Mr. Kim will be responsible for establishing and overseeing the *design* quality control and quality assurance (QA/QC) requirements, as outlined in VDOT’s Minimum Quality Control and Quality Assurance Requirements for D-B and PPTA Projects, dated January 2012, specifically as outlined in Section 3 and 4. Mr. Kim fully understands the challenges of ensuring the quality of a D-B project versus a traditional bid-build project having served previously as the Design Manager on several PPTA/D-B projects and high volume roadway improvement projects throughout Northern Virginia.

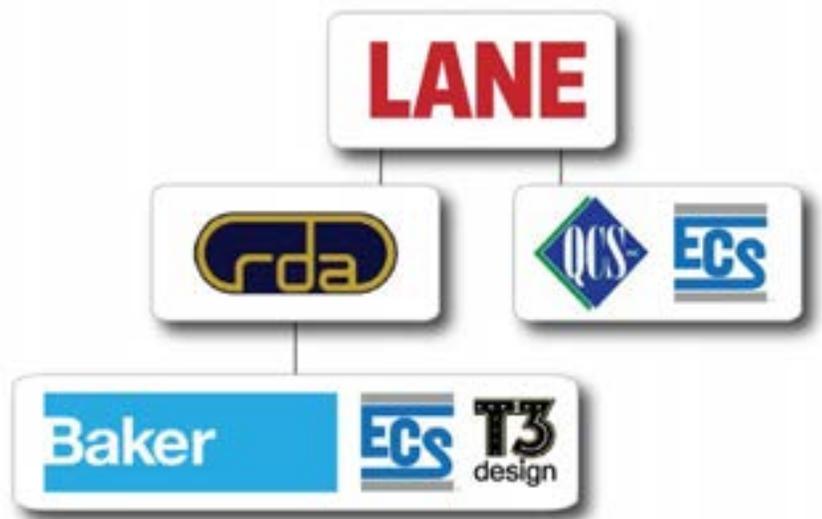
**Construction Manager - Mr. Robert (Bob) Cross (LANE)** is responsible for the day-to-day construction operations of the project. Mr. Cross is a Construction Manager/General Superintendent with LANE and possesses nearly 40 years of construction experience. He most recently served on the VDOT I-495 Express Lanes D-B project and is currently working on the I-95 Shoulder Widening project which will be complete next summer. Mr. Cross was also the Construction Manager/General Superintendent of the VDOT I-66 Widening project from Route 234 business to Route 234 bypass.

*Mr. Cross currently holds a VDOT Erosion and Sediment Control Contractor Certification (ESCCC) and will hold a current Virginia Department of Conservation and Recreation (DCR) Responsible Land Disturber (RLD) Certification prior to the commencement of construction.*

**Lead Structural Engineer - Mr. Khossrow Babaei, PE, SE (Baker)** has over 37 years of experience in managing all aspects of bridge and structural design. Mr. Babaei has served as a Consultant Manager for VDOT’s NOVA District Structure and Bridge Division and is intimately familiar with the requirements of this project. During his tenure with VDOT, he managed the design and advertisement of the replacement and widening of the Route 29 southbound bridge over Broad Run, a 130 foot concrete T beam structure comprised of three spans, and located in the Buckland Historic District. Mr. Babaei is currently working with Mr. Kim in Prince William County as the lead structural engineer for the 360ft radial, multi-span, 40ft high bridge on the Rollins Ford Road project, governed by VDOT and AASHTO LRFD bridge design criteria. He is also leading the effort on the bridge replacement project for Route 123 Chain Bridge Road over Accotink Creek.

**3.3.2 Organizational Chart.** The specific lines of authority are demonstrated in the Organizational Chart on the following page, while the diagram on the right depicts the LANE team’s high-level “chain of command” for this project.

Our team is structured to provide VDOT a single point of contact (D-B Project Manager) for all construction and design activities with a clear separation and independence between QA and QC programs for construction activities. LANE has used this organizational structure on all of our VDOT D-B projects and we are



confident our team will continue to provide VDOT responsive and reliable project execution with exceptional results.

**Reporting Relationships of Key Personnel. D-B Project Manager, Mr. Alphin,** *will report to VDOT and serves as VDOT's central point of contact.* He will facilitate communication among team partners and adjacent projects, monitor design efforts to proactively eliminate potential constructability issues prior to breaking ground, and delegate resources to deliver the project on time. It will be his responsibility to work with RDA to ensure that the design is on time and within the owner's specifications. Mr. Alphin's interaction from design through construction will include Task Force meetings, weekly design meetings and construction meetings to discuss how the LANE team will build the project. Should any issues arise, it is his responsibility to ensure and address project issues with the designer, construction team and the owner. Interaction with the Quality Assurance Manager (QAM) will be continuous to ensure that the project is compliant with the specifications.

**QAM, Mr. Bolduc,** *will report regularly to Mr. Alphin, the D-B Project Manager, and will coordinate with Mr. Bob Cross, the Construction Manager, on all quality issues.* Any item of work failing to meet minimum standards will be rejected and corrected immediately. Construction personnel will have no authority over QA inspection staff, and issues raised by construction personnel will be resolved by Mr. Bolduc and the D-B Project Manager. During all phases, VDOT will be informed by Mr. Bolduc of issues/solutions through weekly reports and progress meetings. As QAM, Mr. Bolduc holds the authority to shut down the job if quality issues warrant.

**Design Manager, Mr. Kim,** *will report directly to the D-B Project Manager, Mr. Alphin.* Mr. Kim will maintain close communication with the D-B Project Manager and shall ensure the Project is completed in accordance with the requirements of the contract documents. He will be assisted by Mr. John Giometti, PE who will provide an independent design QA review; Mr. Giometti is not part of the day to day production team. Mr. Kim will perform all of the design oversight reviews along with Mr. Giometti. Design QC will be performed at the office where the work is conducted by a qualified independent staff person of each team member (per section 4.1.4 of the current minimum requirements) but will also be technically reviewed by Mr. Giometti for QA. Under this procedure, Mr. Kim will provide VDOT with draft design plans for review and approval to confirm that the design work complies with the requirements of the Contract Documents, prior to initiation of construction activities on the Project.

Emphasis will be placed on providing high quality in the development of construction plans and with constructability. In the design process, Mr. Kim is responsible for project design management, compilation of plan assembly and determination of when plans have been developed to the point that Quality Reviews are to be made. He is both responsible and accountable for the quality of all of the d.

**Construction Manager, Mr. Cross,** *will report directly to Mr. Alphin, the D-B Project Manager.* His daily duties include: safety, coordination of all project personnel including subcontractors, QC and QA. He holds ultimate responsibility for managing the project schedule with his staff engineer and to coordinate daily with the adjacent projects underway. He will coordinate daily meetings with the QA Inspector to discuss all ongoing construction activities. He will also review all reports and lab results. Anything that is not meeting standards will be addressed immediately with corrective actions mandated that same day.

**LANE's Task Force, comprised of key project individuals to address the specific elements of design and construction, will be a key factor to the successful delivery of the project. VDOT personnel are invited and encouraged to participant.**

**The Task Force Approach is a proven mechanism to ensure quality, consistency, and integrated design and construction.**

**Lead Structural Engineer, Mr. Babaei, PE, SE,** *will report to directly to Mr. Kim, the Design Manager.* Mr. Babaei will be responsible for the structural design of the bridges and retaining walls. If necessary, Mr. Babaei will be available to review, verify, and/or modify designs based on field conditions and construction activities related to dismantling and removing portions of existing structures, installing foundation structures, handling and erecting bridge girders, and making superstructure and substructure repairs.

**Other Functional Relationships.** The LANE team also includes the following recognized specialists whom we deem critical to this Project, albeit non-key personnel as defined by the RFQ; their qualifications are provided below.

**Design QA Manager - Mr. John Giometti, PE (RDA)** will provide independent design QA review support for the design and also *report directly to the Design Manager.* Along with the Design Manager, he will also ensure that the Design QC reviews are being independently completed at the location of the work being performed. Mr. Giometti has over 25 years of experience in the design and management of transportation projects. Prior to joining RDA, Mr. Giometti served as the District Location and Design Engineer in the Culpeper District of VDOT. Mr. Giometti was responsible for providing guidance to staff, consultants, and developers in the application of VDOT and AASHTO design standards including approval of appropriate design waivers and recommendations for design exceptions and ensuring QA protocols were followed. He brings an in-depth knowledge of VDOT and AASHTO design criteria through oversight of corridor studies, highway widening, structure replacements, interchange justification reports, new and retrofit interchanges, intersection improvements, safety improvements, and PPTA/D-B projects.

**Quality Assurance Inspector – Mr. Craig Clatterbuck (QCS)** *will report to the QAM,* Mr. Bolduc and will be assigned to the project on a full-time basis for the duration of the project. Mr. Clatterbuck has 25 years of experience in the inspection of all aspects of highway and bridge construction. He has overseen compliance with state specifications, standards, plans, contract and special provisions. He is responsible for maintaining daily records of all activities on the job site; including field drawings, calculations, invoices, materials, summaries, etc. Review contractor’s administrative review request and recommended appropriate compensation. Additional responsibilities have included the training and supervision of other inspectors on various projects. Mr. Clatterbuck is familiar with both Design-Build and Design-Bid-Build VDOT Projects and has experience with the Site Manager documentation system as well as *VDOT QA/QC Guidelines.*

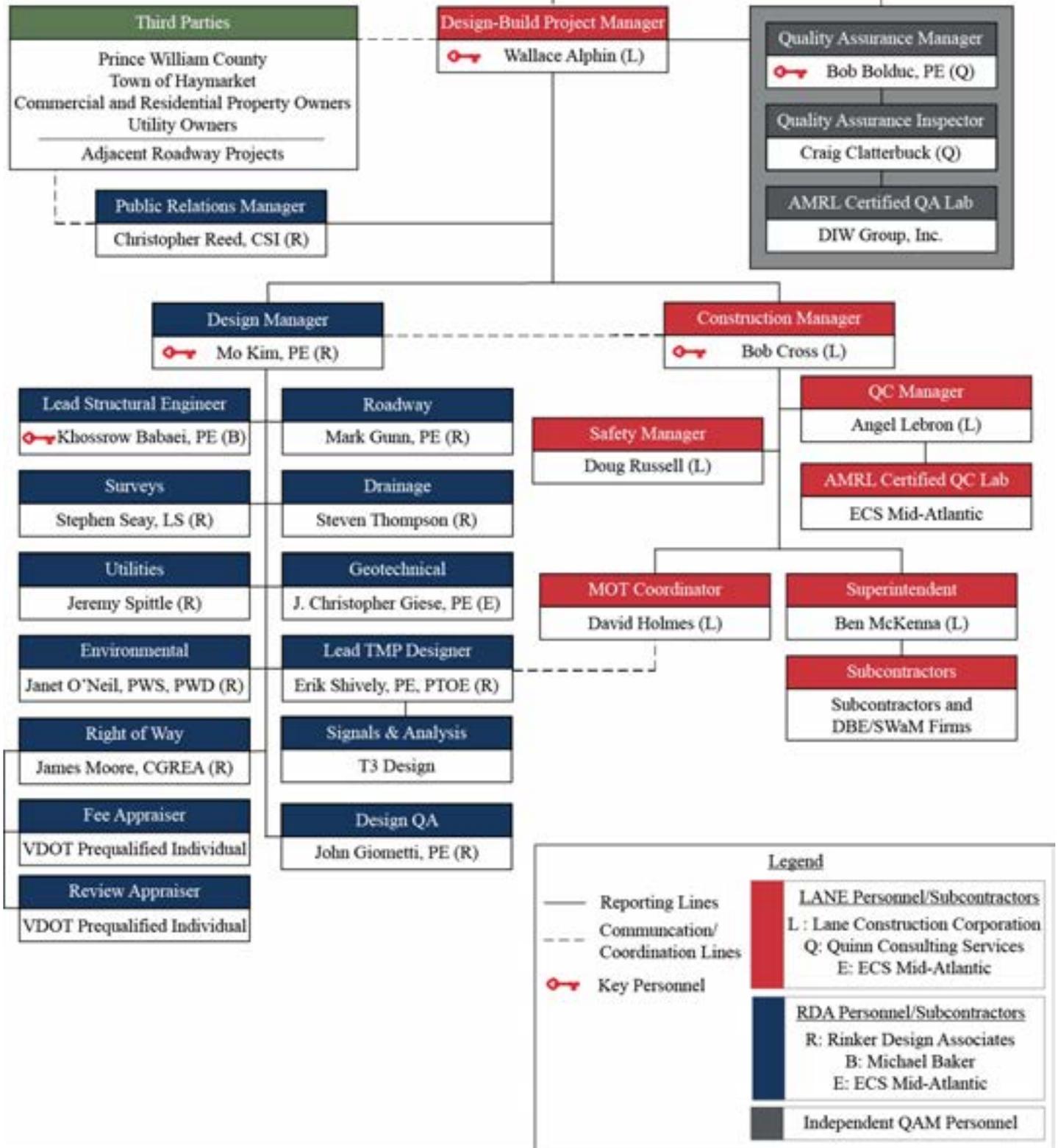
**Public Relations Manager - Mr. Chris Reed, CSI (RDA),** *will report directly to the D-B Project Manager.* Mr. Reed possesses over 43 years of transportation experience and has extensive experience in the I-66 Corridor. During his tenure as the NOVA District L&D Engineer, he managed the design of the widening of I-66 from US Route 50 to Route 234 including all public involvement activities. Mr. Reed served in a similar capacity assisting the Project Manager in Public Outreach for the PPTA project to widen Route 15 from I-66 north to Route 234. Mr. Reed’s experience and familiarity with the adjacent projects and his hands on approach to working with project stakeholders will enhance our team’s public relations.

**Right of Way Manager - Mr. James Moore, CGREA (RDA),** *will report directly to the Design Manager,* Mr. Kim. Mr. Moore possesses over 41 years of experience in acquiring right of way, of which 35 years were with VDOT, where he served as the Assistant District Right of Way Manager in the Northern Virginia District. Mr. Moore has managed all aspects of the appraisal process for land acquisitions and has served as an expert witness on Real Estate Appraisals. (We have provided his DPOR information in the Appendix and evidence that RDA is a VDOT Prequalified Right of Way Acquisition Consultant firm)

**Lessons Learned.** The LANE team’s prior experience from managing projects of similar size and scopes have allowed us to streamline our procedures for maintaining open communication throughout the project. VDOT should expect the following:

- Reduction in administrative requirements through the use of a single point of contract responsibility, accountability and communications for design and construction;
- More streamlined, efficient project design and construction execution through the close collaboration of the LANE team, VDOT, and third party stakeholders;
- Utilization of a D-B Project Manager as a continuous partner in the D-B alliance between the designer and the construction team, ensuring that we meet all RFP requirements and expectations of VDOT
- Improved construction efficiency due to less design discrepancies and early involvement of construction staff in design;
- The ability to “fast track” design and construction, if desired, without compromising VDOT input;
- Prompt responses to drawing review comments and requests.

