

Submitted to:



Submitted by:



Archer Western
in association with
PARSONS

Statement of Qualifications
GLOUCESTER PARKWAY EXTENSION
FROM LOUDOUN COUNTY PARKWAY TO
PACIFIC BOULEVARD

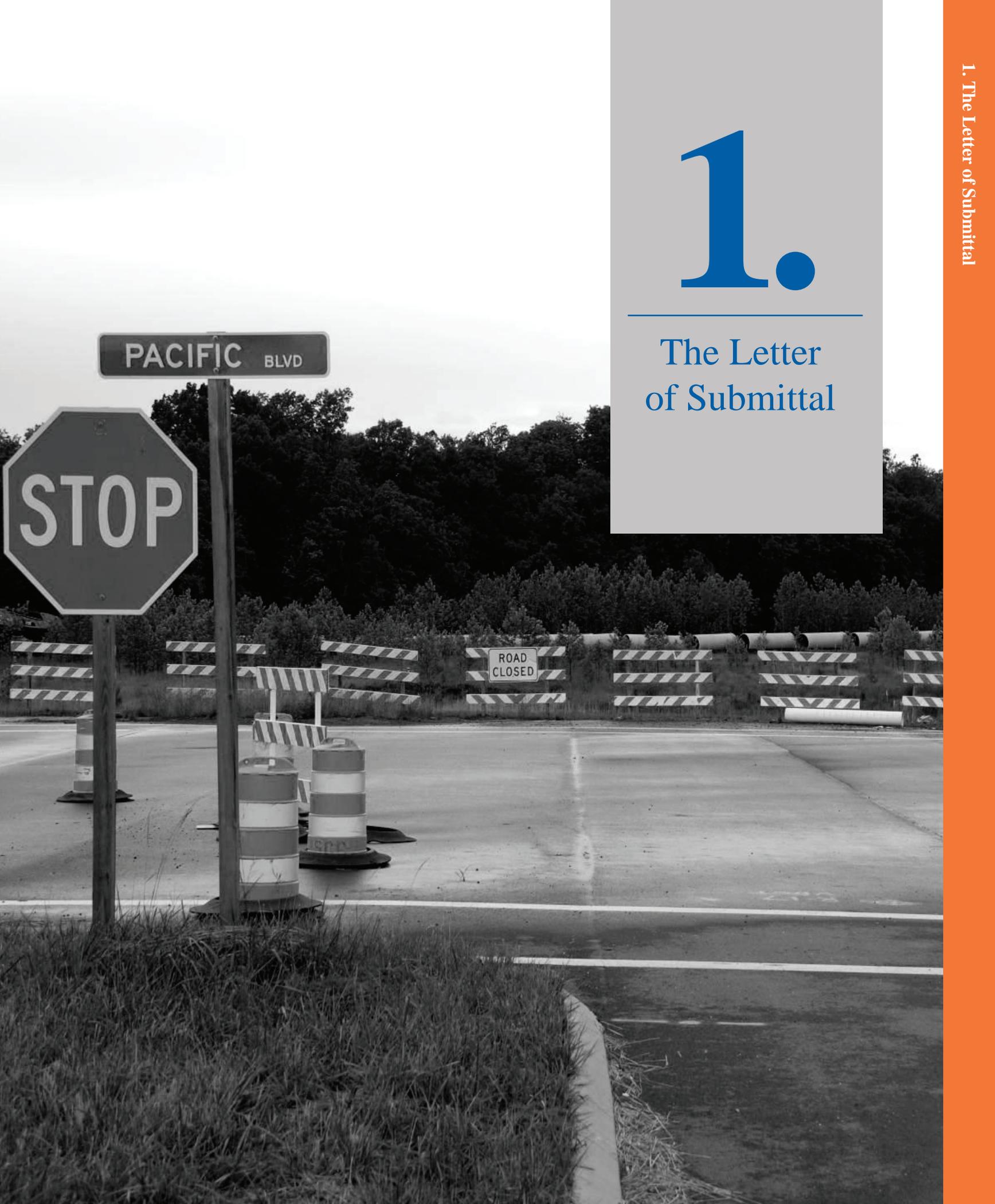
Loudoun County, Virginia | A Design-Build Project

State Project Number: 2150-053-052, UPC No.104418

Contract ID Number: C00104418DB68

June 27, 2013





1.

The Letter of Submittal



June 27, 2013

Commonwealth of Virginia
Department of Transportation
Central Office Mail Center
Loading Dock Entrance
1401 E. Broad Street
Richmond, Virginia 23219
Attention: Brenda L. Williams

***SUBJECT: Statement of Qualifications – Contract ID Number C00104418DB68
Gloucester Parkway Extension
State Project Number 2150-053-052
UPC No.: 104418***

Dear Ms. Williams:

The design-build team of **Archer Western Construction, LLC (Archer Western)**, and **Parsons Transportation Group Inc. of Virginia (Parsons)** is pleased to submit this statement of qualifications for the Gloucester Parkway Extension Project in Loudoun County. Archer Western and Parsons bring an established working relationship to the project, including currently working together in a design-build capacity on the \$55 million I-395 HOV Ramp Project for VDOT in the City of Alexandria and on the \$849 million IH-35E Managed Lanes Project in Dallas, Texas. In addition, Parsons recently completed the 30% plans for the adjacent Pacific Boulevard extension and is very familiar with the project area.

We have assembled a very highly experienced team to further enhance our overall abilities and provide the Department the most qualified team to successfully complete this challenging project. Our project team includes experts in those areas most needed for this project, including alluvial soils, NEPA documentation and commitment assurance, utility coordination, quality assurance, and divided highway and bridge design and construction.

The Archer Western team has examined the RFQ and other information and data identified within. In addition, we have visited the project site and are familiar with the visible site conditions and specific requirements of this project. We are also familiar with applicable laws and regulations that may affect cost, progress, and performance of work.

3.2.1 OFFEROR'S NAME AND ADDRESS: As prime contractor and design-builder, the official representative for the Gloucester Parkway Extension project will be as follows:

Offeror's Name: **Archer Western Construction, LLC**
Address: 4445 Willard Avenue, Suite 1040, Chevy Chase, MD 20815

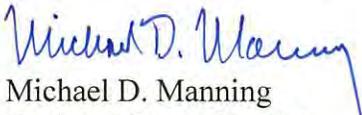
3.2.2 OFFEROR'S POINT OF CONTACT: Our proposed Design-Build Project Manager will serve as the Point of Contact:

Offeror's Primary Contact: **Brian Quinlan, PE, Senior Project Manager**
Address: 4445 Willard Avenue, Suite 1040, Chevy Chase, MD 20815
Phone: 301-347-4614 *Mobile:* 443-744-2066 *Fax:* 404-495-8701
Email: bquinlan@walshgroup.com

- 3.2.3 PRINCIPAL OFFICER OF THE OFFEROR:** The Principal Officer of Archer Western is as follows:
Offeror's Principal Officer: David B. Casey, Vice President
Address: 2410 Paces Ferry Road, Suite 600, Atlanta, GA 30339
Phone: 404-495-8700
- 3.2.4 STRUCTURE OF OFFEROR:** The legal structure of the team is organized such that Archer Western will be the signatory to the design-build contract with VDOT, as a limited liability company with all financial responsibility. Additionally, Archer Western will provide all performance and payment bonds for the project. Parsons, serving as the Lead Designer, will be a subcontractor to Archer Western. Team members that will be subconsultants to Parsons include **Accompong Engineering Group LLC (DBE); Endesco, Inc. (DBE/SWaM); Schnabel Engineering, Inc.; Rice Associates, Inc. (SWaM); Continental Field Service (CFS) and Athavale, Lystad & Associates, Inc. (DBE). McDonough Bolyard Peck, Inc. (SWaM)** will be a subcontractor to Archer Western.
- 3.2.5 LEGAL NAMES OF LEAD CONTRACTOR AND LEAD DESIGNER:** The design-build team consists of **Archer Western Construction, LLC**, as the Lead Contractor/Offeror and **Parsons Transportation Group Inc. of Virginia** as the Lead Designer.
- 3.2.6 AFFILIATES & SUBSIDIARIES:** Please refer to Appendix C for the completed Attachment 3.2.6.
- 3.2.7 DEBARMENT FORMS:** Please refer to Appendix D for executed debarment forms 3.2.7(a) and 3.2.7(b) for all team members.
- 3.2.8 VDOT PREQUALIFICATION CERTIFICATE:** Archer Western's prequalification ID is A210, and our status is active. Please refer to Appendix E for supporting documentation.
- 3.2.9 EVIDENCE OF BONDING:** The letter for evidence of bonding capability from Archer Western's surety is provided in Appendix F.
- 3.2.10 PROFESSIONAL SERVICES VERIFICATION:** Please refer to Appendix G for a completed Attachment 3.2.10. In Appendix H, we have attached copies of all Department of Professional and Occupational Regulation (DPOR) and State Corporation Commission (SCC) registrations for all team members that will be providing professional services.
- 3.2.11 DISADVANTAGED BUSINESS ENTERPRISE (DBE):** Archer Western is committed to meeting or exceeding the **6 percent** DBE participation goal.

We appreciate the opportunity to submit our qualifications for the design and construction of the Gloucester Parkway Extension. In consideration of our proven experience, we are confident that the Archer Western Team has the professional and financial resources to make the Gloucester Parkway project a resounding success.

Very truly yours,
Archer Western Construction, LLC


Michael D. Manning
Business Group Leader

2.

Offeror's Team Structure

2. Offeror's Team Structure

THE ARCHER WESTERN TEAM

Archer Western (AW) is a merit-shop general contractor with a notable aptitude for high-profile, technically challenging, heavy-highway projects, examples of which include the recently completed \$465 million design-build (D-B) Western Wake Freeway in North Carolina and the I-95 Bridges Reconstruction in Richmond.

Brian Quinlan, PE, our D-B Project Manager (DBPM), has worked on multiple heavy-highway programs along the Eastern Seaboard, including VDOT's I-95 Bridges Reconstruction and Rte. 895 projects in Richmond, the I-95 Express Toll Lanes in Baltimore, the SR 836 Dolphin Expressway in Miami, the I-93 Central Artery in Boston, and the I-676 Vine Street Expressway in Philadelphia. Brian has the proven ability to satisfy complex, demanding requirements for MOT, coordinate with abutters, and cooperate with adjacent contractors.

Brian Quinlan, PE, DBPM

34 Years Exp. ✓ **D-B Exp.** ✓ **VDOT Exp.**

- Successfully managed more than \$190 million of D-B projects, including serving as DBPM for Florida SR836 Dolphin Expressway
- Oversaw MdTA I-895/Moravia Road and MSHA I-95/Branch Avenue projects, which finished ahead of schedule and under budget
- Licensed Virginia Professional Engineer

Ali Abdolahi, PE, CCM, of McDonough Bolyard Peck, Inc. (MBP), will be the **Quality Assurance Manager**. AW teamed with MBP on VDOT's I-395/I-95/I-495 Springfield Interchange project and on a recent \$92 million USACE expansion of the Dalecarlia Water Treatment Facility in the District of Columbia. Our selection of MBP and Ali was based upon the success of those efforts. An experienced Quality Assurance Manager, Ali is accustomed to ensuring all contract requirements and specifications are appropriately administered and applied, that all required QC tests and independent QA verification testing are carried out according to applicable requirements, and that construction quality standards are met and payments are appropriately processed. Because of his familiarity with VDOT standards and procedures, he will be an ideal point of contact for

VDOT on quality matters. Ali's staff will include experienced inspectors and quality technicians from MBP and an independent testing laboratory.

Ali Abdolahi, PE, QA Manager

31 Years Exp. ✓ **D-B Exp.** ✓ **VDOT Exp.**

- Started his career with VDOT
- QAM on the VDOT Fairfax County Parkway and the I-395 HOV Ramp D-B projects
- Construction Manager for VDOT on Route 147 Huguenot Bridge over James River and floodplain
- Licensed Virginia Professional Engineer and Certified Construction Manager

John Bridge, our Construction Manager, has a career distinguished by participation on award-winning infrastructure projects. An experienced construction manager, his extensive design-build experience includes the NC Western Wake Freeway and I-285 Structures at the Atlanta airport, both of which received widespread industry recognition as outstanding successes. He has proven expertise in managing extensive MOT requirements, aggressive project schedules, and multiple stakeholder relationships.