The Organizational Chart on the following page identifies the key personnel and major functions to be performed by them and others that we feel are critical to the successful execution of this project.



### 3.4 Experience of Offeror's Team



### 3.4 | EXPERIENCE OF OFFEROR'S TEAM

LANE is one of the nation's top contractors (ranked 6<sup>th</sup> Top Transportation Contractor and 38<sup>th</sup> Top Design-Build Firm by *Engineering News-Record* in 2013) and for over a century has been building and maintaining some of our country's most critical infrastructure. This level of success has been achieved by paying specific attention to detail in controlling, managing, and executing our work. LANE's history of successful project execution, in particular local D-B projects, exemplifies our capability to undertake this project for VDOT.

Our team has selected six (6) similar projects that demonstrate our team's successful delivery of relevant projects with similar scope and complexity. The following chart highlights key similarities between our selected projects and the I-66/Route 15 project. Work History Forms, Attachments 3.4.1(a) and 3.4.1(b), can be found in the Appendix.

	Design-Build	Coordination with VDOT	Proposed Key Personnel Involved	Complex Interchange	Heavily Traveled Corridor	Extensive MOT	Stakeholder/Public Involvement	Coordination with Adjacent Project	Roadway	Bridges/Structures
I-495 Express Lanes	■	■	■	■	■	■	■	■	■	■
I-95 Express Lanes	■	■	■	■	■	■	■	■	■	■
Springfield Interchange, Phase V		■	■	■	■	■	■	■	■	■
James Madison Highway (Route 15)	■	■	■		■	■	■	■	■	■
Sudley Manor Drive/Linton Hall Road	■	■	■		■		■	■	■	■
I-581 Elm Avenue Interchange Improvement	■	■	■	■	■	■	■		■	■

LANE has been an active leader on numerous high profile D-B projects for VDOT and others over the last 30 years. The I-495 Express Lanes D-B project, for example, has garnered national attention for its on-budget, early delivery of one of Virginia's largest transportation projects. The project included significant roadway rehabilitation, new roadway and more than 50 bridges and ramps for 14 miles. LANE's team has won numerous awards for safety and public outreach including the achievement of over 5,500,000 safe work hours as of January 2013. In addition, LANE is currently the lead contractor for the I-95 Express Lanes D-B project which creates 29 miles of High Occupancy Toll (HOT) lanes in this heavily congested corridor.

LANE and RDA both played pivotal roles in the successful delivery of the **Sudley Manor Drive/Linton Hall Road D-B/PPTA** project. The accelerated schedule provided a challenge to the team and required RDA to assemble construction plans within seven (7) months of project kickoff while incorporating directives from LANE, VDOT and Prince William County into the design. Design issues that needed special consideration included: a bridge with MSE walls over a railroad; coordination of the project with several large fuel pipelines, the construction and access requirements of a new firehouse, and several site developments; floodplain analysis and environmental considerations related to major stream crossings; and a

**LANE and RDA have teamed together on the I-95 Express Lanes Project, I-95 Shoulder Widening Project, and the Sudley Manor Drive/Linton Hall D-B/PPTA Project**

traffic analysis and design. The project team also worked closely with VDOT to ensure a seamless transition between this PPTA project and the adjoining VDOT administered construction project on Linton Hall Road.

As mentioned above, LANE and RDA previously worked together on the Sudley Manor Drive/Linton Hall Road PPTA project and again most recently on the I-95 Express Lanes project. Based on this successful working relationship, our two firms have joined to bring VDOT a highly-skilled team with knowledge of the D-B process and a commitment to quality and value. Previous working relationships and reputations in the industry were key criteria used to select our team. Our partnership began when Mr. Rich McDonough of LANE reached out for Mr. Kim for RDA’s assistance to provide value engineering on the I-66 HOV Widening project from Rte. 234 Business to the Rte. 234 Bypass to resolve concerns raised by the District Drainage Engineer. Our D-B Project Manager, Mr. Alphin, has recently engaged RDA for enhanced TMP on the I-95 Shoulder Widening project due to the successful working relationship between our Design-Build and Design Managers for this project.

**LANE’s Current and Completed VDOT Projects**

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- **I-495 Express Lanes D-B, \$1.4B**
- **I-95 Express Lanes D-B, \$691M**
- **I-95 Shoulder Widening, \$29M**
- **I-581 Valley View Blvd Interchange, D-B, \$38M**
- **Gilberts Corner Route 50 Roadway Improvements D-B, \$13.4M**
- **I-66 Third Lane Widening, \$20M**
- **Springfield Interchange, \$75M**
- **Jones Point Park, \$15.6M**
- **I-66 Arlington, \$28.5M**
- **I-66 Glebe Road, \$41.4M**
- **I-66 Rosslyn, \$18M**
- **Route 234 Prince William, \$21M**
- **Dulles Access, \$19M**
- **I-95 Woodbridge, \$20M**
- **Fairfax County Parkway, \$12M**
- **Dulles Toll Road Ramps, \$5.9M**
- **Route 7, Sterling, \$16M**

**RDA’s Current and Completed D-B Projects**

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- **Sudley Manor Drive /Linton Hall Road (PWC)**
- **Route 15 PPTA(PWC)**
- **Rolls Royce (Prince George)**
- **Route 36 (VDOT)**
- **Middle Ground Boulevard (VDOT)**
- **I-581/Elm Avenue Interchange (VDOT)**
- **Heritage Center Parkway & Route 1 (PWC)**
- **Prince William Parkway (PWC)**
- **Campus Drive (GMU)**
- **I-95 Express Lanes (VDOT)**

LANE and RDA have successfully teamed with our subconsultants: Baker, QCS, T3, and ECS on numerous occasions delivering projects throughout the region. LANE, QCS, and T3 have worked together for one of the regions highest profile construction projects, the I-495 Express Lanes. There are numerous similarities when comparing the scope of work elements to the I-66/Route 15 project. Roadway, bridges, retaining wall, sound barrier walls, sign structures, traffic control devices, roadway lighting, and utilities, were all routine elements of construction for this multi-disciplined D-B project. Professional services have included: design, surveys, environmental, geotechnical, right-of-way, public involvement, overall project management paralleling each of the services identified in the RFP.

## 3.5 Project Risks



## 3.5 | PROJECT RISKS

The LANE team has carefully considered the key elements of work for the I-66/ Route 15 project to determine the following three critical Project Risks. In our assessment, we considered numerous potential risks to the project including: identified design waivers, access management waivers, geotechnical conditions, utility coordination, and environmental coordination. We have concluded that **Maintenance of Traffic/Transportation Management Plan, Right of Way Acquisition, and Multi-Project Coordination** are the most critical to the success of this Project.

### **Risk 1 – Maintenance of Traffic/Transportation Management Plan**

**Risk Description and Criticality.** Impacts to the traveling public during a construction project are always a concern but greater when it involves a major high-volume corridor such as I-66. I-66 is one of the most congested corridors in the Commonwealth and provides a vital east/west link for both commuter and commercial traffic. Based on 2011 models included in the RFQ, there are approximately 60,000 vehicles per day traveling through the I-66 at the Route 15 Interchange. By 2036, this number is expected to increase to approximately 91,000 vehicles per day. Evident in our field observations of I-66 at Route 15, extreme delays occur in the morning accessing the eastbound ramps of I-66. In the evening, vehicles were observed queuing past the westbound off ramps onto the shoulder of the I-66 presenting a serious hazard. Of all the risks associated with roadway construction, the safety of the traveling public and those tasked with helping to provide roadway improvements, is most essential. However, the importance of maintaining the flow of traffic during construction is also paramount when so many people rely on navigating these facilities for their livelihoods. Any disruption to the flow of commuting traffic could result in several miles of backup during morning and evening peak hours. The interchange replacement at Route 15 requires staging areas for construction adjacent to the travel lanes of I-66 when constructing the flyover ramps as depicted in the RFQ plans. The operational flow of traffic on I-66 has its challenges during these peak hours even without incident, any disruption such as minor fender benders have resulted in multi-mile back-ups and tremendous impacts to the public.

**Impact.** The impacts associated with existing and anticipated safety risks involve additional planning and preparation specifically targeted at eliminating as many hazards associated with construction activities for both local and thru traffic. While every project must provide accommodations for traffic maintenance and traffic management, the I-66/Route 15 project presents some unique opportunities to alleviate existing hazards during the first phase of construction. In a corridor that already has its congestion challenges, any added distractions could compromise safety and exacerbate delays. These adverse impacts would likely affect the nearby Heathcote Health Center, a part of the Prince William Hospital System; Battlefield High School; Long Park; communities of Dominion Valley and Piedmont; and the Town of Haymarket.

**Mitigation.** Based on our observations of the existing interchange configuration and its deficiencies, the LANE team plans to construct the proposed improvement to Ramp B during our first phase of construction to address the safety concerns with vehicles queuing along the westbound thru-lanes of I-66 and to improve operations onto northbound Route 15. This would significantly improve work zones along I-66 during the construction of Ramp E. In addition, temporary measures for Ramp C, along with an innovative solution for the existing turning movements from southbound Route 15, will be considered to improve the existing delays and back up that currently extends beyond Heathcote Boulevard. Based on our team's unique experience with the construction and operations of innovative solutions such as roundabouts, and diverging diamond interchanges the LANE Team would look for opportunities to develop an innovative TMP measure to increase safety and capacity while reconstructing the interchange without compromising the commitments presented to the public.

A well-developed TMP, along with a meticulous sequence of construction for the flyover ramp structure, will minimize any additional delays to what is already difficult. Risks associated with TMP can be split between construction activities and after-hours maintenance; each presenting different, although similar, problems. The risks during “construction activities” are related to incident management and coordination with other projects in the nearby vicinity: I-66 ATM, I-66 Widening, Route 29/Linton Hall Road Interchange, and other local projects that are underway or will commence during the term of this project. Our integrated approach will include detailed coordination with adjacent projects to ensure the impacts to traffic are properly managed and not exacerbated when the TMP/SOC’s are combined. Our TMP will address and mitigate potential and real impacts to traffic in the corridor.

RDA serves as the lead consultant responsible for the TMP on the I-95 Express Lanes project with LANE and will provide added value in mitigating this risk. Our Traffic Maintenance and Sequence of Construction Plans will complement each other as the LANE team has proven on numerous projects throughout Northern Virginia. Through our teaming experience, the LANE team has a well-integrated MOT/TMP strategy that smoothly transitions from design to implementation. Our MOT/TMP team is comprised of VDOT certified professionals and practitioners in the Advanced Work Zone Traffic Control Training. The Design Manager, Roadway Design Lead, and the MOT/TMP Design Lead will ensure compliance with VDOT’s Road Design Manual and the Instructional and Informational Memoranda.

**VDOT’s Role.** VDOT’s role is anticipated to be one of partnership, particularly in matters of safety. As we have successfully coordinated on other projects, the LANE team will start by engaging VDOT personnel at the onset of design to ensure that we are providing ample opportunity for input in the processes involved. By welcoming participation and opportunities to reviewers to vet concerns early, we’ll ensure that the review process flows smoothly and multiple submittals are eliminated. Stakeholder meetings to inform municipalities and citizens as well as web-based outreach to further reinforce those efforts will be part and parcel to our approach. Our team’s processes, proven delivery methods, and collaborative partnering approach ensures an effective TMP is achieved, minimizing the likelihood of additional involvement by VDOT staff.

## **Risk 2 – Right of Way Acquisition**

**Risk Description and Criticality.** When a roadway project requires a number of acquisitions, the eminent domain process can be extremely time consuming and could present a significant risk to the schedule and overall cost to the project. Specifically, should condemnation proceedings occur, a combination of both schedule and cost impact is increasingly likely. Virginia passed the Virginia Eminent Domain Amendment in November 2012. This amendment states:

**Section 11 of Article I (Bill of Rights) of the Constitution of Virginia shall “be amended (i) to require that eminent domain only be exercised where the property taken or damaged is for public use and, except for utilities or the elimination of a public nuisance, not where the primary use is for private gain, private benefit, private enterprise, increasing jobs, increasing tax revenue, or economic development; (ii) to define what is included in just compensation for such taking or damaging of property; and (iii) to prohibit the taking or damaging of more private property than is necessary for the public use.”**

Although on the surface it appears that this constitutional amendment is intended to prevent private entities to gain through the use of eminent domain, the passing of this amendment also presents a significant risk to all projects that propose impacts to properties. In prior cases, the courts have upheld that certain impacts were not deemed compensable for transportation improvement projects. It is not clear how the courts will determine what constitutes compensable damages of property based on this new amendment.

**Impact.** VDOT has identified 20 parcels that will be impacted including six (6) total takes with three (3) occupied relocations. Any of these properties could be subject to condemnation as part of the I-66/Route 15 project. Anytime a project involves relocations, one must understand and give consideration to the sensitivity of losing a home. Given some of the takes identified, the potential for lengthy negotiation could jeopardize the ability to mobilize construction in areas without clearance. The assessed compensation for damages could be interpreted as being far greater under the current amendment and even though the cost is not the responsibility of the D-B team; the overall project would be impacted. Careful consideration must be given prior to expediting to condemnation proceedings knowing that no precedence has yet been established for the Virginia Eminent Domain Amendment.

**Mitigation.** The LANE team will mitigate the Right of Way risk by prioritizing critical path parcels needed for the early stages of construction as well as those with significant impacts. The experience of our Right of Way acquisition team will be instrumental in executing the strict federal process for all acquisitions. In addition, RDA has been assisting VDOT in eminent domain cases throughout this region for many years. Having served as expert witnesses in support of VDOT, RDA has always taken consideration in working through project designs to mitigate and where feasible avoid significant impacts to property owners. RDA recently completed the Route 15 PPTA project which impacted 46 parcels of which three (3) were total takes with similar risks and concerns located immediately adjacent to this project. Cooperative efforts of working with the property owners throughout the process including but not limited to negotiating and providing additive mitigations such as landscaping, fencing, entrance and other improvements allowed for our team to advance final settlements. Only one (1) parcel proceeded to condemnation out of the 46 and was ultimately settled prior to going to court. The LANE team will be mindful of the Public Hearing commitments as well as working with the property owners early and often to attain amicable negotiations and settlement.

**VDOT's Role.** The LANE team's extensive experience with appraisal and condemnation procedures will ensure efficient VDOT reviews and approvals. The LANE team will provide VDOT a schedule of acquisition in order to facilitate their required role. The LANE team's role for VDOT is limited to their own established ROW requirements per Commonwealth statutes and VDOT practices and regulations. We foresee no additional VDOT involvement in the ROW process.