John Bridge, Construction Manager

11 Years Exp. ✓ **D-B Exp.**

- Experienced with MOT, utility coordination, and public outreach for major design build projects
- Construction Manager on the NCTA Western Wake Freeway in Raleigh, NC that featured multiple road and trail bridges over floodplains
- Assistant Construction Manager on I-285 Structures for addition of 5th Runway at Atlanta Hartsfield Jackson International Airport

For the role of **Design Manager**, we have selected **Josh Wade, PE**. Josh recently completed his assignment as the design manager of the \$560 million D-B InterCounty Connector (ICC), Contract B, in Maryland. Of particular interest from that ICC assignment are the lessons learned on the design and construction of five bridges carrying local traffic over the ICC, the 2.7 miles of trails, miles of local roadways and the extensive public relations efforts. This project was designed and constructed without any long-term closures and with techniques that successfully minimized impacts to environmentally sensitive areas,

adjacent communities, and the traveling public. Of the five mainline bridges, four of the structures minimized impacts to floodplains and streams within an environmentally sensitive area. Josh was responsible for the overall design management, including coordination with environmental and construction groups, and is credited with the successful completion of the complex design activities. (See Appendix J for more details on this project).

Josh also offers relevant VDOT experience, having provided design services for the widening of a 6-mile, limited-access section of US Route 58 and the I-95 HOV Ramp at Fort Belvoir’s North Area (see Appendix J for more details on this project). In addition, Josh has provided support for many environmental documents, including the Manassas Battlefield Park Bypass and Route 29 Charlottesville Bypass EISs.

Josh is currently serving as the design manager for the I-64/Rte. 15 Interchange Modifications D-B project in Zion Crossroads, Virginia. Josh is leading the design efforts for this innovative diverging diamond interchange design for VDOT. The design phase of this project will be completed well prior to the scheduled kickoff of the Gloucester Parkway Extension project, allowing for the additional lessons learned to be applied to this project. In addition, Josh is serving as the design manager for the I-395 HOV Ramp in Alexandria. This VDOT D-B project’s design phase will also be substantially complete by the scheduled kickoff on the Gloucester Parkway Extension project.

Josh Wade, PE, Design Manager

19 Years Exp. ✓ **D-B Exp.** ✓ **VDOT Exp.**

- Design manager for the ICC-B D-B project, for which he managed more than 100 engineers
- 19 years of experience working with VDOT
- Experience minimizing floodplains and stream impacts in environmentally sensitive areas

Dan Walsh, PE, will serve as the **Lead Structural Engineer**. Dan has over 20 years of experience working for VDOT including serving as the lead structural engineer for the Dulles Toll Road 4th Lane project which involved the widening of seven bridges, MSE slopes and special design requirements for median barriers. He has also served as the lead structural engineer for the Braddock Road Bridge Replacement

project, 16 new bridges for the Fairfax County Parkway, I-95/I-495/US 1 Interchange D-B, Sycolin Road Overpass of Route 7/15 (with Parsons), and US Route 1 Bridge of Neabsco Creek which is very similar in conditions to this project with soils, floodplains and waterway constraints. Of the 16 new bridges designed for the Fairfax County Parkway, two were designed to promote wildlife crossing over an environmentally sensitive, wildlife migration corridor.

Dan will lead the design for the proposed structure, and all structurally related items, including retaining walls. Dan will also be involved in the design reviews of other disciplines such as utility relocations, to avoid conflicts between designs.

Dan Walsh, PE, Lead Structural Engineer

33 Years Exp. ✓ **D-B Exp.** ✓ **VDOT Exp.**

- Over 20 years of VDOT experience
- Lead Structural Engineer for:
 - Dulles Toll Road 4th Lane
 - Braddock Road Bridge Replacement DB
 - Fairfax County Parkway, with 16 new bridges including wildlife crossings
 - Sycolin Road Overpass of Route 7/15 (with Parsons)
 - US Route 1 over Neabsco Creek with similar soil, floodplain and waterway constraints

In addition to the key personnel identified in the RFQ (key personnel resume forms are included in Appendix A), the following value-added individuals will report to Josh, lead their discipline task-force meetings, and handle the interdisciplinary reviews.

Design Manager Josh Wade, Design Quality Manager Greg Anderson, and six other discipline leads worked in the same capacities on the ICC and Zion Crossroads projects.

Greg Anderson, PE, who has more than 30 years of QC experience, will serve as the **Design Quality Manager**. He will ensure that Parsons’ QC procedures are followed. Greg recently served as Design QC Manager, responsible for audits and the QA/QC compliance for ICC, Contracts A and B, and is currently serving in that capacity for VDOT’s I-64/Route 15 Interchange Modifications D-B.

Greg Anderson, PE, Design Quality Manager

30 Years Exp. ✓ **D-B Exp.** ✓ **VDOT Exp.**

- Design Quality Manager for the ICC-A and ICC-B D-B projects
- Design QA Manager for Parsons Transportation Group’s Mid-Atlantic Region

Stuart Tyler, PE, has more than 36 years of experience in the management and preparation of environmental analyses and environmental documents in compliance with NEPA, including coordinating with federal, state, and local agencies; preparing air quality, noise, and energy studies; assessing social and natural resource impacts; evaluating historic and archaeological resources; and preparing technical reports and EISs. Stuart has managed all levels of NEPA, Section 4(f), and Section 106 compliance documents for a wide variety of transportation project types, in various settings, from heavily developed urban corridors to predominantly undeveloped agricultural areas. Stuart has served as PM for VDOT’s Statewide Environmental Document On-Call Contract for five consecutive awards, spanning 17 years. He has conducted EAs for several projects in the area, including the Extension of Pacific Boulevard.

Stuart Tyler, PE, Lead Environmental Manager

36 Years Exp. ✓ **D-B Exp.** ✓ **VDOT Exp.**

- More than 100 VDOT environmental documents
- PM for VDOT’s Statewide Environmental Document contracts and Statewide Wetlands and Water Quality Permits Contract
- Close working relationship with VDOT Environmental Divisions (Central Office and Districts) and federal/state environmental review agencies

Clifford Roberts, PE, of Parsons will serve as the **Highway Lead**. Cliff has 29 years of experience in the design, management and construction of multi-discipline transportation projects. Throughout his career, he has participated in numerous roadway projects including over 15 roadway design projects in Northern Virginia involving improvements to roads in the Interstate, Primary and Secondary systems. He has provided design solutions for major Interstate interchanges, interstate widening, complex intersections, environmentally sensitive alignments, and commercial property access.

Clifford Roberts, PE, Highway Lead

29 Years Exp. ✓ **D-B Exp.** ✓ **VDOT Exp.**

Virginia Project Experience Includes:

- I-95/395/495 Interchange
- I-64/Rte. 15 Interchange, Zion Crossroads
- Rte. 50/Courthouse Road Interchange
- Lorton Road at I-95 and over Pohick Creek
- I-95 HOV Extension

In addition, we have supplemented the design team with the following subconsultants that have extensive D-B and VDOT experience: Athavale, Lystad and Associates, Inc. (ALA), Accompong (AEG), Endesco, Rice Associates, Schnabel Engineering, and Continental Field Services (CFS). Information on the roles of these subconsultants is provided on page 7.

ORGANIZATIONAL CHART NARRATIVE

The roles of the key personnel presented in the organizational chart on page 8, are described below.

D-B Project Manager Brian Quinlan, PE, has full authority for design and construction for the AW team. He will be VDOT’s primary point of contact and fully responsible for all aspects of the project, including coordination with third-party stakeholders. He will directly supervise the QA, Design, Construction, Safety, ROW, and Public Relations Managers; provide constructability reviews; and promote a project culture that emphasizes safety and quality.

Quality Assurance Manager Ali Abdolahi, PE, from MBP, will be supervised by Brian Quinlan and be responsive to VDOT. A licensed professional engineer in Virginia, he will ensure that work is performed according to the contract and approved-for-construction plans/specifications. Ali will be responsible for the development of and adherence to the quality program and the QA inspection and testing of all materials used and work performed. He has the authority to stop construction, enforce specification compliance, and issue/require the resolution of all nonconformance reports. To fulfill these responsibilities, Ali will manage an independent QA program that includes inspectors, testing technicians, and a testing laboratory that will routinely conduct separate and concurrent tests and analysis of the work.

Design Manager Josh Wade, PE, will report to Brian Quinlan and will ensure that design work is in accordance with current VDOT policies, procedures, and guidelines. He will oversee design subconsultants; coordinate design and review schedules; develop and implement corrective measures, if needed; and integrate environmental compliance measures into the design. He will manage the permit process, and, through Stuart Tyler, will ensure that all design commitments from the NEPA and Section 106 documents are met. On the ICC-B project, for which he held a similar role, Josh coordinated and obtained approvals for more than 40 permits and/or permit modifications. Josh will also stay involved once construction begins, allowing him to oversee design modifications and to review construction documents as work progresses.

Construction Manager John Bridge will report to Brian Quinlan and manage the construction process in accordance with the approved schedule, including the quality control effort that ensures that the materials used and work performed meet contract requirements. He will play a vital role in design development and constructability reviews; then be on site full time throughout construction. He will supervise the Utilities Coordinator, Construction Quality Manager, Superintendent, and project engineers; while working with the Safety Manager to ensure that the work is performed safely. He will also coordinate plan revisions and construction document reviews with Design Manager Josh Wade. John currently holds NC certifications for traffic and erosion control, and he will hold the Virginia DCR RLD Certification and ESCCC prior to the commencement of construction.

Utilities Coordinator Heather Bridge is another veteran of the successful design-build effort on the Western Wake Freeway, where she prioritized ROW acquisitions and coordinated over 100 major utility relocations for owners such as Colonial Pipeline, MCI/Verizon, Dixie Pipeline, and Progress Energy. She will co-locate with the design team during the design phase to reinforce the connection between design and construction, interacting with ROW Manager Paul Schray, Utilities Lead Prakash Patel, and Utility representatives. During construction, she will be the point of contact for utility relocations and for contract utility work.

Construction Quality Manager Matt Mroz will report directly to John Bridge. Certified by the USACE in Construction Quality Management, he will manage the QC program; a role that he currently holds on the MWAA Reagan Runway 4-22 Safety Area project. In addition to AW personnel, his staff will include 3rd-party inspectors, certified technicians, and a certified lab.

Safety Manager Jose Cortez, CSM, will report to Brian Quinlan and will monitor field activities to provide VDOT, construction workers, and the traveling public a safe jobsite. Working with John Bridge, Jose will provide safety training, assist in the development of a job-specific safety plan, and promote a positive safety culture. Jose has the authority to stop work.

Lead Environmental Manager Stuart Tyler, PE, will report to Josh Wade and will oversee preparation of all documents necessary for compliance with federal and state environmental regulations and implementation of project-specific commitments. Stuart will be involved in the interdisciplinary reviews of each design submittal. He will develop a commitment-tracking database and ensure that all environmental and historic preservation commitments are met. No design product will be submitted without the resolution of comments resulting from Stuart's review.

Lead ROW Manager Paul Schray will report directly to Brian Quinlan and will oversee the acquisition process of the needed easements for the project. Paul has more than 27 years experience in the acquisition of property for public transportation projects. His experience includes the management of all acquisition, relocation and appraisal functions, title research, right of way plan design and review, acquisition negotiations, relocation assistance, administrative value determinations, appraisal technical review and condemnation trial preparation and testimony. Paul will work with the design team to help reduce ROW needs and schedule impacts early in the process and when needed he will engage a qualified review appraiser and fee appraiser in the completion of the needed parcel acquisitions.

Our team has established strong relationships and a proven track record on D-B projects. Every member firm of the AW team has already worked with AW and/or Parsons in their respective roles.

The chart on the following page provides details on each of our team member firms.

FIRM	SERVICES PROVIDED
	<p>AEG is a Virginia-based DBE/MBE firm providing professional services in transportation engineering and planning, civil engineering, environmental engineering, and program/project management. AEG will assist with the MOT/TMP and drainage elements of the project. AEG has recently completed designs for the TMPs and TSPs for five intersections on the Rte. 36 D-B in Prince George's County and the city of Hopewell and is currently designing the TMP (Type C) for the I-95 bridge replacements over the Meherrin River in Emporia. AEG's principal, Conrad Scott, previously worked for both VDOT and Parsons. AEG is currently working with Parsons on the I-395 HOV Ramp Design-Build project for VDOT. (DBE firm)</p>
	<p>Athavale, Lystad and Associates, Inc. (ALA) is a civil and structural engineering consulting firm and has provided professional services in structural, civil, and hydraulic engineering as well as construction inspection services for transportation related projects to a wide range of public sector clients, including Fairfax County and VDOT. ALA will provide structural engineering including scour analysis of the bridge over Broad Run. ALA has worked with Parsons on multiple projects including the I-395 HOV Ramp Design-Build project for VDOT. (DBE firm)</p>
	<p>Continental Field Service, DBA Continental Acquisition Services, Inc. (CFS) is a small woman-owned business that has acted as a general consultant to government agencies in the management and conduct of right of way acquisition and relocation programs since its founding in 1966. CFS will provide Right-of-Way services and has worked in this capacity for Parsons on the Zion Crossroads project as well as the Downtown/Midtown Tunnel project.</p>
	<p>Overseeing the drainage, E&S, and permitting activities, Endesco specializes in providing hydrologic and hydraulic design services, including drainage design; stormwater management; phased E&SC; floodplain studies; DEQ, FEMA, and COE permitting; and water and sanitary sewer system relocation and design. During the past five years, Endesco has worked on multiple major D-B projects in the region, including the ICC, Contracts A and B, in Maryland, and the I-95 Express Lanes project in Northern Virginia. Endesco has also worked with Parsons on the Zion Crossroads, I-395 HOV Ramp Design-Build, and ICC projects. (DBE/SWaM firm)</p>
	<p>Providing QA for the project, MBP is a multidisciplinary construction consulting firm experienced in assisting clients in managing the construction process from initial budget through design and construction to successful project closeout. MBP has managed more than \$90 billion in construction projects. MBP has performed the QAM role with Parsons and/or Archer on the I-395 HOV Ramp Design-Build, Downtown/Midtown Tunnel and Zion Crossroads projects. (SWaM firm)</p>
	<p>Rice is a certified surveying, photogrammetry, and subsurface utility designating and mapping firm. Rice has a proven history of performance in serving VDOT in both prime and subconsultant roles, dating back to 1994. Rice has worked with Parsons on multiple VDOT Design On-Calls. (SWaM firm)</p>
	<p>Schnabel Engineering is very familiar with the local soil conditions from numerous current and completed projects in the VDOT's Northern District. Schnabel has recently completed geotechnical investigations and engineering for several nearby projects including work on Nokes boulevard, Loudoun Water Raw Water Intake and Potomac Raw Water Pumping Station just outside Leesburg and the Broad Run Reclamation Facility immediately adjacent to the site. Their experience with the local alluvial soil conditions on this design-build project will enable the design team to proceed with preliminary concepts and schematic designs in the early stages of the project and through final design. Schnabel has worked with Parsons on the ICC A and B, Zion Crossroads, and I-395 HOV Ramp Design-Build projects.</p>

Statement of Qualifications Gloucester Parkway Extension from Loudoun County Parkway to Pacific Blvd.



THIRD-PARTY STAKEHOLDERS

- VA DEQ
 - Adjacent Projects
 - Broad Run Interceptor
 - Loudoun Parkway
 - Kinchora/ Pacific Blvd.
- Loudoun County
 - Loudoun Water
 - Loudoun Parkway
 - Kinchora/ Pacific Blvd.
- EMS
- Adjacent Neighborhoods
- Washington Redskins
- Private Utilities
- Public Utilities

PUBLIC RELATIONS MANAGER

Steve Walter²

DESIGN-BUILT PROJECT MANAGER

Brian Quinlan, PE¹

PROJECT EXECUTIVE COMMITTEE

David Casey¹
Aykut Urgan, PE²

ROW ACQUISITION

ROW MANAGER
Paul Schray⁵
REVIEW APPRAISER
FEE APPRAISER

DESIGN

DESIGN MANAGER
Josh Wade, PE²

- LEAD STRUCTURAL ENGINEER**
Dan Walsh, PE⁴
- ENVIRONMENTAL LEAD**
Stuart Tyler, PE²
- DESIGN QUALITY MGR.**
Greg Anderson, PE^{2*}
- HIGHWAY LEAD**
Cliff Roberts, PE²
- LANDSCAPE ARCHITECT**
Craig Richardson, RLA²
- E&S DRAINAGE AND PERMITTING LEAD**
Kevin Huang, PE⁶
- LIGHTING/SIGNALS LEAD**
Azim Mohammed, PE^{2*}
- UTILITIES LEAD**
Prakash Patel, PE²
- ITS LEAD**
Sajjad Alam, PE²
- MOT LEAD**
Laura Wilton, PE²
- NOISE ANALYSIS**
Areg Gharabegian, PE^{2*}

CONSTRUCTION

CONSTRUCTION MANAGER
John Bridge¹

- SUPERINTENDENT**
Jeremy Rogers¹
- ESC MANAGER**
Mitch Palmer¹
- EEO OFFICER**
Sharon Perez¹
- UTILITIES COORDINATOR**
Heather Bridge¹
- PROJECT CONTROLS**
Tommera Roberson¹
- SCHEDULE ENGINEER**
Erika Donaubauer¹
- TRAFFIC CONTROL SUPERVISOR**
Joe Clark¹

QUALITY CONTROL

CONSTRUCTION QUALITY MANAGER
Matt Mroz¹

- QC INSPECTOR(S)**
- QC TESTING**
- (QA and QC will have separate labs and inspectors)*

SUBCONSULTANTS

- ACCOMPONG ENGINEERING GROUP**
MOT, Traffic, and Drainage Design
- ALA**
Structural Engineering
- CONTINENTAL FIELD SERVICES**
ROW
- ENDESCO**
Drainage, E&S, and permits
- RICE ASSOCIATES**
Survey
- SCHINABEL ENGINEERING**
Geotechnical and Pavement

SAFETY MANAGER

Jose Cortez, CSM¹

QUALITY ASSURANCE

QUALITY ASSURANCE MANAGER
Ali Abdolahi, PE, CCM⁷

- QA INSPECTORS**
- QA TESTING**
- (QA and QC will have separate labs and inspectors)*

LEGEND

1. Archer Western Construction, LLC
2. Parsons Transportation Group Inc. of VA
3. Accompong Engineering Group LLC
4. ALA
5. Continental Field Services
6. Endesco, Inc.
7. MBP
8. Rice Associates
9. Schinabel Engineering

Key Personnel **DBE**

**Licensed in a state other than Virginia*



PARSONS

3.

Experience of Offeror's Team

AQUIARY WAY

LOUDOUN WATER

44865 LOUDOUN WATER WAY

C
D

3. Experience of Offeror's Team

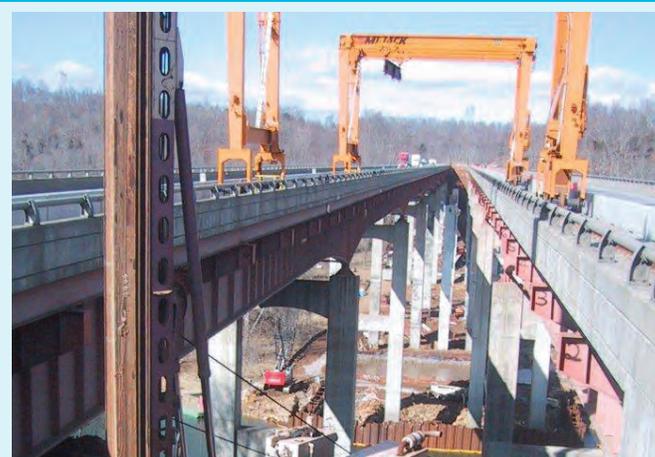
The proposed Gloucester Parkway Extension will enhance traffic operations, safety, and capacity to accommodate the forecasted traffic demand in the area. To ensure the successful design and construction of the facility, several items of concern need to be acknowledged and addressed. These include geotechnical concerns; bridge design including foundations, permitting and accelerated construction techniques; and coordination with utilities, existing and future, and adjacent projects. In addition, commitments from the previous phases of project development must be met. To address all of these issues and to deliver a successful project to VDOT, the D-B team must have key staff with the requisite technical expertise, as well as the experience working together on D-B transportation projects.

The AW team is ideally suited for this challenge. In addition to our team's impressive D-B successes on similar projects, such as FDOT's SR 9b and the Maryland Transportation Authority's ICC project, we have extensive Virginia experience; including the I-95 Bridges Reconstruction, I-95 HOV Ramp from Fort Belvoir's North Area, and, our current D-B work on the I-395 HOV Ramp at Seminary Road and NB Auxiliary Lane Extension in Alexandria. Parsons was also the designer of the 30% plans for the adjacent Pacific Boulevard Extension as well as the 30% plans for the Sycolin Road Overpass of Route 7/15 in Loudoun County. Furthermore, Parsons is currently serving as designer of VDOT's I-64/Rte. 15 Interchange Modifications (Zion Crossroads) D-B project in Louisa County. (The Zion Crossroads design is scheduled to be completed prior to the Gloucester Parkway project's NTP, which will allow for key staff and their lessons learned to be applied to the design phase of this project.) Throughout the projects noted above, we have worked with and built relationships with all of the design subconsultants proposed for this project. These experiences enable us to deliver quality work in record time with little or no learning curve.

Our team includes one of the best geotechnical engineering firms with extensive experience in the area, including the work along Nokes Boulevard, the Loudoun Water Raw Water Intake and Potomac Raw Water Pumping Station just outside Leesburg and the Broad Run Reclamation Facility immediately

adjacent to the site. Schnabel has taken a look at the soils in the area of the project and believes that there will be compressible alluvial soils that must be planned for in the design and construction of the bridge and project. Schnabel's projects for Loudoun Water included access roads and facilities through these same types of soils and in similar floodplain conditions. These types of soils could result in excessive settlement impacting abutments, foundations and underground utilities. Our design team experience with these types of soils on multiple projects, including the ICC and the Woodrow Wilson Bridge, will prove invaluable to the success of the project. (See Section 4, Risk #1.)

AW constructs hundreds of bridges over streams and floodplains every year and projects such as the I-95 Bridges Reconstruction (included in Appendix J, Work History Forms) are a prime example of our ability to plan, coordinate, and safely construct bridges in Virginia. Moreover, scour, floodplain issues, and protection of Broad Run are concerns that dictate that an experienced team of bridge designers, environmental experts, and constructors be selected. Our team has designed and built many bridges under similar conditions on projects such as the I-540 Western Wake Freeway, Florida SR 9b, the Woodrow Wilson Bridge, and in particular a bridge over the same Broad Run on the adjacent Pacific Boulevard Extension project. (See Section 4, Risk #2.)



In 2003, Archer Western widened and replaced the I-77 Bridge over the New River in Wythe County. Archer Western used rail-mounted straddle cranes to overcome constructability issues due to limited available work space and a severely degraded existing superstructure.

Another area of importance for the D-B team is coordination with existing and future utilities as well as other adjacent projects and developments. Utility issues, if not handled by experienced designers and constructors, could result in significant delays and costs to the project. Our experience shows a need for a close working relationship between the lead utility design engineer and the construction utility coordinator. On the ICC projects, Parsons was responsible for the design and coordination with power, communications, gas, and sanitary sewer and water lines and successfully kept these activities off the critical path. A major component of this project is the coordination and work with the Broad Run Interceptor and Potomac Interceptor. In addition, Parsons was the designer for the 30 percent plans of the Pacific Boulevard Extension project and is quite familiar with the project area including the utilities, projects and developments such as Kincora. Our discussion of risk mitigation in Section 4 includes more details on this area of expertise and our understanding of it. (See Section 4, Risk #3.)