### **Risk 3 – Multi-Project Coordination**

**Risk Description and Criticality.** The array of concurrent ongoing and proposed projects adjacent to the I-66/Route 15 project, presents a unique coordination risk that the D-B team is required to address. Numerous projects such as the I-66 Widening, Route 29/Linton Hall Road Interchange, I-66 ATM, and the Washington Street (Route 55) in the Town of Haymarket along with this project could be simultaneously under construction at any given time. Just one incident on any of these projects could be compounded without proper coordination and communication. This project alone poses many challenges for managing unpredicted incidents but these could increase exponentially when multiple ongoing projects are geographically stacked next to each other. With so many moving parts, any gap in coordination among the projects' construction sequence could result in delays and ineffective construction zone and safety hazards. Proper alignment of each project's TMP's along with their respective detailed construction schedules is essential to the successful delivery of each and every one of these projects.

**Impact.** The I-66 ATM project that was recently awarded and now under construction, stretches from the District of Columbia to Route 29 in Gainesville. The Route 29/Linton Hall Road Interchange project is an ongoing multi-phase endeavor directly adjacent to the I-66/Route 29 Gainesville Interchange. The I-66 Widening project currently under selection, encompasses I-66 just west of Gainesville to a little over a mile past Route 15. The Town of Haymarket's Washington Street Project in front of its Town Hall is currently out to bid and is anticipated for award in the near future. The I-66 Tier I Environmental Impact Study was

revealed earlier this year in March. The anticipated award date for this I-66 / Route 15 Interchange Replacement project is March of 2014. The I-66 Ramps on to the Vienna Metro is also slated to be advertised as a D-B procurement. In addition, numerous private development construction projects are routinely active along I-66 surrounding these projects. Having identified the array of projects which alone could severely impact the traveling public, one can easily understand our concern when evaluating the impact of this risk. Without proper coordination among the projects on a regular basis, the I-66 corridor could be compromised resulting in gridlock and degradation of safety.

**Mitigation.** Immediately following Notice to Proceed, the LANE team would lead a multi-project Task Force, comprised of members from each nearby construction project and VDOT, which would meet regularly to discuss and coordinate activities/traffic MOT that have the potential to impact the projects and the public. A combined schedule of activities will be developed to ensure maneuverability when and where project limits overlap. In addition, a combined incident management protocol needs to be developed beyond the TMP outreach for the key members of each project team. Open lines of communication must be established among each of the projects along with a multi-project communication tree. With today's technology, this can be achieved quickly and efficiently using various forms of communication..

LANE's recent experience on the I-495 Express Lanes and the I-95 Express Lanes in working through expanded lengths of interstate corridor will be applied to mitigate any potential risk arising from any and all adjacent projects. Having been intimately involved with the majority of the projects identified, the LANE team is prepared to lead these efforts in collaboration with VDOT.

**VDOT's Role.** Most of the projects previously identified are being contracted and administered by VDOT. The LANE team would seek VDOT's assistance in identifying key personnel for each project to participate in the Task Force. The LANE team will take the lead in this partnering effort to ensure clear and concise communication and sharing of information and plans among all participants. Aside from a Task Force participant, VDOT's role would be minimized to one of situational awareness.



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.

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
<b>Statement of Qualifications Checklist and Contents</b>	Attachment 3.1.2	Section 3.1.2	no	Appendix Attachment 3.1.2
<b>Acknowledgement of RFQ, Revision and/or Addenda</b>	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendix Attachment 2.10
<b>Letter of Submittal (on Offeror's letterhead)</b>				
Authorized Representative's signature	NA	Section 3.2.1	yes	1
Offeror's point of contact information	NA	Section 3.2.2	yes	2
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 Attachment 3.26
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendix Attachments 3.2.7 (a) & 3.2.7 (b)
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix Attachment 3.2.8
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix Attachment 3.2.9

**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
<b>SCC and DPOR registration documentation (Appendix)</b>				
Full size copies of SCC Registration	Attachment 3.2.10	Section 3.2.10	no	Appendix Attachment 3.2.10
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.1	no	Appendix Attachment 3.2.10.1
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.2	no	Appendix Attachment 3.2.10.2
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.3	no	Appendix Attachment 3.2.10.3
		Section 3.2.10.4	no	Appendix Attachment 3.2.10.4
<b>DBE statement within Letter of Submittal</b> confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
<b>Offeror's Team Structure</b>				3
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 Attachment 3.3.1
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix Attachment 3.3.1
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix Attachment 3.3.1
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix Attachment 3.3.1
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.5	no	Appendix Attachment 3.3.1

**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	9
Organizational chart narrative	NA	Section 3.3.2	yes	5
<b>Experience of Offeror's Team</b>				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	10 Appendix Attachment 3.4.1(a)
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix Attachment 3.4.1(b)
<b>Project Risk</b>				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	12 12

Attachment 2.10  
Form C-78-RFQ

**ATTACHMENT 2.10****COMMONWEALTH 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

DATE

Attachment 3.2.6  
Affiliated and Subsidiary Companies  
of the Offeror



Attachment 3.2.7(a)  
Debarment Form - Primary Covered  
Transactions



Attachment 3.2.7(b)  
Debarment Form - Lower Tier Covered  
Transactions

**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.



Signature

June 3, 2013

Date

Director of Transportation/Vice President  
Title

**RINKER DESIGN ASSOCIATES, P.C.**

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.

M. Baker      6-13-2013      Director of Structural Dept.  
Signature                      Date                      Title

Michael Baker Corporation  
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.



Signature

**June 19, 2013**  
Date

**Vice President**  
Title

**T3 Design Corporation**

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.

 6-19-2013  
Signature Date

Vice President / Chief Engineer  
Title

ECS Mid-Atlantic, LLC

Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

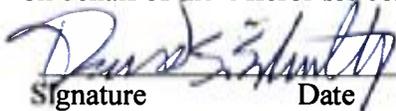
**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

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.

 6-11-13  
Signature Date

Principal  
Title

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

Attachment 3.2.8  
VDOT Prequalification Supporting  
Documentation

TRANSPORT - E22  
LSPPREQ

COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION  
PREQUALIFIED VENDORS SORTED BY VENDOR NAME  
THIS LIST INCLUDES ALL PREQUALIFIED LEVELS  
AS OF 06/27/2013  
- L -

06/27/2013  
5:53 AM  
PAGE 236

=====  
L002  
THE LANE CONSTRUCTION CORPORATION  
PREQ. EXP : 06/30/2014

--PREQ ADDRESS -----	WORK CLASSES (LISTED BUT NOT LIMITED TO)
90 FIELDSTONE COURT	002 - GRADING
CHESHIRE, CT 06410-1212	003 - MAJOR STRUCTURES
PHONE : 203-235-3351	004 - ASPHALT CONCRETE PAVING
FAX : 203-237-4260	006 - PORTLAND CEMENT CONCRETE PAVING
	007 - MINOR STRUCTURES
	045 - UNDERGROUND UTILITIES

BUSINESS CONTACT: CAIOLA, VINCENT JAMES  
EMAIL: VAPREQUAL@LANECONSTRUCT.COM

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

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

Attachment 3.2.9  
Surety Letter

**Zurich American Insurance Company  
Fidelity and Deposit Company of Maryland  
Liberty Mutual Insurance Company**

May 31, 2013

John Daoulas, P.E.  
Alternate Project Delivery Office  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219

RE: **The Lane Construction Corporation  
Request for Qualifications – Interstate 66/Route 15 Interchange Reconstruction  
Contract ID Number: C00100566DB63  
Estimated Value of Project: \$48,400,000**

Dear Mr. Daoulas:

This letter will serve to confirm that The Lane Construction Corporation is a highly regarded and valued client of Aon Construction Services and the sureties, Zurich American Insurance Company, Fidelity and Deposit Company of Maryland and Liberty Mutual Insurance Company (the 'co-sureties'). Each surety company is licensed to conduct surety business in the state of Virginia, and each surety company holds a Certificate of Authority as listed in the Department of the Treasury's Listing of Approved Sureties (Department Circular 570) dated July 1, 2012. Furthermore, each surety company is rated "A" or better by A.M. Best Company, all with Financial Size Category "XV".

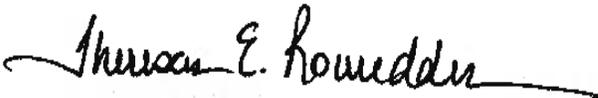
The Lane Construction Corporation has developed a strong track record of completing complex construction projects on time and within the available budget. In the recent past, the co-sureties have executed bonds on behalf of The Lane Construction Corporation for individual projects with contract values approaching \$350,000,000 and corresponding backlogs approaching \$2,000,000,000. At this time, The Lane Construction Corporation has more than sufficient bonding capacity available to meet the requirements of this project. The co-surety is prepared to provide 100% Performance and 100% Labor and Materials Payment Bonds for this Project as proposed in the RFQ, in the amount of the anticipated cost of construction should The Lane Construction Corporation be the successful bidder and enter into a contract for this Project.

Naturally, as is customary within the surety industry, the issuance of any bonds is contingent upon a favorable underwriting review of project specifics including, but not limited to, the contract terms, conditions, documents, bond forms and confirmation of complete project financing by both The Lane Construction Corporation and its co-surety at the time a request for bonds is made. We assume no liability to third parties or to you by issuance of this letter, should bid or final bonds not be issued.

Should you need additional assurance regarding the technical ability or bonding capacity of The Lane Construction Corporation, please do not hesitate to contact this office.

Sincerely,

Zurich American Insurance Company  
Fidelity and Deposit Company of Maryland  
Liberty Mutual Insurance Company



Theresan E. Rowedder, Attorney-in-Fact

Aon Risk Services  
One Federal Street, 20<sup>th</sup> Floor  
Boston, MA 02110  
860-830-1769

**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 **THOMAS O. MCCLELLAN, 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 **Kevin A. WHITE, Mark P. HERENDEEN, Jean CORREIA, Maria CHAVES, Theresan E. ROWEDDER and Jane GILSON, 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 8th day of January, A.D. 2013.

ATTEST:

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



By: *Eric D. Barnes*  
*Assistant Secretary*  
*Eric D. Barnes*

*Thomas O. McClellan*  
*Vice President*  
*Thomas O. McClellan*

State of Maryland  
City of Baltimore

On this 8th day of January, A.D. 2013, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **THOMAS O. MCCLELLAN, Vice President, and ERIC D. BARNES, Assistant Secretary**, of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, deposeth and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

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

*Maria D. Adamski*

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



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

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

**CERTIFICATE**

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 31st day of May, 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. 5648027

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

Liberty Mutual Insurance Company  
Peerless 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 Ohio, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, that Peerless Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, 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, Brian Driacoli; Jane Gilson; Jean Correia; Kevin A. White; Maria Chaves; Mark P. Herendeen; Regina M. Marquis; Susan M. Kedian; Theresan E. Rowedder

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 9th day of November, 2012.



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

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

STATE OF WASHINGTON ss  
COUNTY OF KING

On this 9th day of November, 2012, 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, Peerless Insurance 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, West American Insurance Company and Peerless 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 attorney-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, West American Insurance Company and Peerless 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 31st day of May, 20 13.



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

Not valid for mortgage, note, loan, letter of credit, bank deposit, 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.

Attachment 3.2.10  
SCC and DPOR Information

**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.

<b>SCC &amp; DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)</b>							
<b>Business Name</b>	<b>SCC Information (3.2.10.1)</b>			<b>DPOR Information (3.2.10.2)</b>			
	<b>SCC Number</b>	<b>SCC Type of Corporation</b>	<b>SCC Status</b>	<b>DPOR Registered Address</b>	<b>DPOR Registration Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
The Lane Construction Corporation	F0254476	Foreign Corporation	Active	90 Fieldstone Court Cheshire, CT 06410	Contractor (Class A)	2701011871	1/31/2014
Rinker Design Associates, P.C.	02270627	Corporation	Active	9385 Discovery Boulevard, Suite 200 Manassas, VA 20109	Professional Corporation Registration	0405000502	12/31/2013
Rinker Design Associates, P.C.	02270627	Corporation	Active	927 Maple Grove Drive, Suite 105 Fredericksburg, VA 22407	Professional Corporation Branch Office Registration	0410000156	2/28/2014
Quinn Consulting Services Incorporated	04925517	Corporation	Active	14160 Newbrook Drive, Suite 220 Chantilly, VA 20151	Business Entity Registration	0407003733	12/31/2013
Michael Baker Jr., Inc.	F0260747	Foreign Corporation	Active	3141 Fairview Park Drive, Suite 575 Falls Church, VA 22042	Business Entity Branch Office Registration	0411000829	2/28/2014
T3 Design Corporation	06585392	Corporation	Active	3927 Old Lee Highway, Suite 101-C Fairfax, VA 22030	Professional Corporation Registration	0405001624	12/31/2013
ECS – Mid-Atlantic, LLC	S1208216	Limited Liability Company	Active	9409 Innovation Drive Manassas, VA 20110	Business Entity Branch Office Registration	0411000636	2/28/2014
DIW Group, Inc.	F1281908	Foreign Corporation	Active	4845 International Blvd #104 Frederick, MD 21703	Business Entity Registration	0407004748	12/31/2013

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

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
Rinker Design Associates, P.C.	Chun M. Kim	Manassas, VA	12530 Brenmill Lane Manassas, VA 20112	Professional Engineer License	0402032943	7/31/2013
Quinn Consulting	Robert Bolduc	Chantilly, VA	14302 Madrigal Drive Woodbridge, VA 22193	Professional Engineer License	0402042292	5/31/2014
Michael Baker Jr Inc.	Khossrow Babaei	Falls Church, VA	12144 Westwood Hills Drive Herndon, VA 20171	Professional Engineer License	0402025896	2/28/2015
Rinker Design Associates, P.C.	James Moore	Manassas, VA	3514 Delashmutt Drive Haymarket, VA 20151	Real Estate Appraiser	4001000502	2/28/2014

Attachment 3.2.10.1  
SCC Supporting Documentation

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State Corporation Commission

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SCC eFile + Data Search + Entity Details

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Additional Services

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Business Entity Details

THE LANE CONSTRUCTION CORPORATION

**General**

SCC ID: P0234476  
Entity Type: Foreign Corporation  
Jurisdiction of Formation: CT  
Date of Formation/Registration: 1/04/2012  
Status: Active  
Shares Authorized: 11100

**Principal Office**

90 PULSTONE COURT  
CHESHIRE CT04110

**Registered Agent/Registered Office**

LT CORPORATION SYSTEM  
4701 GUN RD STE 201  
SLEN ALLEN VA 22080  
HARRIS COUNTY 543  
Status: Active  
Effective Date: 1/15/2014

**Select an action**

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Rinker Design Associates, P.C.