ICC B Bridge Over Stream and Floodplains

All major transportation projects must go through the various stages of project development — planning, preliminary engineering, and permitting — before they are applicable for the D-B stage. Parsons has been conducting planning, environmental, and preliminary engineering studies for VDOT since 1985. During this time, Parsons has successfully completed environmental documentation (such as EAs and EISs, Section 106 compliance reports, Section 4f evaluations) and preliminary/final engineering for some of the most complex and

contentious projects in the Commonwealth. In addition, Parsons has held VDOT’s on-call contract for environmental documentation since 1995, preparing more than 70 environmental documents for projects across the Commonwealth. These documents and preliminary designs have led to the successful construction of such notable projects as the I-95 HOT/Express Lanes, the Springfield Interchange, the Capital Beltway Express Lanes, and the Wilson Bridge. These experiences will enable us to smoothly navigate the permitting process of the proposed project and bridge structure over Broad Run and its floodplain.

For these types of projects, it is important to recognize that all commitments made in the environmental documents and agreements are met. Having a D-B team with the technical understanding and breadth of experience of the AW/Parsons team ensures all commitments will be effectively incorporated into project designs and constructed appropriately.

Our proven team recognizes the importance and value of including experienced environmental and ROW experts in the early interdisciplinary reviews of all design products to ensure commitments are honored and that quality and the schedule are maintained.

The table on the following page highlights AW’s and Parson’s recent experience on similar projects and supplements the work history forms found in Appendix J.

Project Name and Location	Const. Cost (design only **)	Team Members	Design-Build	Bridge over Streams/ Floodplains	Intersection Improvements	Geotechnical Soil Improvements/Mitigation	Utilities Coordination	NEPA Document and Commitment Tracking
I-95 Bridges Reconstruction, VA	\$68M	A		✓		✓	✓	
Western Wake Freeway, NC	\$465M	A	✓	✓	✓	✓	✓	✓
SR 9B Highway, FL	\$68M	A	✓	✓	✓	✓	✓	
ICC, Contracts A and B, MD	\$1B	P	✓	✓	✓	✓	✓	✓
I-64/Rte. 15 Interchange, VA	\$6.9M	P	✓		✓		✓	
I-95 Ramp from FBNA, VA	\$2.9M**	P				✓	✓	
I-395/I-95/I-495 Interchange, VA	\$112M	AP			✓	✓	✓	
SR 115/21st St. Interchange, FL	\$30M	A	✓	✓	✓	✓	✓	
SR 400 Widening, GA	\$47M	A			✓		✓	✓
SR 5 San Sebastian Bridge Replacement, St. Augustine, FL	\$21M	A	✓	✓	✓		✓	✓
Jimmy DeLoach Connector, GA	\$72M	AP	✓	✓	✓	✓	✓	✓
SR 400/I-85 Interchange, GA	\$21M	A	✓	✓	✓	✓	✓	✓
Sycolin Road Overpass of Route 7/15, VA	\$3M**	P			✓		✓	
John James Audubon Bridge, LA	\$348M	P	✓	✓		✓	✓	
Pacific Boulevard Extension, VA*	\$0.3M**	P		✓	✓		✓	✓
Wards 3 and 4 Roadway, D.C.	\$37M	P	✓		✓		✓	
Woodrow Wilson Bridge, VA/MD	\$42M**	P		✓	✓	✓	✓	✓
Rte. 58, VA	\$3M**	P		✓	✓	✓	✓	✓
Fairfax County Parkway, VA	\$3M**	P		✓	✓		✓	✓
I-77 New River Bridge, VA	\$40M	A		✓		✓		
I-64 CSX ACCA Yard Bridge, VA	\$25M	A				✓	✓	
I-95 James River Bridge, VA	\$40M	A		✓				
SunRail Design-Build, FL	\$156M	AP	✓	✓	✓	✓		
IH-35E Design-Build, TX	\$849M	AP	✓	✓	✓		✓	

AP = Archer Western and Parsons • A = Archer Western • P = Parsons •

** = Design cost only • Projects shown in bold are provided in Appendix B, Work History Forms.

4.

Project Risks



4. Project Risks

Critical Risk 1

Soil Conditions

Why This Risk Is Critical – The approach embankments and foundations for the new bridge will be founded over or near the floodplain of Broad Run. We expect the floodplain may contain compressible alluvial soils that could consolidate under the weight of the proposed approach embankments and the bridge itself. In addition, sanitary sewer and water lines will pass under the bridge making settlement an even more critical issue.

How This Risk Could Impact The Project – Excessive settlement of the bridge approaches or foundations after construction would be detrimental to the long-term performance of the bridge and result in increased maintenance costs. The impacts would include safety concerns due to drainage profiles, reduced ride-ability, ponded water in low spots, and increased maintenance activities such as continuous pavement repairs and bridge joint problems. In addition, the approach embankments must not overload or cause excessive deflections of utility lines that might result in damaged pipes, leaks, sinkholes, and unacceptable flows.

Construction of the approach embankments and foundations over or in the floodplain may require waiting periods to allow for consolidation of subsurface soils and could delay the project if not considered and incorporated into the schedule. Impacts may also include additional cost and time to complete the project due to unanticipated subsurface conditions or longer settlement periods.

Mitigation Strategy For This Risk – Mitigation strategies will be identified early by close coordination between the structural engineer, geotechnical engineer, hydraulic engineer, the construction and environmental teams, and the owner. Mitigation strategies include those performed during the design phase to reduce uncertainty and minimize potential risk and those performed during construction to minimize costs and delays and are summarized below.

- It is critical that the subsurface conditions be accurately characterized to evaluate the extent of any soft soils, assess ground improvement options, estimate the total settlements of embankments, and determine the period for consolidation. Thus we

will perform a detailed supplementary subsurface exploration to characterize the extent of soft soil in the floodplain. This will include performing test borings and obtaining samples that meet or exceed the requirements of the VDOT Materials Manual of Instructions, Chapter III, possibly including undisturbed samples and advanced strength and consolidation testing of the soft soils to evaluate settlement characteristics of the in-situ soils.

- The total settlement of the approach embankments will be estimated using the FHWA computer program FoSSA. This program computes the lateral and vertical foundation stresses and the magnitude and time rate of settlement resulting from roadway loading conditions and can consider the effects of staged construction and prefabricated vertical drains. The embankments and subgrades will be designed so the total settlements meet the RFP requirements for long term performance.
- The final bridge configuration will be determined by evaluating the tradeoffs of an increased approach length vs. increased span length. The schedule, risk, and environmental impacts to construct the bridge will be evaluated for various alternatives. These options include:
 - Increasing the span length
 - Removing unsuitable soils
 - Constructing the approach embankments with lightweight aggregate or EPS Fill (Geofoam).
 - Surcharging the approach to increase the rate of consolidation and reduce long-term settlements.
 - Utilizing vertical or horizontal wick or blanket drains below the embankments to increase the rate of consolidation.
 - Deep ground improvements such as stone columns.

Our team has experience on VDOT design-build projects with similar challenging subsurface conditions. Parsons recently performed geotechnical engineering services for an extension of the Martin Luther King Jr. Expressway (Route 58) in Portsmouth. The extension was approximately 5600 feet and included the construction of proposed embankments up to 25 feet high to support the new alignment and ramps. The subsurface conditions consisted of soft alluvial and fluvial near-surface soils overlying coastal plain deposits. During the preliminary design phase,

much of the proposed extension was planned to be supported on bridge spans due to the soft underlying soils. The embankment additions were planned to be supported on piles anywhere the new fill could cause down-drag on piles and anywhere the new fill would cause excessive settlement of the roadways. We performed a detailed supplementary subsurface exploration and laboratory investigation to evaluate the potential for replacing several bridge sections with embankments. We also evaluated techniques for eliminating several pile supported embankments throughout the project and provided several options to the design-build team to consider replacing the pile supported embankments and bridge sections. These options included embankments using normal-weight soil fill, light-weight fill, or a combination constructing an MSE wall supported embankment out of light-weight or normal-weight fill, surcharging subgrade, and constructing the embankment out of EPS (Geofoam) fill utilizing precast, tilt-up panel walls. By looking at these alternative analyses early in the project life, the project team had the opportunity to incorporate the most economic option into the project plans.

VDOT's Role – Our team has dealt with similar conditions in many projects including:

- Woodrow Wilson Bridge in Alexandria, VA
- ICC Contracts A & B in Maryland
- kcIcon Bridge in Kansas City, MO
- Hastings Bridge in Hastings, MN
- Lafayette Bridge in St. Paul, MN
- John James Audubon Bridge in St. Francisville, LA
- US 52 over the Mississippi River in Savannah, IL
- Downtown/Midtown Tunnel in Norfolk, VA

This experience with developing innovative, successful mitigation strategies for dealing with similar geotechnical conditions will enable us to remove any additional or unusual risk from VDOT. VDOT's role will consist of typical responsibilities of reviewing and approving design products.

Critical Risk 2

Bridge Design

Why This Risk Is Critical – In addition to the soils conditions discussed above in Risk #1, the proposed bridge for the Gloucester Parkway Extension project must be taken from the very rough concept provided as part of the RFQ package to final design. This design

must take into account the soils as discussed above and existing and planned utilities, and minimize impacts from and to Broad Run, the Broad Run Floodplain, and other environmental resources, both permanent and temporary. Moreover, the approach to these features of the design must be such that the design-build team can obtain the required permits and access the site for construction without impacts to the project schedule. The conceptual level of current the designs/plans enhance this risk above normal design concerns.

How This Risk Could Impact The Project – In general, this risk could cause substantial delays to the project schedule due to the following:

- Additional design time is needed due to the current conceptual level of the proposed bridge
- Soils mitigation for items discussed in Risk #1 above must be determined and addressed
- Exact location of existing/planned utilities is needed
- Constructability and Construction access must be developed early in the process
- Permitting

In addition to the impact of the project schedule, the permitted approach should minimize the work in the floodplain, provide reasonable guidelines for project execution, and ensure no long term floodplain degradation. Environmentally, one of the most important aspects of the design will be the approach to foundation elements. This work could have the most significant impacts on the floodplain in the short run, and a poor design could result in unanticipated maintenance activities (and costs) going forward.

Mitigation Strategy For This Risk – To mitigate the additional time needed for the development of construction plans, the designs may need to be advanced through overlapping packages such as foundation, substructure and superstructure packages. This allows for the shortening of the overall design time and early procurement of long lead items such as steel or beams. In addition, accelerated bridge construction techniques such as precast elements could be used to shorten the construction duration of the bridge to maintain overall schedule, minimize the duration of construction in the floodplains and minimize temporary impacts in general.

During the early stages of the design phase, the mitigation for the geotechnical conditions (as discussed in risk #1) must be decided upon. This will be incorporated into the designs at an early point to minimize delays in the future or help reviewers

understand the particular needs of the project during interdisciplinary and permitting reviews.

Another item that must be completed early is the locating of the existing and planned utilities and coordination must occur early and often as any utility plans are developed and construction proceeds. It is much easier to make accommodations early in the design phase as opposed to once the construction drawings have been approved. In addition, the early and frequent coordination with the utilities, such as Loudoun Water, will encourage partnering with these entities and an overall better working environment/relationship.

During the design phase we will include constructability and environmental reviewers to ensure what we are designing from the beginning is constructible and the needed access during construction is minimally invasive to the environmental resources involved. This will affect the permitting process and developing these plans early with permitting and environmental impacts identified will enable us to further reduce potential schedule risks.

The main mitigation strategy for environmental and permitting concerns will be reducing the impact to the alluvial plain and to Broad Run itself. The use of causeways and the need for construction equipment in the alluvial plain must be minimized through techniques such as top-down construction. In addition, scour analyses will be performed by experienced designers to determine the most efficient pier and foundation layout and configuration to minimize scour impacts to the floodplain and stability of the bridge itself.