**General**

SCC ID: 40319627  
Entity Type: Corporation  
Jurisdiction of Formation: VA  
Date of Formation/Registration: 3/24/1982  
Status: Active  
Shares Authorized: 20000

**Principal Office**

6303 DISCOVERY BOULEVARD  
SUITE 200  
MANASSAS VA20108

**Registered Agent/Registered Office**

JOHN S WISACKO  
GERR FELDMAN & FOTLEDAN PC  
1175 WINDLE HAVEN STE 400  
RESTON VA 20190  
FAIRFAX COUNTY 124  
Status: Active  
Effective Date: 03/11/2012

**Select an action**

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SCC eFile  
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**QUINN CONSULTING SERVICES INCORPORATED**

**General**

SCC ID: 04922117  
Entity Type: Corporation  
Jurisdiction of Formation: VA  
Date of Formation/Registration: 03/24/1987  
Status: Active  
Shares Authorized: 5000

**Principal Office**

34389 NEWBROOK DRIVE  
SUITE 200  
CHANTILLY VA 20151

**Registered Agent/Registered Office**

2046 N QUINN ST  
SUITE 4000 L 97  
ARLINGTON VA 22202  
ARLINGTON COUNTY - 506  
Status: Active  
Effective Date: 03/24/1987

**Select an action**

[File a registered agent change](#)  
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**MICHAEL BAKER JR., INC.**

**General**

SCC ID: 40240747  
Entity Type: Foreign Corporation  
Jurisdiction of Formation: PA  
Date of Formation/Registration: 09/13/1982  
Status: Active  
Shares Authorized: 500

**Principal Office**

10000 BUSINESS PARK  
100 KRODDE DR  
MOON TOWNSHIP PA 15108

**Registered Agent/Registered Office**

CT CORPORATION SYSTEM  
4700 COKER VIE RD  
GLENN ALLEN VA 23060  
HENRICO COUNTY - 142  
Status: Active  
Effective Date: 1/1/2004

**Select an action**

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**T3 Design Corporation**

**General**

SCC ID: 0688292  
Entity Type: Corporation  
Jurisdiction of Formation: VA  
Date of Formation/Registration: 3/16/2006  
Status: Active  
Status Effective Date: 0000

**Principal Office**

3927 OLD LEE HIGHWAY STE 104C  
FURFORD VA 22030

**Registered Agent/Registered Office**

PATRICIA THORNTON  
3927 OLD LEE HIGHWAY STE 104C  
FURFORD VA 22030  
FURFORD CITY (FURFORD IN ADJACENT COUNTY)  
000  
Status: Active  
Effective Date: 3/16/2013

**Select an action**

[File a registered agent change](#)  
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**ECS - Mid-Atlantic, LLC**

**General**

SCC ID: 04208208  
Entity Type: Limited Liability Company  
Jurisdiction of Formation: VA  
Date of Formation/Registration: 4/14/2004  
Status: Active

**Principal Office**

3406 THUNDERBOLT PL STE 040  
DUMFRIES VA 22026

**Registered Agent/Registered Office**

JAMES A EDGERT  
3406 THUNDERBOLT PL STE 040  
DUMFRIES VA 22026  
FURFORD COUNTY 228  
Status: Active  
Effective Date: 4/14/2004

**Select an action**

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Users: 1 Credits: 85.000000



SCC eFile  
Business Entity Details



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ONE GROUP, INC.

**General**

SIC ID: 7131100  
 Entity Type: Foreign Corporation  
 Jurisdiction of Formation: MO  
 Date of Formation/Registration: 1/30/1997  
 Status: Active  
 Shares Authorized: 200000

**Select an action**

[Go to registered agent details](#)  
[Go to registered office address details](#)  
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[Print entity report](#)  
[Download information for code & sections of your statute](#)  
[View SCC business details](#)  
[View SCC information](#)

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**Principal Office**

4040 WILSON DRIVE, SUITE 4100  
 WASHINGTON FIELD OFFICE

**Registered Agent/Registered Office**

CHRISTY WICHILL  
 20401 AVENUE CT  
 JEFFERSON VA 20186  
 LANSING COUNTY MO  
 Status: Active  
 Effective Date: 1/30/1997

Attachment 3.2.10.2  
DPOR Supporting Documentation  
for Each Office



Home > License Lookup > License Lookup & Disciplinary Actions

License Lookup	<b>Details of license number 2701011871</b>	
Online Renewal & Services		
Boards	Name:	THE LANE CONSTRUCTION CORPORATION
Professions & Occupations	Doing Business As:	VIRGINIA PAVING COMPANY
Forms & Applications	License Number:	2701011871
Fair Housing Office	License Description:	Contractor Class A
Community Associations	Class Definitions:	
Report a Licensee	Business Type:	Corporation
Records & Documents	Address:	90 FIELDSTONE COURT CHESHIRE, CT 06410
News & Information	Specialties/Classifications:	Building (BLD)
	Classification Definitions:	Highway / Heavy (H/H)
	Specialty Definitions:	
	Initial Certification Date:	1972-10-12
	Expiration Date:	2014-01-31



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License Lookup	<b>Details of license number 0405000502</b>	
Online Renewal & Services		
Boards	Name:	RINKER DESIGN ASSOCIATES PC
Professions & Occupations	License Number:	0405000502
Forms & Applications	License Description:	Professional Corporation Registration
Fair Housing Office	Business Type:	PC
Community Associations	Address:	9385 DISCOVERY BOULEVARD SUITE 200 MANASSAS, VA 20109
Report a Licensee	Initial Certification Date:	1986-07-16
	Expiration Date:	2013-12-31



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License Lookup	<b>Details of license number 0410000156</b>	
Online Renewal & Services		
Boards	Name:	RINKER DESIGN ASSOCIATES PC
Professions & Occupations	License Number:	0410000156
Forms & Applications	License Description:	Professional Corporation Branch Office Registration
Fair Housing Office	Address:	927 MAPLE GROVE DR STE 105 FREDERICKSBURG, VA 22407
Community Associations	Initial Certification Date:	2005-12-27
	Expiration Date:	2014-02-28



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License Lookup	<b>Details of license number 0411000829</b>	
Online Renewal & Services		
Boards	Name:	MICHAEL BAKER JR INC
Professions & Occupations	License Number:	0411000829
Forms & Applications	License Description:	Business Entity Branch Office Registration
Fair Housing Office	Business Name:	MICHAEL BAKER JR INC
Community Associations	Business Type:	CORP
Report a Licensee	Address:	3141 FAIRVIEW PARK DRIVE SUITE 575 FALLS CHURCH, VA 22042
	Initial Certification Date:	2011-05-24
	Expiration Date:	2014-02-28



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License Lookup	<b>Details of license number 0407003733</b>	
Online Renewal & Services		
Boards	Name:	QUBIN CONSULTING SERVICES INC
Professions & Occupations	License Number:	0407003733
Forms & Applications	License Description:	Business Entity Registration
Fair Housing Office	Address:	14160 HENBROOK DR SUITE 220 CHANTILLY, VA 20151
Community Associations	Initial Certification Date:	1998-03-05
	Expiration Date:	2013-12-31



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License Lookup	<b>Details of license number 0405001624</b>	
Online Renewal & Services		
Boards	Name:	T3 DESIGN CORPORATION
Professions & Occupations	License Number:	0405001624
Forms & Applications	License Description:	Professional Corporation Registration
Fair Housing Office	Business Type:	PC
Community Associations	Address:	3927 OLD LEE HWY STE 101-C FAIRFAX, VA 22030
Report a Licensee	Initial Certification Date:	2007-12-19
	Expiration Date:	2013-12-31



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License Lookup	<b>Details of license number 0411000636</b>	
Online Renewal & Services		
Boards	Name:	ECS MID-ATLANTIC LLC
Professions & Occupations	License Number:	0411000636
Forms & Applications	License Description:	Business Entity Branch Office Registration
Fair Housing Office	Business Name	ECS MID-ATLANTIC LLC
Community Associations	Address:	9409 INNOVATION DR MANASSAS, VA 20110
	Initial Certification Date:	2010-05-25
	Expiration Date:	2014-02-28



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License Lookup	<b>Details of license number 0407004748</b>	
Online Renewal & Services		
Boards	Name:	DEW GROUP INC
Professions & Occupations	Doing Business As:	SPECIALIZED ENGINEERING
Forms & Applications	License Number:	0407004748
Fair Housing Office	License Description:	Business Entity Registration
Community Associations	Business Type:	CORP
Report a License	Address:	4845 INTERNATIONAL BLVD #104 FREDERICK, MD 21703
	Initial Certification Date:	2005-11-01
	Expiration Date:	2013-12-31

Attachment 3.2.10.3  
DPOR Supporting Documentation  
for Key Personnel



Department of Professional and Occupational Regulation

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License Lookup	<b>Details of license number 0402032943</b>	
Online Renewal & Services	Name:	KIM, CHUN H
Boards	License Number:	0402032943
Professions & Occupations	License Description:	Professional Engineer License
Firms & Applications	Address:	MANASSAS VA, 20112
Fair Housing Office	Initial Certification Date:	1999-07-14
	Expiration Date:	2013-07-31



Department of Professional and Occupational Regulation

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License Lookup	<b>Details of license number 0402042292</b>	
Online Renewal & Services	Name:	BOLDUC, ROBERT GILES
Boards	License Number:	0402042292
Professions & Occupations	License Description:	Professional Engineer License
Firms & Applications	Address:	WOODBIDGE VA, 22193
Fair Housing Office	Initial Certification Date:	2006-05-10
	Expiration Date:	2014-05-31



Department of Professional and Occupational Regulation

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License Lookup	<b>Details of license number 0402025896</b>	
Online Renewal & Services	Name:	SABAEL, KHOSROW
Boards	License Number:	0402025896
Professions & Occupations	License Description:	Professional Engineer License
Firms & Applications	Address:	HERNDON VA, 20171
Fair Housing Office	Initial Certification Date:	1995-02-10
	Expiration Date:	2015-02-28

Attachment 3.2.10.4  
DPOR Supporting Documentation for  
Non-APELSCIDLA Regulated Services



Department of Professional and Occupational Regulation

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- Professions & Occupations
- Forms & Applications
- Fair Housing Office
- Community Associations

### Details of license number 4001000502

Name:	MOORE, JAMES M
License Number:	4001000502
License Description:	Real Estate Appraiser
Type:	Certified General
Address:	HAYMARKET VA, 20169
Initial Certification Date:	1992-02-19
Expiration Date:	2014-02-28
Continuing Education:	<a href="#">Click here to view continuing education.</a>

VDOT Prequalified Right of Way  
Acquisition Consultants

**PANEL OF RIGHT OF WAY ACQUISITION CONSULTANTS**

**FIRMS WHO ARE PREQUALIFIED FOR VDOT ADMINISTERED CONTRACTS  
INCLUDES P3, DESIGN BUILD AND  
LOCALLY ADMINISTERED PROJECTS**

<u>COMPANY NAME</u>	<u>CONTACT</u>	<u>TELEPHONE NO.</u>
AECOM 4840 Cox Road Glen Allen, VA 23060	Richard Leininger, P.E.	(804) 515-8469
American Acquisition 5600 Mariner St., Suite 104 Tampa, Florida 33609	Wade Brown W. C. Miller	(813) 287-8191 (813) 287-8191
Cardno TBE 1100 Athens, Suite A Richmond, VA 23227-1145	Mike Woods	(804) 285-4811
Coates Field Service, Inc. 4800 N. Santa Fe Oklahoma City, OK 73118	Joe Coates	(405) 528-5676
Continental Field Services P. O. Box 915 (32 E. Field Rd.) Bedford, NY 10506 6320 Augusta Dr., Suite 401 Springfield, VA 22150	Michael Hill  Paul Shray	(914) 234-4194  (703) 451-5577
Diversified Property Services 20 E. Timonium Road, Suite 111 Timonium, MD 21093	Patricia E. Dablock	(410) 252-5075 or (800) 996-5499
Stantec Consulting Services Inc., (formerly Greenhorne & O'Mara) 10800 Midlothian Turnpike, Suite 310 Richmond, VA 23235	Tim Copeland  Project Director	(804) 897-6309  (757) 647-8474 (cell)

**PANEL OF RIGHT OF WAY ACQUISITION CONSULTANTS**

**FIRMS WHO ARE PREQUALIFIED FOR VDOT ADMINISTERED CONTRACTS  
INCLUDES P3, DESIGN BUILD AND  
LOCALLY ADMINISTERED PROJECTS**

KDR Real Estate 2500 Grenoble Road Richmond, Virginia 23294	Allen G. Dorin	(804) 672-1368 Ext. 302
O. R. Colan 22710 Fairview Center Drive Fairview, Ohio 44126	Catherine Muth Kevin Robison Steve Toth	(704) 529-3115 Ext. 255 (440) 827-6116 Ext. 202 (440) 827-6116
Pinnacle Consulting Management 1141 N. Robinson, Ste 402 Oklahoma City, OK 73103	Jennifer Harrison	(405) 879-0600
Vaughn & Melton Consulting Engineers, Inc. P. O. Box 1425 109 S. 24th Street Middlesboro, Kentucky 40965	Randolph Scott	(606) 248-6600
Volkert & Associates 5400 Shawnee Road, Suite 301 Alexandria, VA 22312	Dennis Morrison	(703) 642-8100
Universal Field Services P. O. Box 35666 (74153-0666) 6666 South Sheridan Rd., Suite 230 Tulsa, Oklahoma 74133-1763	Steve Benson Leslie Pacheco	(918) 494-7600 (856) 795-1314

**PANEL OF RIGHT OF WAY ACQUISITION CONSULTANTS**

**FIRMS WHO ARE PREQUALIFIED FOR VDOT ADMINISTERED CONTRACTS  
(INCLUDES P3 AND DESIGN BUILD)**

<b><u>COMPANY NAME</u></b>	<b><u>CONTACT</u></b>	<b><u>TELEPHONE NO.</u></b>
Gulf Coast Property Acquisition, Inc. 4339 Stuart Andrew Blvd. Suite 220 Charlotte, NC 28217	Paul W. McMahan	(704) 529-3949
Johnson, Mirmiran & Thompson, Inc. 9201 Arboretum Parkway Suite 310 Richmond, VA 23236	G. Lee Cooper	(804) 267-1272
Rinker Design Associates, P. C. 9385 Discovery Boulevard Suite 200 Manassas, VA 20109	Christopher R. Reed, CSI	(703) 368-7373
Telics PO Box 830 Statesville, NC 28687	Steve Nichols David Bailey, Senior Mgr. Taylor Keith, Manager	(704) 872-5060 (919) 356-6695 (252) 375-5010
CDM SMITH 2112 West Laburnum Suite 100 Richmond, VA 23227	Wesley O. Stafford, P. E.	(304) 345-2339  (804) 377-2300
Bowman Consulting Group 9813 Godwin Drive Manassas, VA 20110	Ronnie Van Cleve Senior Project Manager	(703) 302-8740 (703) 867-5197