Oversight of the permitting process will be guided by Environmental Lead Stuart Tyler. Stuart has 37 years of transportation experience, including the last fifteen years where he has concentrated on environmental permitting in northern and central Virginia. His expertise will prove invaluable for the efficiency and effectiveness of project permitting.

VDOT's Role – It is the design-builder's responsibility to obtain all needed permits and to develop the most efficient and least impactful designs. Our team, including Kevin Huang and Endesco, has dealt with design, permitting and construction issues such as these on many projects including:

- The ICC where we permitted multiple stream crossings with floodplain interaction.

- Staffordboro Commuter Lot Expansion, Stafford County, VA for Stormwater Management, MS-19 and Erosion and Sediment Control.
- The 95 Express Lanes in Northern Virginia for Stormwater Management, MS-19 and Erosion and Sediment Control.

These experiences will help us to ensure that permits are obtained according to the project schedule and impacts are minimized. VDOT's role will be limited to normal review and approval of construction drawings.

Critical Risk 3

Coordination with Adjacent Activities

Why This Risk Is Critical – Failure to coordinate with adjacent projects, including developments and utility location, relocation, and coordination, could result in significant schedule delays. For this project, the risk of adjacent projects is not limited to simply coordinating construction access or schedules, but must address all of the following:

- Coordination with multiple stakeholders including nearby neighborhoods, adjacent developers such as Kincora, utility owners including Loudoun Water, and Redskins Park
- Accommodation of new developments that are in various stages of planning and construction
- Location and protection of existing and proposed utilities, particularly large interceptor sewers, potential conflicts with existing utilities, particularly overhead wires at western project limits

How This Risk Could Impact The Project – The priorities of project neighbors may not align with project goals, creating sources of friction and impediments to project progress. Aside from the overall integration of the project into the adjacent physical community, the relocation of existing utilities to eliminate conflicts or unintended impacts needs to be evaluated and identified early in order to prevent construction delays. The existing utilities to remain need to be located as accurately as possible to set the locations of foundation elements and as discussed in Risk 1 above, to account for existing soil conditions and necessary mitigations appropriately to minimize the risk of damage during construction. (Similarly, planned utilities need to be accommodated in the foundation designs and overall coordination.) Probable techniques for locating existing utilities

include pre-boring or pot holing. The sanitary sewer near the east end of the project will also require special attention as it will directly impact and perhaps be impacted by span layout. In addition, the project is anticipated to require right of way from multiple property owners along the corridor including Loudoun Water, Redskin Park and Kincora.

Mitigation Strategy For This Risk – The AW team has assigned two key project staff members whose exclusive project responsibilities will be coordination with adjacent property and utility owners. The Utilities Coordinator is Heather Bridge, while Prakash Patel is the design team’s Utilities Lead. Heather recently filled the same role on the Western Wake Freeway where, among other things, she coordinated with multiple owners and agencies to execute over 100 significant utility-relocations. Prakash has more than 30 years of experience in the design and construction of major transportation projects. His recent, ongoing experience with multiple, major utility relocations for complex D-B projects, such as the Virginia Avenue Tunnel project in Washington, DC and the ICC Contracts A and B in Maryland makes him ideal for this role. In addition, Schnabel’s recent experience with Loudoun Water, through their new intake facility gives us insight into their needs and concerns. By assigning experienced staff to deal with adjacent contracts, property owners, and utilities, the AW team ensures proper and timely coordination of issues such as the following:

- Coordination with adjacent projects and property owners: Project neighbors include Loudoun Water, Kincora, Redskins Park and others. Heather and Prakash will be actively involved with the design and onsite during construction, affording her the opportunity to reach out early and often to establish relationships with key abutters, utilities, and adjacent projects. As part of this effort, she will schedule and lead periodic meetings to review design concerns and work activities.
- Coordination with multiple utility owners: The project area includes several private communications companies as well as public water, sanitary sewer, and power lines. The assignment of a full-time project Utilities Coordinator mitigates this risk. Heather will ensure that ongoing communication occurs with the various utility owners. She will ensure that the AW team understands the design,

construction, and property rights requirements of each utility and that each utility has the information necessary for it to be responsive. Heather and the rest of the AW team understand that there is no one-size-fits-all solution for utility companies; each has specific administrative, procedural, and technical requirements. Adhering to these requirements mitigates the risk in coordinating with the utility companies. The AW team will also not overlook each utility’s need for access to its facilities during construction and for access upon project completion.

- Accuracy and completeness in locating existing utilities: An early activity will be the AW team’s review of the existing utility information provided by VDOT. This information will be supplemented by a review of utility records, subsurface utility designating to Quality Level B, and subsurface utility locating to Quality Level A (test pits), as appropriate. The resulting utility survey will be provided to each utility company for its review and concurrence. Identifying the location of existing utilities will allow the design team to design the project to avoid utility relocations, to the greatest extent possible; as well as ensuring there are no unexpected conflicts.
- Acquisition of needed right of way: Having an experienced ROW manager on the team in Paul Schray will help to minimize any impacts to the project schedule associated with this activity. Paul has over 27 years of experience in the acquisition of property for public transportation projects and is a VDOT prequalified right-of-way contracting consultant. Paul has completed the acquisition process for well over 1000 parcels in the area for multiple projects including the Woodrow Wilson Bridge project, Fairfax County Parkway Extension, and Sudley Manor Drive.

VDOT’s Role – It is the design-builder’s responsibility to coordinate design and construction activities with adjacent roadway projects, abutters, and utilities; including ROW acquisitions and easements. The team’s experience with and sensitivity to working in multi-stakeholder environments will ensure proper and timely coordination, particularly in utility coordination and relocation will allow this effort to proceed smoothly. VDOT’s role will be limited to normal review and approval of construction drawings.

5.

Appendices



A

SOQ Checklist

ATTACHMENT 3.1.2

Project: 2150-053-052

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	Appendix A PDF Pages 23-25
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendix B PDF Page 27
Letter of Submittal (on Offeror's letterhead)				
Authorized Representative's signature	NA	Section 3.2.1	yes	PDF Page 4
Offeror's point of contact information	NA	Section 3.2.2	yes	PDF Pages 3-4
Principal officer information	NA	Section 3.2.3	yes	PDF Page 4
Offeror's Corporate Structure	NA	Section 3.2.4	yes	PDF Page 4
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	PDF Page 4
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendix C PDF Page 29
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendix D PDF Pages 31-39
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix E PDF Page 41
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix F PDF Pages 43-45
Full size copies of SCC and DPOR registration	NA	Section 3.2.10	no	Appendix G PDF Pages

ATTACHMENT 3.1.2

Project: 2150-053-052

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
documentation (appendix)				47-48
SCC Registration	3.2.10	Section 3.2.10.1	no	Appendix H PDF Pages 50-62
DPOR Registration (Offices)	3.2.10	Section 3.2.10.2	no	Appendix H PDF Pages 63-70
DPOR Registration (Key Personnel)	3.2.10	Section 3.2.10.3	no	Appendix H PDF Pages 63-70
DPOR Registration (Non-APELSCIDLA)	3.2.10	Section 3.2.10.4	no	Not Applicable
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	PDF Page 4
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	PDF Pages 6-8
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix I PDF Pages 72-73
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix I PDF Pages 74-75
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix I PDF Pages 76-77

ATTACHMENT 3.1.2

Project: 2150-053-052

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix I PDF Pages 78-79
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.5	no	Appendix I PDF Pages 80-81
Organizational chart	NA	Section 3.3.2	yes	PDF Page 11
Organizational chart narrative	NA	Section 3.3.2	yes	PDF Pages 8-9
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4.1	no	Appendix J PDF Pages 83-85
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4.1	no	Appendix J PDF Pages 86-88
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	PDF Pages 17-20

B

Form C-78-RFQ

ATTACHMENT 2.10**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00104418DB68
PROJECT NO.: 2150-053-052

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

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

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

1. Cover letter of RFQ 05/14/13
(Date)
2. Cover letter of RFQ Addendum No. 1 06/06/13
(Date)
3. Cover letter of _____
(Date)



Michael D. Manning SIGNATURE

June 27, 2013

DATE

C

List of Affiliated and Subsidiary Companies

ATTACHMENT 3.2.6

State Project No. 2150-053-052

Affiliated and Subsidiary Companies of the Offeror

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

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

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Affiliate	Archer Western Contractors, LLC	2410 Paces Ferry Rd, Suite 600, Atlanta, GA 30339
Affiliate	Walsh Construction Company, LLC	929 West Adams, Chicago, IL 60607
Affiliate	Walsh Construction Company II, LLC	929 West Adams, Chicago, IL 60607
Affiliate	Walsh Construction Company of Canada	800 Bay Street, Suite 401, Toronto, ON M5S 3A9
Affiliate	RL Brosamer, Inc.	1777 Oakland Blvd, Walnut Creek, CA 94596
Affiliate	Archer Western Contractors, LLC	2410 Paces Ferry Rd, Suite 600, Atlanta, GA 30339
Affiliate	Walsh Construction Company, LLC	929 West Adams, Chicago, IL 60607
Affiliate	Walsh Construction Company II, LLC	929 West Adams, Chicago, IL 60607

D

Debarment Forms

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 2150-053-052

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

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

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

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

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

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

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

<u>Michael D. Manning</u>	<u>June 27, 2013</u>	<u>Program Manager</u>
Signature	Date	Title

Archer Western Construction, LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 2150-053-052

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

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

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

<u>Stephen Warriner</u>	<u>June 18, 2013</u>	<u>Vice President</u>
Signature	Date	Title

Parsons Transportation Group Inc. of Virginia
Name of Firm

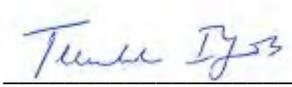
ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 2150-053-052

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

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

	6/18/13	President
Signature	Date	Title

Athavale, Lystad & Associates, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 2150-053-052

- 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.

Paul Schray
Signature

6/18/13
Date

ROW Program Mgr.
Title

Continental Acquisition Services, Inc. dba Continental Field Service
Name of Firm

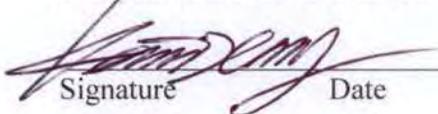
ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 2150-053-052

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

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

 6/18/13 President
Signature Date Title

Endesco, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 2150-053-052

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.

K. J. Peck 6/19/13 Vice President
Signature Date Title

McDonough Balyard Peck, Inc. (J/6/6)MBP
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 2150-053-052

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

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



June 20, 2013

President

Signature

Date

Title

Rice Associates, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 2150-053-052

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

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

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

	June 18, 2013	Senior Associate
Signature	Date	Title

Schnabel Engineering Consultants, Inc.
Name of Firm

E

Offeror's VDOT
Prequalification
Certificate

TRANSPORT - E22
LSPPREQ

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PREQUALIFIED VENDORS SORTED BY VENDOR NAME
THIS LIST INCLUDES ALL PREQUALIFIED LEVELS
AS OF 05/10/2013
- A -

05/10/2013
2:03 PM
PAGE 23

=====
A210
ARCHER WESTERN CONSTRUCTION, LLC
PREQ. EXP : 01/31/2014

--PREQ ADDRESS ----- WORK CLASSES (LISTED BUT NOT LIMITED TO)
2410 PACES FERRY ROAD, SUITE 600 002 - GRADING
ATLANTA, GA 30339 003 - MAJOR STRUCTURES
PHONE : 404-495-8700 006 - PORTLAND CEMENT CONCRETE PAVING
FAX : 404-495-8701 007 - MINOR STRUCTURES

BUSINESS CONTACT: GILLIS, DONALD ALAN
EMAIL: DGILLIS@WALSHGROUP.COM

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

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

F

Surety Letter



Travelers Bond
215 Shuman Blvd., Naperville, IL 60563
Telephone: (630) 961-7052
Fax: (630) 961-7020

June 10, 2013

RE: GLOUCESTER PARKWAY EXTENSION
From: Loudoun County Parkway
To: Pacific Boulevard
State Project No.: 2150-053-052, UPC No.: 104418
Contract ID Number: C00104418DB68

To Whom It May Concern:

As surety for **Archer Western Construction, LLC**, **Travelers Casualty and Surety Company of America** with A.M. Best Financial Strength Rating A+ and Financial Size Category XIV is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this Project.