Attachment 3.3.1  
Key Personnel Resumes

**ATTACHMENT 3.3.1**  
**KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>WALLACE ALPHIN   SENIOR PROJECT MANAGER</b>
b. Project Assignment: <b>DESIGN-BUILD MANAGER</b>
c. Name of Firm with which you are now associated: <b>THE LANE CONSTRUCTION CORPORATION</b>
<p>d. Years experience: With this Firm <u>5</u> Years With Other Firms <u>25</u> Year  Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):</p> <p><b>The Lane Construction Corporation</b> (2008–Present): Senior Project Manager responsible for overall construction activities. Directs project leads and ensure all project activities are completed on time, within budget, and in accordance with contract specifications. He ensures that projects meet corporate safety, financial and environment objectives. Mr. Alphin manages and provides the necessary resources required for the construction projects to be successful and coordinates these resources with other regions of the company, addresses project issues, communicates design progress to owners, adheres to project schedules. He interacts regularly with the Construction Manager, the Owner, and all other involved stakeholders regarding the progress of construction, schedule, budget, quality control, and safety. Responsible for field operations: safety, project staffing, means and methods of construction, direct oversight of all construction operations, estimating for bids and change orders, budget review, and project development.</p> <p><b>Equity Homes, LLC</b> (2003–2008): As Vice President of Land Development Mr. Alphin oversaw the Lane Development Departments in Virginia, Maryland and Delaware. He managed multiple design teams and consultants to obtain jurisdictional plan/plat approval, obtained bonding and permitting, issued proposal requests to vendors, analyzed bids, subcontracted work, supervised construction up to and including graded structural building pads ready for turnover to production department, dedicated and recorded easements as necessary for work, coordinated design and installation of project amenities, provided maintenance of common areas ready for turnover to Homeowner Associations, and maintained the budget for each acquisition project.</p> <p><b>APAC, Northern Virginia Region</b> (1998–2003): Vice President of Engineering responsible for the complete oversight and management of the division’s estimating, project management and survey departments. Mr. Alphin developed extensive knowledge in VDOT design and specification requirements, local Northern Virginia public facility regulations, plan interpretation, highway and site development estimating and contract and subcontract management and administration. Some of the projects Mr. Alphin completed include: major arterial highways, regional airports, schools, golf courses, shopping malls, subdivisions, waste-water retention facility, and wetland mitigation ponds.</p>
<p>e. Education: Name &amp; Location of Institution(s)/Degree(s)/Year/Specialization:</p> <p><b>Virginia Polytechnic Institute &amp; State University, Blacksburg, VA / BS / 1983 / Civil Engineering</b></p>
<p>f. Active Registration: Year First Registered/ Discipline/VA Registration #:</p> <p><b>VDOT Contractor Certification Program Certification #4552C, Exp. 8/22/2013</b></p>
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> <li>1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i></li> <li>2. <i>Note whether experience is with current firm or with other firm.</i></li> <li>3. <i>Provide beginning and end dates for each assignment.</i></li> </ol> <p><b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b></p>

**VDOT I-95 Express Lanes, Fairfax County to Stafford County, VA****(DESIGN-BUILD)**

**Deputy Director of Construction.** Mr. Alphin is currently overseeing all construction activities, as well as the joint venture, on this project. The project will create approximately 29 miles of Express Lanes on I-95 from Alexandria, VA on the northern terminus to Stafford, VA at the southern terminus. A seamless, direct line to the I-495 Capital Beltway Express Lanes will be created at the completion of this project. This project will also add capacity to the existing HOV Lanes from the Prince William Parkway to the vicinity of Edsall Road; improve the existing two HOV lanes for six miles from Route 234 to the Prince William Parkway. An 8.3-mile reversible two-lane extension of the existing HOV lanes from Dumfries to Garrisonville Road in Stafford County will help to alleviate the worst traffic bottleneck in the region. The project consists of an extensive ITS and Signing system, sound walls, asphalt mill and overlay, shoulder reconstruction, structural bridge work; and a 8.3 mile roadway extension that will consists of major clearing, earthwork, and bridge flyovers.

Company: *The Lane Construction Corporation*Dates: *February 2012–Available Summer 2014***VDOT I-495 Express Lanes, Fairfax County, VA****(DESIGN-BUILD)**

**Project Manager.** Mr. Alphin was responsible for overseeing all construction activities in Area 4. Construction on the I-495 Express Lanes project consisted of four new general purpose traffic lanes (two in each direction) on the outside of the existing lanes of the Capital Beltway, the reconstruction of ramps, interchanges, frontage roads, over passes and underpasses, bridges, and other necessary crossings. In addition, the project included the installation of the electronic toll and traffic management facilities and systems necessary and appropriate for the operation of the Express Lanes (including an Open Road Tolling System and Advanced Transportation Management System (ATMS)) and all other facilities and improvements required for the opening and operation of the Express Lanes. As the Project Manager, Mr. Alphin oversees and directed project construction, was in charge of cost, staffing, and scheduling, prepared status reports, ensured plans adhered to contract specifications and led and directed the work of others. Area 4 encompassed the Springfield Interchange, and included four flyover bridges and three single- and multi-span bridges.

Company: *The Lane Construction Corporation*Dates: *2008-2012***VDOT Route 234 Bypass, Manassas, VA**

**Project Executive.** Mr. Alphin was responsible for overseeing all construction activities on the \$60M (approximately) Route 234 infrastructure improvement project which ran from Balls Ford Road to the existing Route 234. He was responsible for organizing and leading a cross functional team in developing and implementing project deliverables, with an emphasis on quality, productivity, and consistency. He provided technical direction and control of project personnel and provided a framework for project planning, communications, reporting, procedural and contractual activity. Mr. Alphin's roles and responsibilities on this project are similar to the roles and responsibilities he will have on the I-66/Route 15 project. The project included two flyover interchanges at Route 28 and nine additional bridges over Gateway Boulevard, the Norfolk-Southern Railroad, Route 28 and Lucasville Road. Also included in the scope was the relocation of a 24-inch sanitary main and 24-inch water main and the installation of a regional storm water management facility. The team had to excavate 3.4 million cubic yards of rock and soil to prepare for the construction of the four – lane divided highway.

Company: *APAC Virginia*Dates: *1996-2002***Prince William County Parkway, Prince William County, VA**

**Project Executive.** Mr. Alphin was the Project Executive responsible for the overall construction of the \$20M (approximately) Prince William County Parkway project which spanned from Minnieville Road to Liberia Avenue and involved the construction of a four-lane divided, limited access county parkway. He was responsible for organizing and leading a cross functional team in developing and implementing project deliverables, with an emphasis on quality, productivity, and consistency. He provided technical direction and control of project personnel and provided a framework for project planning, communications, reporting, procedural and contractual activity. Mr. Alphin's roles and responsibilities on this project are similar to the roles and responsibilities he will have on the I-66/Route 15 project.

Company: *Prince William Construction Company*Dates: *1992-1996*

**ATTACHMENT 3.3.1**

**KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
h. Name & Title: <b>ROBERT BOLDOC, PE   QUALITY ASSURANCE MANAGER</b>
i. Project Assignment: <b>QUALITY ASSURANCE MANAGER</b>
j. Name of Firm with which you are now associated: <b>QUINN CONSULTING SERVICES, INC.</b>
k. Years experience: With this Firm <u>1</u> Years With Other Firms <u>40</u> Year Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):  <b>Quinn Consulting Services, Incorporated – 6/2013 to Present.</b> As Quality Assurance Manager, worked exclusively on design-build projects in lead QA and QC roles. <ul style="list-style-type: none"><li>• June 2013 to Present – Quality Assurance Manager for the VDOT Design-Build I-95 Express Lanes, Northern Virginia</li></ul> <b>The Lane Construction Corporation – 9/2005 to 6/2013:</b> As Senior Project Engineer in Virginia, served as the Quality Manager, Project Engineer and Estimator on various design build and engineering projects for VDOT throughout Northern Virginia. <ul style="list-style-type: none"><li>• September 2007 to June 2013 – Quality Assurance Manager for the VDOT I-495 Express Lanes Design-Build Project.</li></ul> <b>Washington Metropolitan Area Transit Authority – 4/2005 to 9/2005:</b> Project Manager <b>Jacobs Engineering – 4/2002 to 3/2005:</b> Senior Project Manager assigned as QA/QC Manager <b>STV, Inc. – 12/1999 to 3/2002:</b> Resident Engineer for track construction <b>Capital Metropolitan Transportation Authority – 8/1999 to 11/1999:</b> Managed the Authority’s freight railroad operator on behalf of the authority and was also able to support the light rail transit planning process and assist with light rail public meetings. <b>Lockwood, Andrews &amp; Newman – 9/1998 to 8/1999:</b> General Engineering Consultant for both 12.5-mile extensions to Dallas suburbs, with design beginning in 1997 and construction starting in 1998. He was responsible for contract management, change requests, invoicing, and minority participation for two different design contracts including approximately 30 subcontractors. He also assisted with public involvement, design review and resolution of design issues.
l. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>University of Illinois, Urbana, IL / BS / 1972 / Civil Engineering</b>
m. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>2006 / Professional Engineer / #0402042292</b>
n. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"><li>1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each assignment.</i></li></ol> <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b>
<b>VDOT I-495 Express Lanes, Fairfax County, Virginia</b> <span style="float: right;"><b>(DESIGN-BUILD)</b></span> <b>QA/QC Manager.</b> Mr. Bolduc has been responsible for the quality control/quality assurance for the I-495 Express Lanes throughout the life of this project. The \$1.5B I-495 Express Lanes project included the construction of four new general purpose traffic lanes (two in each direction) on the outside of the existing lanes of the Capital Beltway, the reconstruction of ramps, interchanges, frontage roads, overpasses and underpasses, bridges, and other necessary crossings. Mr. Bolduc’s duties have included reviewing VDOT requirements for quality control and quality assurance on D-B projects and then developing the design-builder’s Project Quality Management System Plan, consistent with ISO 9001 requirements. In addition, he managed the quality program, reporting to the D-B Team’s Board of Directors. He verified that the design contractor and its design subcontractors were complying with their individual quality programs, managing design changes during the construction phase, managing the quality control and quality assurance inspection teams, verifying that construction subcontractors were complying with their plans, and managing an extensive quality program documentation system. His duties also included preparing reports on the quality program for the design-builder’s

Board, Concessionaire, VDOT, and the Independent Engineer, and attending status meetings with the various oversight entities. Mr. Bolduc developed and implemented a robust design and construction quality program, with regular audits of designers and the construction self-perform teams and construction sub-contractors. In association with VDOT and the Concessionaire, he developed a Quality Management Assessment Program that measured the effectiveness of project quality on a month-by-month basis. The project achieved Substantial Completion one month ahead of schedule.

Company: *The Lane Construction Corporation*

Dates: *2007–2013*

### **VDOT I-95 Express Lanes, Fairfax County to Stafford County, VA**

**(DESIGN-BUILD)**

**Superintendent (then VP of Operations).** Mr. Bolduc was the Quality Assurance Manager (QAM) for this nearly one billion dollar project financed, constructed and operated under Virginia's Public-Private Transportation Act (PPTA). The I-95 Express Lane project was divided into the following four segments.

- Segment 1 (8.3-miles) - Garrisonville Road to Dumfries Road, 2-lane reversible section on new location (7 new bridges, inclusive of 2 flyovers & NB slip ramp)
- Segment 2 (7-miles) - Dumfries Road to Prince William Pkwy., Maintained Geom. of Existing Roadway.
- Segment 3 (11.9-miles) - Prince William Parkway to I-495, added 3rd Lane.
- Segment 4 (2.2-miles) - I-495 to North of Edsall Road, added 3rd Lane.

Mr. Bolduc is responsible for overseeing project QA staff and for verifying that all work performed on the project is inspected and tested in accordance with the VDOT Minimum Requirements for Quality Assurance and Quality Control on Design-Build and Public-Private Transportation Act Projects and the Project Specific QA/QC Plan. This projects scheduled completion date is December 2014.

Company: *Quinn Consulting Services, Inc.*

Dates: *2013-Present (Available June 2014)*

### **WMATA Blue Line Extension to Largo, Largo, MD**

**(DESIGN-BUILD)**

**QA/QC Manager.** He served as QA/QC Manager for WMATA's heavy-rail extension to Largo, which included safety certification for this \$217M Design-Build extension to the heavy-rail rapid transit system. Mr. Bolduc prepared the Quality Plan, Procedures, Work Instructions, and Inspection and Test Plan. He reviewed twelve subcontractor and supplier quality control plans; conducted 21 audits and completed audit reports; resolved quality issues with production personnel and Agency staff, and; prepared monthly reports for the joint-venture Executive Management Board. Prepared and presented six quality training sessions. In addition, Mr. Bolduc prepared and presented two training sessions in railroads and rail transit and signals and train control as well as completed the ANSI - RAB "ISO 9000:2000 Series Auditor/Lead Auditor of Quality Systems Course." He was responsible for Design-Builder Safety Certification, coordinating with WMATA to assure System Safety Certification requirements were fulfilled. Developed Lock-Out/Tag-Out procedure to ensure safe working conditions around the third rail; developed forms and procedures for daily track access and repair (including certification for safe operations) during operations testing; maintained test reports and certification files for successful final system safety audit; developed the test records procedure and reported weekly progress for integrated systems testing, and; prepared Safety Certification letters for Design-Builder and subcontractors.

Company: *Jacobs Engineering*

Dates: *2002-2005*

### **WMATA Brentwood Yard, Washington, DC**

**(DESIGN-BUILD)**

**Project Manager.** As the Owner (WMATA) Project Manager, he had responsibility for the completion of the Project Management Plan, Quality Management System, Safety and Security Certification Plan and contract kick-off meeting for this Design-Build project. He was also responsible for several RFI's and coordination with shop personnel.

Company: *Washington Metropolitan Area Transit Authority*

Dates: *2005-2005*

**ATTACHMENT 3.3.1**

**KEY PERSONNEL RESUME FORM**

**Brief Resume of Key Personnel anticipated for the Project.**

o. Name & Title: **MO KIM, P.E., DBIA | DIRECTOR OF TRANSPORTATION**

p. Project Assignment: **DESIGN MANAGER**

q. Name of Firm with which you are now associated: **RINKER DESIGN ASSOCIATES, P.C.**

r. Years experience: With this Firm **19** Years With Other Firms **1** Year

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.):

**Rinker Design Associates, P.C.** (formerly Rinker-Detwiler and Associates, P.C.) [Director of Transportation, 2003–Present]—Principal-In-Charge of overseeing and managing all elements of roadway design, hydrology and hydraulics, construction plans and overall direction of RDA’s Transportation Department. Duties include Quality Control and Quality Assurance (QA/QC) for all professional services and oversight of all subconsultant work. Strong emphasis is placed on constructability reviews and best value solutions for recent D-B projects with hands on integrated techniques. Recently became a DBIA professional and previously served as the President of the American Society of Highway Engineers–Potomac Section. Served on the ASHE Board of Directors for nearly eight consecutive years (most recently as the Past-President). Also served as a member of the Technical Advisory Committee for the Northern Virginia Transportation Alliance.