Travelers Casualty and Surety Company of America's commitment to provide bonds is subject to our review and approval of acceptable contract terms, conditions and bond forms.

Should you have any questions, or need additional information, please feel free to contact me.

Yours truly,
Travelers Casualty and Surety Company of America

Kerry Pecora, Attorney-in-fact



POWER OF ATTORNEY

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

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

Attorney-In Fact No. 225482

Certificate No. 005426174

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

Brian R. Walsh, J. William Ernstrom, Jodi Wallace, and Kerry Pecora

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

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 26th day of March, 2013.

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

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



State of Connecticut
City of Hartford ss.

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

On this the 26th day of March, 2013, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

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



[Signature]
Marie C. Tetreault, Notary Public

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

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 10 day of June, 2013


Kevin E. Hughes, Assistant Secretary



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

G

SCC and DPOR Information Tables

ATTACHMENT 3.2.10

State Project No. 2150-053-052

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Archer Western Construction, LLC	T043700-6	Foreign LLC	Active	N/A	N/A	N/A	N/A
Parsons Transportation Group Inc. of Virginia	0162617-5	Corporation	Active	3926 Pender Dr. Suite 100 Fairfax, VA 22030	Engineering	0405001589	12/31/2013
Accompong Engineering Group, LLC	S283521-5	LLC	Active	100 M Street SE Washington, DC 20003	Engineering	0410000214	02/28/2014
ALA	F060584-2	Corporation	Active	9510 Iron Bridge Road, Suite 200 Chesterfield, VA 23832	Engineering	0407005442	12/31/2013
Continental Field Services, Inc.	F167489-6	Foreign Corporation	Active	8180 Greensboro Drive Suite 550 McLean, VA 22102	Engineering	0407002804	12/31/2013
Endesco, Inc.	F133736-1	Foreign Corporation	Active	N/A	N/A	N/A	N/A
MBP	0351800-8	Corporation	Active	438 N. Frederick Ave. Suite 455 Gaithersburg, MD 20877	Engineering	0407005431	12/31/2013
Rice Associates, Inc.	03316627	Corporation	Active	3040 Williams Drive, Ste. 300 Fairfax, VA 22031	Professional Engineers	0407002955	12/31/2013
				308 Turner Road, Ste. G, Richmond VA 23225	Land Surveying	0411000200	02/28/2014



H

SCC and DPOR
Supporting
Registration/License
Documentation



[SCC eFile](#) > [Entity Search](#) > Entity Details

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SCC eFile Business Entity Details

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Archer Western Construction, LLC

SCC eFile
SCC eFile Home Page
Check Name
Distinguishability
Business Entity Search
Certificate Verification
FAQs
Contact Us
Give Us Feedback
Business Entities
UCC or Tax Liens
Court Services
Additional Services

General

SCC ID: T0437006
 Entity Type: Foreign Limited Liability Company
 Jurisdiction of Formation: IL
 Date of Formation/Registration: 6/30/2010
 Status: Active

Select an action

- [File a registered agent change](#)
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- [File a principal office address change](#)
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Principal Office

929 W ADAMS ST
 CHICAGO IL60607

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Registered Agent/Registered Office

CORPORATION SERVICE COMPANY
 Bank of America Center, 16th Floor
 1111 East Main Street
 RICHMOND VA 23219
 RICHMOND CITY 216
 Status: Active
 Effective Date: 4/29/2011

Screen ID: e1000

Need additional information? [Contact SCC eFile](#) | [SCC Virginia.gov Website Questions](#) | [Contact Webmaster](#) | [SCC Virginia.gov](#)

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 Page 1 of 1

Commonwealth OF Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

PARSONS TRANSPORTATION GROUP INC. OF VIRGINIA is a corporation existing under and by virtue of the laws of Virginia, and is in good standing.

The date of incorporation is November 07, 1975.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
March 18, 2010*

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

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, February 17, 2009

This is to certify that the certificate of organization of

Accompong Engineering Group, LLC

was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: February 17, 2009



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission

Commonwealth of Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

ATHAVALA, LYSTAD & ASSOCIATES, INC., a corporation existing under the laws of MARYLAND, holds a certificate of authority to transact business in Virginia, and is in good standing.

The certificate was issued on March 02, 1989.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
August 24, 2009*

Joel H. Peck

Joel H. Peck, Clerk of the Commission



Commonwealth of Virginia
State Corporation Commission

Virg

CISM0180

CORPORATE DATA INQUIRY

03/15/13

13:42:41

CORP ID: F167489 - 6 STATUS: 00 ACTIVE STATUS DATE: 02/13/13
 CORP NAME: Continental Acquisition Services, Inc.

DATE OF CERTIFICATE: 07/14/2006 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: NY NEW YORK STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: NATIONAL REGISTERED AGENTS INC

STREET: 4701 COX ROAD AR RTN MAIL:
 SUITE 301

CITY: GLEN ALLEN STATE : VA ZIP: 23060 6802

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 03/26/12 LOC : 143

ACCEPTED AR#: 213 03 7791 DATE: 02/14/13 HENRICO COUNTY

CURRENT AR#: 213 03 7791 DATE: 02/14/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	100.00					200

(Screen Id:/Corp_Data_Inquiry)

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, July 14, 2006

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

Continental Acquisition Services, Inc.

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



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, May 7, 1998

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

ENDESCO, INC.

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



State Corporation Commission

Attest:

William J. Bridge

Clerk of the Commission

COMMONWEALTH OF VIRGINIA

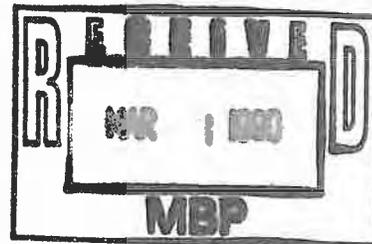
PRESTON C. SHANNON
CHAIRMAN
THEODORE V. MORRISON, JR.
COMMISSIONER
THOMAS P. HARWOOD, JR.
COMMISSIONER



GEORGE W. BRYANT, JR.
CLERK OF THE COMMISSION
BOX 1197
RICHMOND, VIRGINIA 23209
TDD/VOICE: (804) 225-3806

STATE CORPORATION COMMISSION

February 26, 1990



THOMAS C. BROWN, JR.
Suite 900
8280 Greensboro Drive
McLean, VA 22102

RE: MCDONOUGH BOLYARD PECK, INC.
ID: 0351800 - 8
DCN: 90-02-26-2310

This will acknowledge receipt of an attested copy of an assumed or fictitious name certificate for the captioned corporation conducting business under the assumed or fictitious name(s) of:

MCDONOUGH BOLYARD PECK

The filing fee of \$10.00 has been received.

Sincerely yours,

George W. Bryant, Jr.
Clerk of the Commission

FICTACPT
CIS20436

Please note: The SCC website will be unavailable Thursday, March 21, from 6 p.m. until 10 p.m. for system maintenance. We apologize for the inconvenience and appreciate your patience.

Payment by eCheck is currently unavailable. We apologize for any inconvenience this may cause.

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SCC eFile > Entity Search > Entity Details

sfee@ricesurveys.com | Profile | Log Out



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RICE ASSOCIATES, INC.

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Check Name
Distinguishability
Business Entity Search
Certificate Verification
FAQs
Contact Us
Give Us Feedback
My Favorites
Business Entities
UCC or Tax Liens
Court Services
Additional Services

General

SCC ID: 03316627
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 12/15/1988
 Status: Active
 Shares Authorized: 60000

Select an action

- [File a registered agent change](#)
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Principal Office

10625 GASKINS WAY
 MANASSAS VA20109

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Registered Agent/Registered Office

DAVID F RICE III
 10625 GASKINS WAY
 MANASSAS VA 20109
 PRINCE WILLIAM COUNTY 176
 Status: Active
 Effective Date: 12/20/2006

Screen ID: e1000

Need additional information? Contact sccinfo@scc.virginia.gov Website questions? Contact: webmaster@scc.virginia.gov

We provide external links throughout our site.

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 Excel (.xls) Viewer
 PowerPoint (.ppt) Viewer
 Word (.doc) Viewer

Build #: 1.0.0.27709

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That RICE ASSOCIATES, INC. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is December 15, 1988;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



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

Joel H. Peck

Joel H. Peck, Clerk of the Commission

Commonwealth of Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

Schnabel Engineering Consultants, Inc. is a corporation existing under and by virtue of the laws of Virginia, and is in good standing.

The date of incorporation is August 12, 2009.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
November 17, 2009*

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

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, August 12, 2009

This is to certify that the certificate of incorporation of

Schnabel Consultants, Inc.

was this day issued and admitted to record in this office and that the said corporation is authorized to transact its business subject to all Virginia laws applicable to the corporation and its business. Effective date: August 12, 2009



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission

**COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION**

AT RICHMOND, NOVEMBER 12, 2009

The State Corporation Commission has found the accompanying articles submitted on behalf of
**Schnabel Engineering Consultants, Inc. (formerly Schnabel Consultants,
Inc.)**

to comply with the requirements of law, and confirms payment of all required fees. Therefore, it
is **ORDERED** that this

CERTIFICATE OF AMENDMENT

be issued and admitted to record with the articles of amendment in the Office of the Clerk of the
Commission, effective November 12, 2009.

The corporation is granted the authority conferred on it by law in accordance with the articles,
subject to the conditions and restrictions imposed by law.

STATE CORPORATION COMMISSION

By

A handwritten signature in black ink, reading "Judith William Jagdmann". The signature is written in a cursive style with a large initial "J".

Commissioner

09-10-30-0071
AMENACPT
CIS0436

Parsons Transportation Group of Virginia Inc.

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

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

EXPIRES ON: 12-31-2013 NUMBER: 0405001589

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

PROFESSIONS: ENG

PARSONS TRANSPORTATION GROUP INC OF VIRGINIA
3926 PENDER DR STE 100
FAIRFAX, VA 22030



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

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

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

EXPIRES ON: 02-28-2014 NUMBER: 0410000214

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

PROFESSIONS: ENG

PARSONS TRANSPORTATION GROUP INC OF VIRGINIA
100 M STREET SE
WASHINGTON, DC 20003



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
01-31-2015

NUMBER
0402032924

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

JOSHUA SHEPPARD WADE
43346 RIVERPOINT DRIVE
LEESBURG, VA 20176



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APPELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402032924 EXPIRES: 01-31-2015

JOSHUA SHEPPARD WADE
43346 RIVERPOINT DRIVE
LEESBURG, VA 20176



(FOLD)

(DETACH HERE)

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

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

10010 (7/11) 107028-3

Accompong Engineering Group, Inc. (AEG)

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

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

EXPIRES ON
12-31-2013

NUMBER
0407005442

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

PROFESSIONS: ENG

ACCOMPONG ENGINEERING GROUP, LLC
9510 IRON BRIDGE RD
SUITE 200
CHESTERFIELD, VA 23832



Gordon N. Dixon
Gordon N. Dixon, Director

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NUMBER: 0407005442 EXPIRES: 12-31-2013
PROFESSIONS: ENG
ACCOMPONG ENGINEERING GROUP, LLC
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Telephone: (804) 367-8500

EXPIRES ON
11-30-2013

NUMBER
0402041680

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

CONRAD ANTHONY SCOTT
8425 LYLWOOD COURT
CHESTERFIELD, VA 23838



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BOARD FOR APPELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402041680 EXPIRES: 11-30-2013

CONRAD ANTHONY SCOTT
8425 LYLWOOD COURT
CHESTERFIELD, VA 23838



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

EXPIRES ON
12-31-2013

NUMBER
0407002804

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

PROFESSIONS: ENG

ATHAVALE, LYSTAD AND ASSOCIATES INC
8180 GREENSBORO DRIVE
#550
MCLEAN, VA 22102


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Gordon N. Dixon, Director

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

EXPIRES ON
11-30-2013

NUMBER
0402026492

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

DANIEL PATRICK WALSH
17333 LAFAYETTE DRIVE
OLNEY, MD 20832


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Gordon N. Dixon, Director

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<p><small>(POCKET CARD)</small></p> <p style="text-align: center;">COMMONWEALTH OF VIRGINIA</p> <p>BOARD FOR APPELSCIDLA PROFESSIONAL ENGINEER LICENSE NUMBER: 0402026492 EXPIRES: 11-30-2013</p> <p>DANIEL PATRICK WALSH 17333 LAFAYETTE DRIVE OLNEY, MD 20832</p> 	(VOID)	<p style="text-align: right;"><small>(DETACH HERE)</small></p> <p style="text-align: center;">DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION 9960 Mayland Dr., Suite 400, Richmond, VA 23233</p>
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Endesco, Inc.