**Rinker-Detwiler and Associates, P.C.** [Project Manager, 2000–2003]—Primary Point of Contact on numerous roadway improvement projects. Responsible for managing all aspects of design and performing IGRDS to Geopak migration for the firm. Project Manager/Lead Designer on several VDOT L&D projects. Duties included performing geometric layouts, drainage design, stormwater management, flood studies, maintenance of traffic, value engineering and quality control. Also responsible for providing bid assistance, construction support and review of shop drawing as the Engineer of Record.

**Rinker-Detwiler and Associates, P.C.** [Senior Transportation Engineer, 1998–2000]—Responsible for elements of roadway design production associated with large widening and infrastructure projects. Duties included reviewing cross sections and performing take-off on construction plans. Team Leader for preparing and assembling plans for constructions, as well as developing the technical capabilities of the junior staff. Provided all elements of geometric and drainage design on an array of projects throughout the Commonwealth.

s. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:

**University of Virginia, Charlottesville, VA / BS / 1993 / Civil Engineering**

t. Active Registration: Year First Registered/ Discipline/VA Registration #:

**2001 / Professional Engineer / #0402 032943**

u. 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.)**

**James Madison Highway (Route 15), PPTA, Prince William County (Haymarket), VA (DESIGN-BUILD)**

**Design Manager and Engineer of Record.** Responsible for the oversight of all disciplines encompassed under the design elements of work as identified in the Design-Build contract with Branch Highways including Quality Control and Quality Assurance for all design services, work being performed by subconsultants (including work being performed by subconsultants), which included two bridges. Responsible for executing timely design while meeting VDOT and AASHTO design criteria. Also responsible for facilitating coordination meetings between the various stakeholders on the project and overseeing the CEI efforts for construction Quality Control, ensuring design intent is being carried out in the field. The specific responsibilities and authorities associated with this \$54M Design-Build project are similar to the role that will be performed on the Interstate 66 Interchange Reconstruction project being immediately adjacent to the proposed limits of construction. Although this project is a Prince William County administered project, responsibilities as the Design Manager included close coordination with VDOT for ultimate acceptance and maintenance of a quality product.

Company: *Rinker Design Associates, P.C.*

Dates: *February 2007–January 2010*

**Sudley Manor Drive PPTA, Prince William County, VA****(DESIGN-BUILD)**

**Design Manager** for the first project in Prince William County contracted and constructed in accordance with the Public Private Transportation Act of 1995 in association with CH2MHILL and The Lane Construction Corporation. The construction plans (completed with VDOT approval within an accelerated 180-day schedule) entailed right of way acquisitions, transcontinental petroleum line relocations and utility design/coordination. Responsible for overall management of geometric and hydrologic/hydraulic design on the project and the preparation of the overall construction plans including in plan utility design for VDOT approval. Responsible for coordinating field revisions with CH2MHILL and ensuring the proper stakeout of the revised facilities for The Lane Construction Corporation.

Company: *Rinker Design Associates, P.C.*Dates: *July 2004–September 2006***Linton Hall Road PPTA, Prince William County, VA****(DESIGN-BUILD)**

**Design Manager** for segments C-502, C-503 and C-504, which were adopted by Prince William County as a PPTA by way of a bond referendum in association with The Lane Construction Corporation and CH2MHILL. Served as Project Manager on the original VDOT project, which was a 9.5-kilometer urban minor arterial improvement project, including roadway widening, intersection improvements, sound walls, box culverts and installation of asphalt trails and curb and gutter. 4.8 kilometers were constructed under the bid-build guideline, and the remaining 4.7 kilometers as a PPTA/Design-Build. Responsible for overall management and design QA/QC of geometric design and the oversight of all subconsultants encompassing hydrologic/hydraulic analyses, flood studies and traffic. Performed detailed geometric design for horizontal and vertical geometry and prepared design waiver and exception requests to the Department. Responsible for the review of all stormwater management and drainage design to ensure adequate outfall and BMP applications. Also led the development of detailed sequence of construction, maintenance of traffic and noise abatement plans.

Company: *Rinker Design Associates, P.C.*Dates: *July 2001–December 2008***VDOT Interstate 581 Elm Avenue Interchange Improvement, Roanoke, VA****(DESIGN-BUILD)**

**Design QA/QC Lead** responsible for the quality assurance and quality control for multi-discipline construction plans. Duties and responsibilities included the review of roadway widenings, structural bridge plans and ramp improvements. Project responsibilities also included the review of open and closed storm drain systems, SWM, TMP, Signals and utility coordination/design. Acted as design QA/QC manager to review the overall submissions and provide review guidance on all design elements for both RDA and subconsultants. Also responsible for coordinating with Design Manager to ensure that Abernathy Construction had the largest available time to construct the project—efficiently and under budget.

Company: *Rinker Design Associates, P.C.*Dates: *August 2012–Present (Available June 2014)***VDOT I-95 Express Lanes, Fairfax County to Stafford County, VA****(DESIGN-BUILD)**

**Principal Engineer** providing engineering services for RDA's support of the high occupancy toll facilities of Interstate 95 for approximately 30 miles. The project entails construction of roadway improvements to upgrade existing HOV lanes to a hybrid high occupancy/tolled facility with new lane construction at the southern end and numerous access points including flyover ramps added throughout the corridor. Arterial road improvements adjacent to the I-95 corridor were also implemented. Significant project components include pavement reconstruction/resurfacing, construction of new bridges and structural widenings, barrier improvements, drainage system upgrades, ITS conduit duct banks, lighting, overhead signage, retaining walls and soundwalls. Provided quality assurance and management of multiple disciplines led by RDA for utility coordination, right of way acquisitions, surveys, and traffic controls for the project. Worked closely with the Flour-Lane Design Build team to deliver one of the region's most complex high profile projects.

Company: *Rinker Design Associates, P.C.*Dates: *January 2012–Present (Available June 2014)*

**ATTACHMENT 3.3.1**

**KEY PERSONNEL RESUME FORM**

**Brief Resume of Key Personnel anticipated for the Project.**

v. Name & Title: **ROBERT CROSS | CONSTRUCTION MANAGER/SUPERINTENDENT**

w. Project Assignment: **CONSTRUCTION MANAGER**

x. Name of Firm with which you are now associated: **THE LANE CONSTRUCTION CORPORATION**

y. Years experience: With this Firm 7 Years With Other Firms 37 Year

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.):

**The Lane Construction Corporation, 2006-Present:** Construction Manager/General Superintendent with 35 years of experience in the heavy construction industry. Work experience prior to the Hot Lanes project has included both roadway and site development and construction. He performs constructability reviews of design drawings; develops and maintains project schedule; coordinates with contractor and other subcontractors' activities, and oversees all Quality Control activities on the project site to include both materials used and work performed and ensure that these meet contract requirements and the "approved for construction" plans and specifications. He has also served as superintendent on projects that have included most of the military bases in the greater Washington metropolitan area and numerous airports between Dulles and Richmond.

**Moore Brothers, 2005-2006:** General Superintendent overseeing projects and employees in heavy construction work primarily in site development and preparation, roadway way construction and general construction activities. He supervised all aspects of construction including highway widening, geotechnical work, hydraulics, hydrology and erosion control, permitting, and utility coordination. Additionally, he performed quality control activities to ensure contract requirements were met and that approved for construction plans and specifications were met.

**Archer Western Contractors, 2003-2005:** General Superintendent who performed constructability reviews of design drawings; developed and maintained project schedule; coordinated with contractor and other subcontractors' activities. He supervised all aspects of construction including quality control assessments and measures.

**Shirley Contracting Company, LLC, 1999-2003:** General Superintendent who implemented and enforced corporate safety policy; performed constructability reviews of design drawings; developed and maintained project schedule; coordinated with contractor and other subcontractors' activities.

**Prince William Construction Company, 1998-1999:** Superintendent, became VP of Operations - As Superintendent, he performed constructability reviews of design drawings; developed and maintained project schedules; coordinated with other subcontractors' activities. He was promoted to Vice President of the company, which included additional responsibilities including financial and safety tasks.

z. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:

**Northern Virginia Community College, Annandale, VA / Coursework  
Langley High School, McLean, VA / 1972**

aa. Active Registration: Year First Registered/ Discipline/VA Registration #:

**VDOT Erosion and Sediment Control Contractor Certification ("ESCCC") Expiration: 1/27/2017**

**\*A Virginia Department of Conservation and Recreation Responsible Land Distruber Certification will be obtained before construction begins\***

bb. 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.)**

### **VDOT I-495 Express Lanes, Fairfax County, Virginia**

**(DESIGN-BUILD)**

**Construction Manager.** As the Construction Manager/General Superintendent on this project, his specific responsibilities included coordinating with design team members, supervising engineering, survey, and QC staff, developing and maintaining the project schedule, tracking and evaluating the project schedule, scheduling subcontractors' activities and on-site engineering calculations and drawings. Lane Construction was responsible for 50% of the roadway construction and elements of the 495 Interstate widening and improvements as part of this \$1.5 billion PPTA project. Two new lanes were constructed in each direction on a 14-mile stretch outside the existing lanes of I-495, from the Springfield Interchange to just north of the Dulles Toll Road. The project encompassed the replacement of more than \$260 million of aging infrastructure, including more than 50 bridges and overpasses. Additional construction elements included retaining walls, excavation, storm sewer work, grading stone placement and paving.

Company: *The Lane Construction Corporation*

Dates: *2009–2013*

### **VDOT Route 29 Interchange Bridge Project, Culpeper, VA**

**Superintendent (then VP of Operations).** The Route 29 Interchange Bridge Project involved a 4-lane highway and bridge over a major north/south primary road. This \$25 million project involved the construction of a new bridge over Route 29 across from the town of Culpeper. Scope included replacement of an at-grade crossing, construction of loops and ramps, and the elimination of the existing traffic light and crossing.

This challenging project included a detour for local traffic at Route 29 during the bridge's construction, followed by the elimination of the detour. The resulting project routed the traffic over Route 29, allowing the elimination of a dangerous intersection, which increased the safety for end-users. As Superintendent, he performed constructability reviews of design drawings; developed and maintained project schedule; coordinated subcontractors' activities.

Company: *Prince William Construction Company*

Dates: *1996-1999*

### **VDOT I-66 Roadway Widening, Prince William County, VA**

**Construction Manager.** Performed as Construction Manager/Superintendent on the 3-mile widening of Interstate 66 from Route 234 business to Route 234 bypass, a critical project in the expansion of I-66 westward and the extension of HOV lanes. He supervised all aspects of construction for this major \$37 million project which included highway widening, geotechnical work, hydraulics, hydrology and erosion control, permitting, and utility coordination. In addition, he made recommendations for means and methods of construction. He supervised structure construction to include bridges, retaining walls and shoring for support of excavation.

Company: *Moore Brothers*

Dates: *2005-2006*

### **VDOT Springfield Interchange Project, Phases VI & VII, Springfield, VA**

**Construction Manager.** As Construction Manager/Superintendent, he implemented and enforced corporate safety policies; performed constructability reviews of design drawings; developed and maintained project schedule; coordinated with contractor and other subcontractors' activities. Part of a multi-phased mega project valued at \$676 million, this complex interchange project (convergence of I-95, I-495 and I-395 south of Washington, DC) under some of the heaviest traffic conditions in the country included bridge structures and excavation. Work included the widening of ramps and reconstruction of the existing interstate with additional median lanes. He was an integral member of the team charged with the development and successful implementation of extensive MOT measures.

Company: *Archer Western Construction*

Dates: *2003-2005*

### **MWAA, 4<sup>th</sup> Runway and Associated Taxiways, Dulles, VA**

**Construction Manager.** As Construction Manager/Superintendent, he oversaw the project schedule, coordinated and scheduled with all subcontractors and supervised all aspects of construction. This \$200 million project constructed the foundation for a new runway and taxiway on a 675 acre site at Washington Dulles International Airport. Construction included installation of erosion and sediment control measures and ground stabilization, tree clearing, clearing and grubbing, demolition of existing structures and fencing, 2.3 million yards of excavation and embankment, 4,700 lf of box culverts, 15,000 lf of RCP, security fencing, and staging areas with associated utilities for multiple construction contracts.

Company: *The Lane Construction Corporation*

Dates: *2006-2008*

**ATTACHMENT 3.3.1**  
**KEY PERSONNEL RESUME FORM**

**Brief Resume of Key Personnel anticipated for the Project.**

cc. Name & Title: **KHOSS BABAEI, P.E., S.E. / DIRECTOR OF STRUCTURAL DEPARTMENT**

dd. Project Assignment: **LEAD STRUCTURAL ENGINEER**

ee. Name of Firm with which you are now associated: **MICHAEL BAKER CORPORATION**

ff. Years experience: With this Firm **3** Years With Other Firms **33** Year

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.):

**Michael Baker Corporation** [Office Manager & Director of Structural Department, June 2010–Present]—Responsible for supervising and managing all elements of bridge and structures, construction plans, specifications, and estimates and overall direction and production of the Structural Department. Duties include Quality Control and Quality Assurance (QA/QC) reviews and constructability reviews for all structural engineering services, including oversight of all subconsultant work.

**Virginia Department of Transportation, NOVA District** [Consultant Manager, January 2006–June 2010]—Responsible for scoping, developing, and managing state and federal funded bridge and approach roadway design projects by consultants. Duties included, performing preliminary designs and QA/QC of final designs by consultants with strong emphasis on constructability review and hands on techniques. Employed financial management techniques (e.g., Microsoft Project) for budgeting and scheduling consultant work, to ensure on time and on budget product delivery. Coordinated multi-discipline projects within VDOT and Municipalities. Presented the projects at public hearings and communicated both orally and in writing.

**Wilbur Smith Associates** [Director of Bridge Technology, 1998–January 2006]—Directed design groups and performed quality control of PS&E. Initiated conceptual designs, performed final designs, and prepared contract plans and specifications. Utilized state-of-the-art techniques and materials to accelerate bridge construction and prolong bridge service life. Applied life-cycle cost and user cost concepts to bridge projects. Conducted result-oriented research for States DOTs, NCHRP, FHWA, and NHI on bridge materials and construction procedures. Developed manuals and taught workshops at State DOTs, nationwide. Published and presented technical papers at national conferences including TRB and IBC.

gg. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:

**University of Tehran, Tehran, Iran / BSCE & MSCE / 1974 / Structural Engineering**  
**University of Washington, Seattle, WA / MSCE / 1978 / Construction Engineering**

hh. Active Registration: Year First Registered/ Discipline/VA Registration #:

**1983 / Professional Engineer / #0402025896**

ii. 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.)**

**VDOT WB and EB Bridges on Rollins Ford Road over Broad Run, Prince William County, Virginia**

**Design Manager & QA/QC Lead.** Responsible for preparation of TS&L & Final Bridge Plans and providing engineering support during construction. Although this project is a Prince William County administered project, responsibilities as the Design Manager included close coordination with VDOT Bridge & Structures Department for ultimate acceptance and providing a quality product. The dual bridges are 365' long and on combined tangent and curved horizontal alignment. Each bridge's Superstructure consists of a 2-span, continuous curved steel plate girder with a composite concrete deck. Each bridge's substructures consists of a hammerhead pier and high, cantilever abutments. Lightweight backfill was used to manage the lateral pressure on abutment walls. Wingwalls include combination of concrete cantilever walls and MSE walls. MSE walls are utilized at certain distances from the channel where scour is not a concern. Foundations consists of 5' diameter drilled shafts bearing on bedrock. The shafts are designed as laterally unsupported columns for a 100-year scour event.