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

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

EXPIRES ON
12-31-2013

NUMBER
0407005431

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

PROFESSIONS: ENG

ENDESCO, INC.
438 N FREDERICK AVE
SUITE 455
GAITHERSBURG, MD 20877



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COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407005431 EXPIRES: 12-31-2013
PROFESSIONS: ENG
ENDESCO, INC.
438 N FREDERICK AVE
SUITE 455
GAITHERSBURG, MD 20877



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McDonough Bolyard Peck Inc

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COMMONWEALTH OF VIRGINIA**

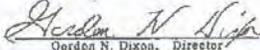
9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 387-8500

EXPIRES ON 12-31-2013		NUMBER 0407002955
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BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG

MCDONOUGH BOLYARD PECK INC
3040 WILLIAMS DR., STE 300
FAIRFAX, VA 22031



Gordon N. Dixon, Director

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<p style="text-align: center;">(POCKET CARD) COMMONWEALTH OF VIRGINIA</p> <p>BOARD FOR APPELSCIDLA BUSINESS ENTITY REGISTRATION NUMBER: 0407002955 EXPIRES: 12-31-2013 PROFESSIONS: ENG MCDONOUGH BOLYARD PECK INC 3040 WILLIAMS DR., STE 300 FAIRFAX, VA 22031</p> <div style="text-align: center;"></div>	(FOLD)	<p style="text-align: center;">(DETACH HERE) DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION 9960 Mayland Dr., Suite 400, Richmond, VA 23233</p>
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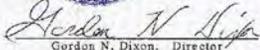
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COMMONWEALTH OF VIRGINIA**

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 387-8500

EXPIRES ON 01-31-2014		NUMBER 0402031852
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AND LANDSCAPE ARCHITECTS
PROFESSIONAL ENGINEER LICENSE

ALI ABDOLAH
MCDONOUGH BOLYARD PECK
3040 WILLIAMS DRIVE
SUITE 300
FAIRFAX, VA 22031



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Rice Associates Inc

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

EXPIRES ON 02-28-2014	9960 Mayland Dr., Suite 400, Richmond, VA 23233 Telephone: (804) 367-8500	NUMBER 0411000200
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AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: LS

RICE ASSOCIATES INC
308 TURNER ROAD
SUITE G
RICHMOND, VA 23225



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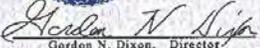
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COMMONWEALTH OF VIRGINIA**

EXPIRES ON 12-31-2013	9960 Mayland Dr., Suite 400, Richmond, VA 23233 Telephone: (804) 367-8500	NUMBER 0407003842
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BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION

PROFESSIONS: LS

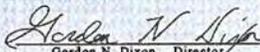
RICE ASSOCIATES INC
10625 GASKINS WAY
MANASSAS, VA 20109



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Schnabel Engineering Consultants, Inc

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION COMMONWEALTH OF VIRGINIA		
EXPIRES ON 02-28-2014	9960 Mayland Dr., Suite 400, Richmond, VA 23233 Telephone: (804) 367-8500	NUMBER 0411000701
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PROFESSIONS: ENG		
SCHNABEL ENGINEERING CONSULTANTS, INC 46020 MANEKIN PLAZA SUITE 110 STELING, VA 20166		
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<small>(POCKET CARD)</small>	COMMONWEALTH OF VIRGINIA	<small>(DETACH HERE)</small>
BOARD FOR APESCIDLA BUSINESS ENTITY BRANCH OFFICE REGISTRATION NUMBER: 0411000701 EXPIRES: 02-28-2014 PROFESSIONS: ENG SCHNABEL ENGINEERING CONSULTANTS, INC 46020 MANEKIN PLAZA SUITE 110 STELING, VA 20166		DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION 9960 Mayland Dr., Suite 400, Richmond, VA 23233

I

Key Personnel Resume Forms

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.																			
a. Name & Title:	BRIAN QUINLAN, PE, Senior Project Manager																		
b. Project Assignment:	Design-Build Project Manager																		
c. Name of Firm with which you are now associated:	Archer Western Construction, LLC																		
d. Years of experience: With this Firm <u>5</u> Years With Other Firms <u>29</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	Senior Project Manager, Heavy Civil Construction, Archer Western, 2008 to Present Operations Manager, Heavy Civil Construction, Cherry Hill, 2005 to 2008 Operations Manager/Project Manager, Heavy Civil Construction, Condotte America, 1998 to 2005 Project Manager, Heavy Civil Construction, Perini, 1994 to 1998																		
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	MBA, University of Maryland, College Park, MD, 2006 BS, Civil Engineering, Georgia Tech, Atlanta, GA, 1979																		
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	Professional Engineer VA: 1999/Civil/0402033291																		
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)	<p>VDOT I-95 BRIDGES RECONSTRUCTION, Richmond, VA</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">Name of Firm:</td> <td style="width: 30%;">Archer Western</td> <td rowspan="4" style="width: 40%; background-color: #e6f2ff; padding: 5px; vertical-align: top;"><i>RELEVANCE: VDOT project ▪ Three VECP ▪ Accelerated Bridge Construction ▪ Multiphase MOT ▪ Commercial Abutters ▪ Upham Brook floodplain substructure work ▪</i></td> </tr> <tr> <td>Dates:</td> <td>2010 – October 31, 2013</td> </tr> <tr> <td>Project Role:</td> <td>Senior Project Manager</td> </tr> <tr> <td>Construction Value:</td> <td>\$68 million</td> </tr> </table> <p>Brian's specific responsibilities and authorities included oversight of the estimating and construction of the project and supervision of the Construction Manager and Safety Manager. His specific tasks included management of the estimating team; coordination and management of subcontract and supplier solicitation, negotiation, and award; selection of salaried staff; selection of means and methods for self-performed work; cost control for self-performed work; development of the project schedule and the quality plan; and problem resolution with the VDOT Richmond District Construction and Engineering Administrator. The project purpose is to reconstruct 10 pairs of existing bridges in the I-95/I-64 corridor in Richmond, which includes a pair of bridges at a stream crossing and the widening of four bridges. This last is for localized shoulder and ramp widening to improve corridor safety. Specific features of work included expressway and local street MOT, expressway bridge demolition, bridge widening, bridge substructure rehabilitation, ABC bridge superstructure, roadway construction, and retaining wall construction. While not a design-build project, this ABC project required extensive ABC construction engineering and collaboration with the VDOT designer for the preparation and approval of shop drawings, of falsework designs, and of demolition and erection plans. <i>(See Appendix J for more information on this project)</i></p> <p>MdTA I-95/I-895 INTERCHANGE RECONSTRUCTION, Baltimore, MD</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">Name of Firm:</td> <td style="width: 30%;">Cherry Hill</td> <td rowspan="4" style="width: 40%; background-color: #e6f2ff; padding: 5px; vertical-align: top;"><i>RELEVANCE: Bridge construction over Moores Run ▪ Multiphase MOT ▪ Utility coordination ▪ Local street reconstruction ▪ Maintenance of abutter access</i></td> </tr> <tr> <td>Dates:</td> <td>2006 – 2008</td> </tr> <tr> <td>Project Role:</td> <td>Operations Manager</td> </tr> <tr> <td>Construction Value:</td> <td>\$54 million</td> </tr> </table> <p>Brian's specific responsibilities and authorities included overall responsibility for construction of the project and supervision of the Construction Manager and Safety Manager. His specific tasks included coordination and management of subcontract and supplier solicitation, negotiation, and award; selection of salaried staff; selection of the means and</p>	Name of Firm:	Archer Western	<i>RELEVANCE: VDOT project ▪ Three VECP ▪ Accelerated Bridge Construction ▪ Multiphase MOT ▪ Commercial Abutters ▪ Upham Brook floodplain substructure work ▪</i>	Dates:	2010 – October 31, 2013	Project Role:	Senior Project Manager	Construction Value:	\$68 million	Name of Firm:	Cherry Hill	<i>RELEVANCE: Bridge construction over Moores Run ▪ Multiphase MOT ▪ Utility coordination ▪ Local street reconstruction ▪ Maintenance of abutter access</i>	Dates:	2006 – 2008	Project Role:	Operations Manager	Construction Value:	\$54 million
Name of Firm:	Archer Western	<i>RELEVANCE: VDOT project ▪ Three VECP ▪ Accelerated Bridge Construction ▪ Multiphase MOT ▪ Commercial Abutters ▪ Upham Brook floodplain substructure work ▪</i>																	
Dates:	2010 – October 31, 2013																		
Project Role:	Senior Project Manager																		
Construction Value:	\$68 million																		
Name of Firm:	Cherry Hill	<i>RELEVANCE: Bridge construction over Moores Run ▪ Multiphase MOT ▪ Utility coordination ▪ Local street reconstruction ▪ Maintenance of abutter access</i>																	
Dates:	2006 – 2008																		
Project Role:	Operations Manager																		
Construction Value:	\$54 million																		

methods for self-performed work; cost control for self-performed work; development of the project schedule; and problem resolution with the MdTA project manager and the construction manager. The project purpose was to reconstruct the I-95/I-895 interchange in Baltimore, including the addition of express toll lanes to increase capacity. Specific features of work included urban expressway and local street MOT, utility relocation, overpass demolition and reconstruction for two local streets crossing over I-895, construction of a new I-895 mainline bridge over Moores Run and I-95, roadway construction, retaining wall construction, sound wall construction, local street reconstruction, temporary and permanent stormwater management facilities construction and maintenance, and landscaping.

MDX DESIGN-BUILD DOLPHIN EXPRESSWAY (SR 836) AND FLORIDA'S TURNPIKE INTERCHANGE RECONSTRUCTION, Miami, FL

Name of Firm: Condotte America
Dates: 2003 – 2005
Project Role: Design-Build Project Manager
Construction Value: \$36 million

RELEVANCE: *Design-build* ▪ *Multiphase MOT*
▪ *Bridge work* ▪ *Utility coordination/relocation*
▪ *Extensive SWM facilities* ▪ *Similar role*

Brian's specific responsibilities and authorities included overall responsibility for the design and construction of the project and supervision of the Design Manager, Construction Manager, Quality Manager, and Safety Manager. His specific tasks included development of construction design concepts; oversight of the designers; coordination and management of subcontract and supplier solicitation, negotiation, and award; selection of salaried staff; selection of the means and methods for self-performed work; cost control for self-performed work; development of the project schedule and quality plan; and problem resolution with the MDX Program Manager and Construction Manager. One of three Condotte projects that Brian supervised on this corridor upgrade program, the project purpose was to reconstruct the SR 386/Florida's Turnpike interchange to increase capacity by adding lanes (widening) and improving geometry. The specific features of the work included expressway and local street MOT, utility relocation, bridge demolition over the Florida Turnpike, bridge construction over local streets and the Florida's Turnpike, roadway construction, retaining wall construction, SWM facilities construction, and landscaping.