Company: *Michael Baker Corporation*

Dates: *February 2012–June 2012*

### **VDOT Bridge on Route 123 (Chain Bridge Road) over Accotink Creek, City of Fairfax, Virginia**

**Design Manager & QA/QC Lead.** Responsible for preparation of TS&L & Final Bridge Plans. The bridge replacement project included raising and lengthening the existing functionally obsolete bridge and adjacent pedestrian bridge to improve the hydraulic opening and safety. The bridge and approaches were widened to provide wider shoulders on both sides and a sidewalk with barrier on the west side. The aesthetics, streetscape, and lighting were key factors in the design. Accelerated construction procedures were used by utilizing prefabricated and prestressed components. The superstructure consisted of adjacent concrete slab beams with an asphalt concrete/water proofing membrane overlay. Bridge railings were also prefabricated with the exterior beams. Although this project is a City of Fairfax administered project, responsibilities as the Design Manager included close coordination with VDOT Bridge & Structures, Location & Design, Materials, and Traffic Departments for ultimate acceptance and providing a quality product.

Company: *Michael Baker Corporation*

Dates: *June 2011–June 2012*

### **DDOT Long Bridge over Potomac River, Washington, DC**

**Design Manager & Engineer of Record.** Managed Inspection and evaluation of the structural condition and load capacity of Long Bridge, a 2,500' long railroad bridge comprised of 22 through girder spans and a double span swing truss over the Potomac River. The scope included: (1) determining the capacity of the bridge components under the existing condition and current load demand, per AREMA standards, and (2) recommending structural repairs for short-term serviceability and replacement options for long-term serviceability. The replacement options included multi-modal structures accommodating railroad, car, streetcar, and pedestrian/bicycle. Several alignment options with connections to the existing, adjacent roadways and facilities were developed for comparison.

Company: *Michael Baker Corporation*

Dates: *September 2012–Present (Available June 2014)*

### **Southern Avenue Bridge over Suitland Parkway, Washington, DC**

**(DESIGN-BUILD)**

**Project Manager.** Responsible for preparation of plans and specifications for this design-build project. The project involved replacement of the existing steel frame bridge with a 413' long, 3-span, cast-in-place, post-tensioned concrete box girder bridge. The bridge and roadway profile design included a revised profile to provide the required DDOT/AASHTO vertical clearance over Suitland Parkway for the new box concrete bridge. Meetings with DDOT, DC's Ward 8 Leader and the community were held to obtain their input concerning the project's features, aesthetics, traffic impacts and construction impacts. Bridge replacement was completed in two stages allowing two lanes of traffic on Southern Avenue during construction. Each stage of construction included completion and post-tensioning of a twin-cell, arched shape box with a minimum depth of 4.5' and maximum depth of 8' at piers. A narrow closure pour between the two, twin cell boxes complete the construction.

Company: *Wilbur Smith Associates*

Dates: *February 2005–December 2005*

### **VDOT I-95 Detour Bridge Over Quantico Creek and Route 629, Prince William County, Virginia**

**Project Manager QA/QC Lead.** Designed and prepared plans and specifications for a 287', four-span, continuous steel plate girder bridge on a curved alignment. Substructure consisted of multi-column piers and semi-integral abutments. This project was placed on an accelerated time schedule after the original plans for replacement of I-95 bridges were revised to build a detour bridge in the median, thereby eliminating construction staging and impact to traffic. The median bridge was designed to the freeway standards to serve as an HOV bridge in the future.

Company: *Wilbur Smith Associates*

Dates: *March 1999–June 1999*

Attachment 3.4.1(a)  
Lead Contractor Work History Forms

**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
<b>I-495 EXPRESS LANES DESIGN-BUILD</b> Fairfax County, Virginia	HNTB	Name of Client./ Owner: <b>VIRGINIA DEPARTMENT OF TRANSPORTATION</b> Phone: 571.483.2600 Project Manager: <b>John Lynch</b> Phone: 571.238.2970 Email: <b>John.Lynch@vdot.virginia.gov</b>	12/2012	11/2012 (early delivery)	\$1,346,560	\$1,481,670	\$642,000

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.

**SIMILARITIES IN SCOPE AND COMPLEXITY**

- Design-Build
- Complex Interchange Construction for VDOT
- Heavily Traveled Corridor in Northern Virginia
- Extensive MOT
- Transportation Management Plan
- Stakeholder/Public Involvement and Coordination
- Coordination with Adjacent Projects
- Roadway Design
- Bridges/Structures
- Fly-Over Ramps
- Stormwater Management
- Shared-Use Paths

**PROPOSED PERSONNEL FOR I-66/ROUTE 15**

- W. Alphin
- B. Cross
- B. McKenna
- B. Bolduc

**PROJECT SCOPE**

Construction of four new general-purpose traffic lanes outside of the existing lanes on the Capital Beltway. Work included the reconstruction of ramps, interchanges, frontage roads, overpasses and underpasses, bridges and other necessary crossings.

VDOT began studying short and long-term solutions to growing traffic congestion on the Capital Beltway in the late 1980s. By 1994 it had concluded High Occupancy Vehicle (HOV) lanes were needed. A private developer submitted plans for High Occupancy Toll (HOT) lanes in 2002 to the Commonwealth, which resulted in selecting that alternative in 2005.

The Express Lanes project is the most significant package of improvements to the Capital Beltway in a generation. Now complete, they provide drivers with the option of paying a toll for a faster, more predictable trip. Drivers using the Express Lanes also have access to (HOV) lanes usually limited to vehicles with multiple occupants.

**PROJECT DESCRIPTION**

LANE constructed two new lanes in each direction on a 14-mile stretch of I-495 from the Springfield Interchange to just north of the Dulles Toll Road. The project encompassed the replacement of more than \$260 million of aging infrastructure, including more than 50 bridges and overpasses.

Construction of Springfield Interchange Phase VIII has created a seamless HOV network on I-95/395, the Capital Beltway, I-66, the Dulles Toll Road and future HOV lanes on Braddock Road (allowing for easier connection to I-66). There are three new access points to the Capital Beltway at Rte. 29/Lee Highway, Westpark Bridge and Jones Branch Drive. Upgrades to 12 key interchanges will promote driver safety. LANE has also built more than 70,000 linear feet of sound walls to double the existing protection for local neighborhoods.

Area 4 of this project was led by **D-B Project Manager, Mr. Wallace Alphin** and involved the HOV connections at the Springfield Interchange. This portion of the project totaled approximately \$180 million.

**PROJECT BENEFITS**

The new Express Lanes will offer faster travel choices and congestion relief for motorists in the northern Virginia/ Washington, D.C. region. Benefits to drivers, carpoolers, public transportation users and the business community include:

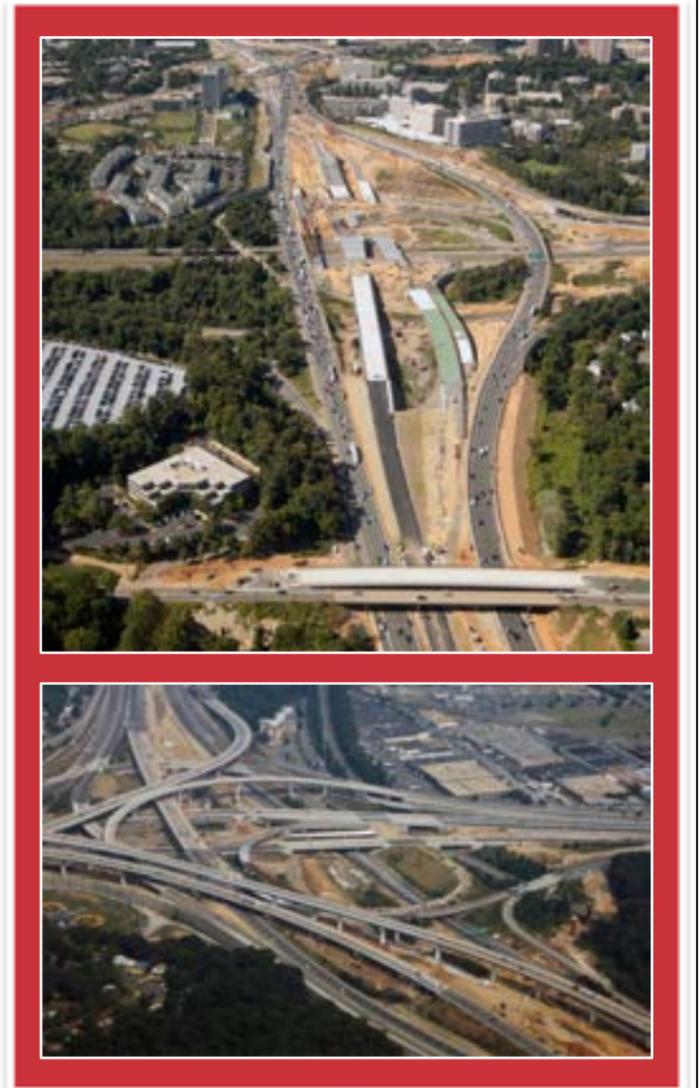
- Less stop-and-go traffic and reduced cut-through traffic on local neighborhood streets
- Improved opportunities for reliable bus service for public transportation users
- Positive environmental impact because vehicles move through the area more quickly, reducing emissions

**EVIDENCE OF PERFORMANCE**

“A solid experienced company that has built to standard and worked well under difficult traffic and space constraints to minimize impact on travel.”

**-Garrett Moore, VDOT Chief Engineer**

“Project was built over four years under traffic as high as 200,000 vpd and achieved 5 million safe work hours as of September 2012 without a lost-time incident, making it among the safest heavy civil projects ever built in the U.S.” **-Public Works Financing Newsletter, December 2012**



**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
<b>I-95 EXPRESS LANES DESIGN-BUILD</b> Fairfax County to Stafford County, Virginia	<b>HNTB, HDR</b>	Name of Client./ Owner: <b>VIRGINIA DEPARTMENT OF TRANSPORTATION</b> Phone: 571.237.8229 Project Manager: <b>Charlie Warraich</b> Phone: 571.237.8229 Email: <b>H.S.Warraich@VDOT.Virginia.gov</b>	<b>03/2012</b>	<b>03/2015</b>	<b>\$691,147</b>	<b>\$691,147</b>	<b>\$306,850</b>

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.

**SIMILARITIES IN SCOPE AND COMPLEXITY**

- Design-Build
- Complex Interchange Construction for VDOT
- Heavily Traveled Corridor in Northern Virginia
- Extensive MOT
- Transportation Management Plan
- Stakeholder/Public Involvement and Coordination
- Coordination with Adjacent Projects
- Roadway Design
- Bridges/Structures
- Fly-Over Ramps
- Stormwater Management

**PROPOSED PERSONNEL FOR I-66/ROUTE 15**

- |            |            |
|------------|------------|
| W. Alphin  | M. Kim     |
| B. Bolduc  | J. Moore   |
| A. Lebron  | S. Seay    |
| D. Holmes  | E. Shively |
| B. McKenna |            |

**PROJECT SCOPE**

As a joint venture partner, LANE is responsible for the design and construction of the \$691 million I-95 Express Lanes project. The project will create approximately 29 miles of Express Lanes on I-95 from Alexandria, VA on the northern terminus to Stafford, VA at the southern terminus. A seamless, direct connection to the I-495 Capital Beltway Express Lanes will be created at the completion of this project. The project will add capacity to the existing HOV lanes from the Prince William Parkway to the vicinity of Edsall Road, improve the existing two HOV lanes for six miles from Route 234 to the Prince William Parkway. An 8.3 mile reversible two-lane extension of the existing HOV lanes from Dumfries to Garrisonville Road in Stafford County will help to alleviate the worst traffic bottleneck in the region.

**PROJECT DESCRIPTION**

The project includes sound walls, asphalt mill and overlay, shoulder reconstruction, structural bridge work; and an 8.3 mile roadway extension that will consist of major clearing, earthwork and bridge flyovers. Additional relevant technical elements of the project include:

- Significant bridge structures – The project includes 29 bridges and rehabilitated flyovers including 9 new structures
- Extensive ITS and Communication Systems – Requiring integration with the existing Megaproject systems, the I-495 Express Lanes
- Traffic shifting and roadway construction elements
- Utility Relocation – Past identification and data gathering. The project included review of design concepts against existing utilities (Pavement, Structures, Signs); Determination of mitigation measures; and ongoing coordination with utility companies.

This project involves an expedited design and construction schedule. Elements include dedicated and significant resources available to work both day and night shifts; significant small business and DBE participation (combined total of 29%); fast track design culminating in a 29-month construction schedule; and extensive team collaboration amongst all stakeholders to produce a quality design expeditiously in order to commence construction. The project also includes site entrance and egress challenges; and tight work areas. In order to mitigate any impediments to the project, LANE works closely with its designers and VDOT to establish MOT plans; and conducts extensive orientation and training for supervisors and workers.

**PROJECT BENEFITS**

- Additional capacity for I-95 will help manage congestion
- Expansion of regional HOV/Transit network
- Support of 11,800 jobs
- Faster travel options and congestion relief in the Northern Virginia including less stop and go traffic and positive environmental impact and reduced emissions

**EVIDENCE OF PERFORMANCE**

"The 95 Express Lanes combined with the nearly completed 495 Express Lanes will bring a transportation network that manages congestion efficiently, saving time and better connecting commuters with some of Virginia's most important employment centers and military sites."

**-Sean Connaughton, Transportation Secretary**



**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
<b>SPRINGFIELD INTERCHANGE, PHASE V</b> Fairfax County, Virginia	<b>HNTB</b>	Name of Client/ Owner: <b>VIRGINIA DEPARTMENT OF TRANSPORTATION</b> Phone: 571.483.2584 Project Manager: <b>Mr. Larry Cloyed</b> Phone: 571.483.2584 Email: <b>Larry.Cloyed@VirginiaDOT.org</b>	<b>11/2003</b>	<b>11/2003</b>	<b>\$57,718</b>	<b>\$74,348*</b> *included bonus for achieving expedited schedule	<b>\$74,348</b>

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.

**SIMILARITIES IN SCOPE AND COMPLEXITY**

- Complex Interchange Construction for VDOT
- Heavily Traveled Corridor in Northern Virginia
- Extensive MOT
- Stakeholder/Public Involvement and Coordination
- Coordination with Adjacent Projects
- Roadway Construction
- Bridges/Structures
- Fly-Over Ramps
- Shared-Use Paths
- Retaining Walls
- Sounds Barriers
- Stormwater Management
- Railroad Coordination

**PROPOSED PERSONNEL FOR I-66/ROUTE 15**

A. Lebron

**PROJECT SCOPE**

The Springfield Interchange is in Fairfax County, Virginia, 10 miles from Washington, D.C. A daily average of about 430,000 vehicles pass through the Springfield Interchange, where I-95, I-395 and I-495 come together. During a two-year study in the late 1990s, the interchange logged 179 accidents, making it the most accident-prone section on the 64-mile Capital Beltway. To improve traffic flow, VDOT rebuilt the interchange to make it safer for commuters and long-distance travelers.

This complex interchange involved the construction of 5 new multi-span bridges and reconstruction and widening of two existing bridges with four cast-in-place retaining walls totaling 14,591 cubic meters of structural concrete.

**PROJECT DESCRIPTION**

LANE built this complex interchange project (convergence of I-95, I-495 and I-395) under some of the heaviest traffic conditions in the country. LANE performed all of the structural, excavation and paving work itself. LANE took extraordinary efforts to coordinate with other contractors and VDOT on this project. Work included the widening of ramps and reconstruction of the existing interstate with additional median lanes.

LANE was the Lead Contractor for Phase V of the Springfield "Mixing Bowl" Interchange, a \$75 million major highway and bridge contract for VDOT. The construction of this phase of the long term multi-phased project contributed to the ultimate creation of a seamless HOV network on I-95/I-395, the Capital Beltway, I-66, the Dulles Toll Road, and future HOV lanes on Braddock Road (enabling easier access to I-66). This phase of the Springfield Interchange project also required significant Maintenance of Traffic measures for what is probably one of the busiest interchanges in the greater Washington Metropolitan area which only increases at peak rush hour times. Both a high profile and highly visible project, the Springfield Interchange also included significant public involvement efforts and coordination with other proximate highway and roadway projects. Community meetings of affected residential neighborhoods and business areas were conducted regularly; updated traffic conditions and project progress were regularly uploaded to the project website for the travelling public's advisement; and, community input solicited for sound wall placement and construction, among others.

**PROJECT BENEFITS**

The Springfield Interchange Improvement project was completed on time and has brought tangible congestion relief to motorists who travel one of the busiest interchanges on the East Coast.

**EVIDENCE OF PERFORMANCE**

"...commend [LANE] for... meet[ing] your substantial completion date and provid[ing] all deliverables as stated herein."

**-Larry Cloyed, VDOT Project Manager**

LANE completed this project on an Owner-requested expedited schedule and received a \$6.5M incentive completion bonus.



Attachment 3.4.1(b)  
Lead Designer Work History Forms

**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
<b>JAMES MADISON HIGHWAY (ROUTE 15) PPTA/DESIGN-BUILD</b>  Prince William County, Virginia	Branch Highways, Inc.	Name of Client.: Prince William County DOT Phone: 703.792.6825 Project Manager: Thomas Blazer Phone: 703.792.6825 Email: <a href="mailto:tblaser@pwcgov.org">tblaser@pwcgov.org</a>	12/2009	12/2009	\$56,430	\$56,430	\$4,119

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.

**Design Work Performed by RINKER DESIGN ASSOCIATES, P.C. (MANASSAS, VA) as PRIME DESIGNER**

**SIMILARITIES IN SCOPE AND COMPLEXITY**

- Design-Build
- Heavily Traveled Corridor in Northern Virginia
- Extensive MOT
- Transportation Management Plan
- Stakeholder/Public Involvement and Coordination
- Right of Way
- Coordination with Adjacent Projects
- Roadway Design
- Bridges/Structures
- Shared-Use Paths

**PROPOSED PERSONNEL FOR I-66/ROUTE 15**

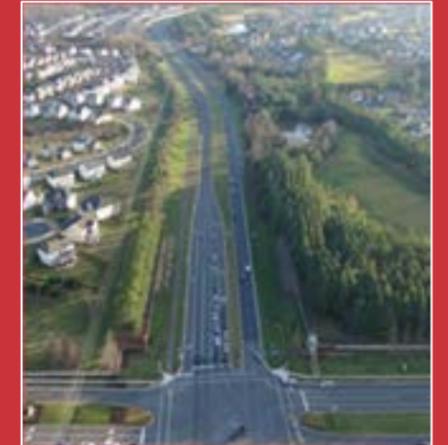
M. Kim	J. O'Neil
C. Reed	S. Seay
M. Gunn	E. Shively
S. Thompson	J. Spittle

**PROJECT SCOPE**

This project involved the design and construction of Route 15 from an existing 2-lane roadway to an urban principal arterial, VDOT Std. GS-5 with 60mph design speed from Dominion Valley Drive to Route 234 (approximately 2.2 miles). Constructed Route 15 widening from 2 to 4 lanes from I-66 to Utterback Lane (approximately 1.2 miles). The project also involved the design and construction to realign Waterfall Road from its existing location to the intersection of Route 15/Sudley Road (approximately 0.3 miles). The realigned Waterfall Road is a Major Collector, VDOT Std. GS-7, with 45mph design speed. Design and construct Heathcote Boulevard Extended, from the intersection of Route 15 and Heathcote Boulevard to the intersection of Old Carolina Road and Heathcote Boulevard (approximately 0.3 miles). Heathcote Boulevard is a 4-lane divided Urban Minor Arterial, VDOT Std. GS-6, with design speed of 45mph. Additionally, this project involved the design and construction of Old Carolina Road from existing 2-lane roadway to the ultimate 4-lane divided section—Major Collector, VDOT Std. GS-7, with 45mph design speed from the intersection of Old Carolina Road and Heathcote Boulevard to a point approx. 0.7 miles north. *Total Length of Work—3.5 Miles of Design and 4.7 Miles of CEI*

**PROJECT DESCRIPTION**

RDA served as the Lead Designer providing engineering design services, right-of-way acquisition services, environmental permitting, and construction engineering/inspection services for the Route 15 PPTA/Design-Build project in Haymarket (Prince William County), Virginia. The project consists of complete roadway and bridge construction for 2.2 miles of US Route 15, 0.3 miles of Waterfall Road, 0.7 miles of Old Carolina Road, and 0.3 miles of Heathcote Boulevard. The project also includes construction of an additional 1.2 miles of Route 15 widening immediately adjacent to the I-66/Route 15 Interchange Reconstruction project. Project limits are from the I-66/Route 15 interchange on the south to the Route 15/Route 234 intersection on the north, including construction of bridge structures over Little Bull Run Creek and Catharpin Creek and a major box culvert at the Tributary to Catharpin Creek. The project was performed as a D-B venture under the Virginia PPTA Act of 1995.



**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)	
<p><b>SUDLEY MANOR DRIVE/LINTON HALL ROAD PPTA/DESIGN-BUILD</b></p> <p>Prince William County, Virginia</p>	<p>The Lane Construction Corporation and CH2M Hill</p>	<p>Name of Client.: Prince William County Department of Public Works Phone: 703.792.6826 Project Manager: Khattab Shammout, PE Phone: 703.792.6826 Email: kshammout@pwcgov.org</p>	<p>9/2006</p>	<p>9/2006</p>	<p>\$60,000</p>	<p>\$60,000</p>	<p>\$2,015</p>

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.

**SIMILARITIES IN SCOPE AND COMPLEXITY**

- Design-Build
- Heavily Traveled Corridor in Northern Virginia
- MOT
- Transportation Management Plan
- Stakeholder/Public Involvement and Coordination
- Coordination with Adjacent Projects
- Right of Way
- Roadway Design
- Bridges/Structures
- Shared-Use Paths

**PROPOSED PERSONNEL FOR I-66/ROUTE 15**

- |          |             |
|----------|-------------|
| B. Cross | S. Seay     |
| M. Kim   | E. Shively  |
| M. Gunn  | S. Thompson |

**Design Work Performed by RINKER DESIGN ASSOCIATES, P.C. (MANASSAS, VA) as PRIME DESIGNER**

**PROJECT SCOPE:** Four-Lane Divided Highway, Urban Typical Section with Curb and Gutter, and Raised Median; 10,000 linear feet, Urban Minor Arterial

**PROJECT DESCRIPTION:** Sudley Manor Drive was prepared for Prince William County on an accelerated schedule in accordance with the Public-Private Transportation Act of 1995 (PPTA). The project provides a direct connection from Linton Hall Road to the Prince William Parkway and Sudley Road area as called for in the Prince William County Comprehensive Plan. In addition to the 10,000' extension of Sudley Manor Drive (a four-lane urban minor arterial designed to accommodate future expansion to six lanes), the project included Linton Hall Road Improvements from Devlin Road to Broad Run. The project required close coordination with the Virginia Department of Transportation to meet the accelerated schedule for plan design, utility relocation, right-of-way acquisition, and construction. This project has been constructed and placed under traffic.

Sudley Manor Drive's typical section consisted of a four-lane roadway built on six-lane right of way with curb and gutter, raised median, sidewalk and a 10' wide shared use path to accommodate both pedestrians and bicyclists in the corridor. The design adhered to VDOT standards and policies throughout, incorporating standard pavement, incidentals, drainage, and stormwater management design.

Design elements that needed special consideration included: a bridge with MSE walls over a railroad; coordination of the project with several large fuel pipelines, the construction and access requirements of a new firehouse, and several site developments; floodplain analysis and environmental considerations related to major stream crossings; and a traffic analysis and design. The project team also worked closely with VDOT to ensure a seamless transition between this PPTA project and the adjoining VDOT administered construction project on Linton Hall Road.

Linton Hall Road C-503 portion consisting of the bridge over Broad Run (including its roadway approaches) and the C-504 portion from Braemar Parkway to Route 28 were also transformed from standard VDOT design-bid-build projects into PPTA projects as a change order to the Sudley Manor Drive PPTA contract to the immense success of the delivery method. Some key issues that surfaced during the various stages of this project included concerns about the impacts to a local cemetery site, drainfield locations and the displacement of four residential dwellings. The information Rinker provided at the Public Hearing and our experience in dealing with concerned citizens proved to be crucial in helping to ease these concerns. We presented a three-dimensional rendering and a drive-through simulation of the proposed roadway project and were able to show how impacts to these key areas were being minimized.

Coordination was a key component in the successful completion of each segment of this PPTA/Design Build projects including the added segment of Linton Hall Road. The interaction amongst the various projects being performed by different parties including numerous adjacent Public Improvement projects being executed by private developers were pivotal on minimizing the disruption to the traveling public while providing a safe workzone during construction. Rinker worked closely with the Lane Construction and site developers to provide designs and staging of construction that were advantageous to cost and schedules for all parties involved, including VDOT and Prince William County. Coordination of the roadway and drainage design with existing utilities and proposed soundwalls was also crucial to keeping the project on time and on budget. Finally, as the project was broken into segments being administered by different entities (VDOT and Prince William County) with different procedures (design-bid-build and PPTA), the coordination among all stakeholders to ensure compliance with all applicable standards and policies while meeting the demands of accelerated schedules and the implementation of innovative techniques was of the utmost importance. Similar to the coordination effort anticipated on the I-66/Route 15 Interchange Reconstruction project effective communication and incident management were imperative to the success of this project.



**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
<b>I-581 ELM AVENUE INTERCHANGE IMPROVEMENT DESIGN-BUILD</b> City of Roanoke, Virginia	American Infrastructure-VA, Inc.	Name of Client.: <b>VIRGINIA DEPARTMENT OF TRANSPORTATION</b> Phone: 504.378.5038 Project Manager: Robert Phlegar Phone: 504.378.5038 Email: r.phlegar@vdot.virginia.gov	6/2015	6/2015	\$20,400	\$20,400	\$1,507

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.

**Design Work Performed by RINKER DESIGN ASSOCIATES, P.C. (MANASSAS/ GLEN ALLEN) as PRIME DESIGNER**

**SIMILARITIES IN SCOPE AND COMPLEXITY**

- Design-Build
- Interchange Construction
- Heavily Traveled Corridor
- Extensive MOT
- Transportation Mangement Plan
- Stakeholder/Public Involvement and Coordination
- Coordination with Adjacent Projects
- Roadway Design
- Bridges/Structures
- Right of Way
- Shared-Use Paths

**PROPOSED PERSONNEL FOR I-66/ROUTE 15**

M. Kim	J. Moore
J. Giometti	S. Seay
J. O'Neil	E. Shively

**PROJECT SCOPE:** Reconstruction of existing I-581 diamond interchange at Elm Avenue, Four-Lane Divided Highway, Urban Minor Arterial Typical Section (GS-6) with Curb and Gutter, and Raised Median (1,200 linear feet); Six-Lane Divided Highway, Freeway/Other Principal Arterial Typical Section (GS-5), Median Barrier.

**PROJECT DESCRIPTION:** RDA is the Lead Designer providing interchange engineering design services, right-of-way acquisition services, environmental support, and utility relocation coordination services for the I- 581/Elm Avenue Design-Build project in the City of Roanoke, Virginia. The project consists of complete roadway and bridge design and construction for 0.3 miles of widening and reconstruction on Elm Avenue to include the replacement of two bridges (one over I-581 and the other over the Norfolk Southern Railroad). The project also includes reconstruction of all four ramps to provide additional capacity and better traffic flow. The project includes guardrail replacement along I-581 to current standards along with the replacement of a 60-inch pipe crossing with an 84-inch pipe utilizing micro-tunneling technology. The project is being performed as a Design-Build project under an extremely accelerated schedule. The design has been submitted in 9 separate design packages taking advantage of Design Build means and methods. Similar to the existing diamond interchange configuration on I-66 at Route 15, this project had been design to improve flow of traffic while minimizing impact to the commuters on I-581 and ensuring access to the Roanoke Hospital adjacent to the project. As the Lead Designer for the I-581/Elm Avenue Design-Build project, RDA is responsible for the following critical project elements:

- *Roadway Design*—includes typical section development, horizontal and vertical geometry, Transportation Management Plan / Maintenance of Traffic Plans, signage (including major overhead signing), pavement marking, and signalization plans
- *Environmental Support*—avoidance strategies and permit sketches/drawings preparation for impacted areas
- *Right of Way Acquisition*—responsible for right of way and easement acquisition from 5 affected parcels
- *Drainage Design*—includes roadway drainage, erosion/sediment control plans, and major drainage (box culverts and large diameter culvert design) requiring detailed analysis
- *Utility Relocation Coordination*—responsible for holding UFI meeting, developing easement requirements, evaluating UT-9 forms to determine cost responsibility, reviewing utility plan and estimates, and monitoring the relocation of affected utilities including the relocation of Norfolk Southern's signal line
- *Subconsultant Management*—activities performed by subconsultants reporting to Rinker Design include geotechnical, bridge design, surveying, and underground utility designation and location.

Since NTP of August 27, 2012, 7 of the 9 submitted packages have been approved and the project is on schedule for construction to be complete by June 23, 2015.