VDOT DESIGN-BUILD I-95/RTE. 150/RTE. 895 INTERCHANGE RECONSTRUCTION, Richmond, VA

Name of Firm: Condotte America
Dates: 1999 – 2002
Project Role: Construction Manager
Construction Value: \$115 million (subcontract)

RELEVANCE: *VDOT design-build* ▪ *Multiphase MOT*
▪ *Utility coordination* ▪ *Contractor QC*
▪ *New Route 895 bridges over I-95 and James River bridges*

As construction manager, Brian's specific responsibilities and authorities included the day-to-day direction of construction activities through supervision of the General Superintendent, Site Safety Officer, and engineering staff. His specific tasks included coordination and constructability reviews of segmental bridge design; coordination and management of construction engineering for segmental operations; coordination and management of subcontractor and supplier solicitation, negotiation, award, and contract administration; selection of the means and methods for self-performed work; cost control for self-performed and subcontracted work; development and maintenance of the critical path method construction schedule; equipment procurement; material procurement; and daily interaction with the Fluor Daniel/Morrison Knudsen project manager, the VDOT QA representative, and the Site Blauvelde QC manager. The project purpose was to construct a new high-level crossing of I-95 and the James River, which included a three-ramp expansion of the existing I-95/Route 150 interchange. The specific features of work included urban expressway and local street MOT, mainline and ramp bridge construction, and deep foundations featuring 6- and 8-foot-diameter drilled shafts.

WMATA BRANCH AVENUE STATION & LINE, Suitland, MD

Name of Firm: Recchi (Condotte) America
Dates: 1998 – 1999
Project Role: Construction Manager
Construction Value: \$50 million

RELEVANCE: *Utility coordination* ▪ *Multiphase MOT*
▪ *Street reconstruction* ▪ *New 16-span bridge over Henson Creek wetland and Suitland Parkway* ▪ *Contractor QC*

As construction manager and general superintendent, Brian's specific responsibilities and authorities included the day-to-day direction of on-site construction activities through the supervision of the superintendents, site safety officer, CQC manager, and engineering staff. His specific tasks included coordination and management of subcontractors and suppliers; selection of the means and methods for self-performed work; cost control for self-performed and subcontracted work; maintenance of the critical path method construction schedule; equipment procurement; material procurement; and daily interaction with WMATA, various governmental agencies, various utility company representatives, and various abutting property owners. The project purpose was to build a new at-grade Metro station, extensive parking facilities, and several miles of guideway. Specific features of work included aerial guideway (five-span and 16-span bridges) over sensitive wetlands and the Suitland Parkway and two simple-span street overpasses over the at-grade guideway, as well as street reconstruction, extensive parking facilities, extensive utilities, and local street and parkway MOT.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.																			
a.	Name & Title: ALI ABDOLAH, PE, CCM, Project Manager																		
b.	Project Assignment: Quality Assurance Manager																		
c.	Name of Firm with which you are now associated: McDonough Bolyard Peck, Inc. (MBP)																		
d.	<p>Years of experience: With this Firm 19 Years With Other Firms 12 Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):</p> <p>MBP, 1993 – Present: Senior Engineer and Project Manager – Ali has more than 30 years of experience in field engineering and contract administration for sitework, highways, utilities, buildings, and residential construction. He has experience as a design-build QAM and as a VDOT Construction Manager. He has also performed constructability reviews and pre-construction cost estimate/budget reviews. He is certified by VDOT to perform concrete, asphalt, soils, nuclear testing, and erosion control inspections and by USACE in CQM.</p>																		
e.	<p>Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:</p> <p>MS, Architecture/Construction Management, Virginia Tech, 2003 BS, Construction Engineering, Florida International University, 1981</p>																		
f.	<p>Active Registration: Year First Registered/ Discipline/VA Registration #:</p> <p>Professional Engineer VA: 1998/Civil/0402031852 Certified Construction Manager: 2006</p>																		
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> <p>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</p> <p>VDOT ROUTE 147 HUGUENOT BRIDGE, Richmond, VA</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">Name of Firm:</td> <td>MBP</td> <td rowspan="4" style="background-color: #e0e0e0; padding: 5px;">RELEVANCE: VDOT ▪ Bridge demolition ▪ Bridge work over river and floodplain ▪ Roadway construction ▪ Similar role</td> </tr> <tr> <td>Dates:</td> <td>2012 – 2013</td> </tr> <tr> <td>Project Role:</td> <td>VDOT Construction Manager</td> </tr> <tr> <td>Construction Value:</td> <td>\$38 million</td> </tr> </table> <p>VDOT Construction Manager supervising the consulting team providing construction inspection and testing to ensure conformance with the Contract documents for river crossing replacement. He manages the inspection staff, provides documentation control, approves progress payments, and reviews CPM schedule updates. This multiphase project requires significant coordination with commercial establishments at each end of the heavily utilized suburban bridge over the James River and its floodplain, as well as protection of Native American artifacts of historical significance.</p> <p>VDOT FAIRFAX COUNTY PARKWAY (ROUTE 7100) DESIGN-BUILD, Fairfax, VA</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">Name of Firm:</td> <td>MBP</td> <td rowspan="4" style="background-color: #e0e0e0; padding: 5px;">RELEVANCE: VDOT ▪ Design-build ▪ Bridge work ▪ Floodplain work ▪ Contractor QA/QC ▪ Roadway construction ▪ Multi-purpose trail ▪ Similar role</td> </tr> <tr> <td>Dates:</td> <td>2008 – 2011</td> </tr> <tr> <td>Project Role:</td> <td>Quality Assurance Manager</td> </tr> <tr> <td>Construction Value:</td> <td>\$107 million</td> </tr> </table> <p>Quality Assurance Manager responsible for providing quality assurance and quality control (QA/QC) of all work and ensuring conformance with contract documents. Developed, implemented, and enforced the contractor QA/QC plan. This design-build project required construction of the Fairfax County Parkway between Rolling Road and Fullerton Road, running approximately 1.5 miles through the western and southern portions of Fort Belvoir. The project included the construction of a four-lane, divided, limited access highway that crossed Accotink Creek, Pohick Creek, and Middle Run; relocation of portions of Hooes Road and Rolling Road; construction of a multi-</p>	Name of Firm:	MBP	RELEVANCE: VDOT ▪ Bridge demolition ▪ Bridge work over river and floodplain ▪ Roadway construction ▪ Similar role	Dates:	2012 – 2013	Project Role:	VDOT Construction Manager	Construction Value:	\$38 million	Name of Firm:	MBP	RELEVANCE: VDOT ▪ Design-build ▪ Bridge work ▪ Floodplain work ▪ Contractor QA/QC ▪ Roadway construction ▪ Multi-purpose trail ▪ Similar role	Dates:	2008 – 2011	Project Role:	Quality Assurance Manager	Construction Value:	\$107 million
Name of Firm:	MBP	RELEVANCE: VDOT ▪ Bridge demolition ▪ Bridge work over river and floodplain ▪ Roadway construction ▪ Similar role																	
Dates:	2012 – 2013																		
Project Role:	VDOT Construction Manager																		
Construction Value:	\$38 million																		
Name of Firm:	MBP	RELEVANCE: VDOT ▪ Design-build ▪ Bridge work ▪ Floodplain work ▪ Contractor QA/QC ▪ Roadway construction ▪ Multi-purpose trail ▪ Similar role																	
Dates:	2008 – 2011																		
Project Role:	Quality Assurance Manager																		
Construction Value:	\$107 million																		

purpose trail; and construction of interchanges and bridges.

VDOT I-64/BATTLEFIELD BOULEVARD INTERCHANGE, Chesapeake, VA

Name of Firm: MBP
Dates: 2006 – 2009
Project Role: Senior Engineer
Construction Value: \$101 million

RELEVANCE: VDOT ▪ Design review ▪ Bridge work ▪ Interchange work ▪ Multi-Phase MOT

As Senior Engineer, provided an independent plan and constructability review of the design documents. Analyzed major work sequencing and traffic staging; and performed detailed take-offs. This phased construction project included the expansion of I-64 from six lanes to 14 lanes, four new interstate bridges, mechanically stabilized earth walls, demolition and replacement of the existing Battlefield Boulevard Bridge over I-64, sound barrier wall, signage, utility work, and the completion of the fiber-optic traffic management system. The project received several public relations awards, an honorable mention national award through the Construction Management Association of America, and the Road and Bridge Paving Innovation Top 10 Award.

VDOT POHICK ROAD BRIDGE OVER FAIRFAX COUNTY PARKWAY, Fairfax, VA

Name of Firm: MBP
Dates: 2001 – 2002
Project Role: Sr. Construction Mgr./Inspector
Construction Value: \$2.4 million

RELEVANCE: VDOT ▪ Fairfax County ▪ Inspection ▪ Bridge construction ▪ Shop drawing review ▪ Fab shop visits

As Senior Construction Manager, monitored construction activities, scheduled technicians for testing soils and concrete, reviewed contractor's monthly pay requisition, and performed project documentation. Served as MBP's primary on-site representative responsible for inspection, communication with Fairfax County and the contractor, arranging third-party materials tests and overall contract administration. Also responsible for overall project coordination; on-site inspection, review of construction and documentation; mill and shop inspection; shop drawing review; and as-built drawings, all in accordance with VDOT specifications. The \$2.4 million overpass project included a 210-foot-long, 70-foot-wide bridge over the Fairfax County Parkway, which consisted of two-span, continuous steel girders with center concrete pier and integral concrete abutments.

VDOT NORTHERN VIRGINIA DISTRICT PERMIT INSPECTION, Fairfax, Arlington, and Prince William Counties, VA

Name of Firm: MBP
Dates: 1999 – 2004
Project Role: Senior Inspector
Contract Value: \$3 million

RELEVANCE: VDOT ▪ Fairfax County ▪ Permitting ▪ Inspection ▪ Interface with commercial establishments ▪ Utility relocations ▪ ROW procurement ▪ Multi-Purpose Trails

As Senior Inspector, performed inspections and issued construction permits throughout Fairfax County on a wide range of highway, developer, and utility projects. Inspected more than 14 miles of sound walls on Fairfax County Parkway, W&OD arch bridge and trail improvements in Reston, traffic signal installations, subdivision acceptances, landscaping, commercial and private entrances, street tie-ins, street lights, water main installations, and underground and overhead fiber-optic installation. In addition, performed traffic engineering design review of the ultimate signage and striping for the projects; reviewed and inspected the construction of new fiber-optic telecommunications network, including field coordination with various telecommunications and utility companies; and inspected and issued fiber-optic permits. Provided oversight in the review of all of the Cox Communications permits for their fiber-optics installation project throughout Fairfax County. Assisted the VDOT Permits Section with review of the utility checklist for the proposed dedicated right-of-way to the Commonwealth of Virginia by the developers, contractors, and the Fairfax County Government.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.																			
a. Name & Title:	JOHN BRIDGE, Project Manager																		
b. Project Assignment:	Construction Manager																		
c. Name of Firm with which you are now associated:	Archer Western Construction, LLC																		
d. Years of experience: With this Firm 11 Years With Other Firms 0 Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	Project Manager, Heavy Civil Construction, Archer Western, 2007 to Present Assistant Project Manager, Heavy Civil Construction, Archer Western, 2004 to 2006 Project Engineer, Heavy Civil Construction, Archer Western, 2002 to 2003																		
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	2002 BS, Civil Engineering, Purdue University, West Lafayette, IN																		
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	N/A																		
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. Note your specific responsibilities and authorities for each assignment, not those of the firm. 2. Note whether experience is with current firm or with other firm. 3. Provide beginning and end dates for each assignment. (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)	<p>NCTA WESTERN WAKE EXPRESSWAY, Design-Build, Raleigh, NC</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">Name of Firm:</td> <td style="width: 30%;">Raleigh Durham Roadbuilders (JV – Archer Western & Granite)</td> <td rowspan="4" style="width: 40%; background-color: #e6f2ff; padding: 5px; vertical-align: top;"><i>RELEVANCE: Design Build ▪ Utility relocations ▪ Floodplain bridge work ▪ Mixed Use Trails in Wetlands ▪ Extensive coordination with adjacent businesses and residents. ▪ Similar role</i></td> </tr> <tr> <td>Dates:</td> <td>2010 – April 2013</td> </tr> <tr> <td>Project Role:</td> <td>Construction Manager</td> </tr> <tr> <td>Construction Value:</td> <td>\$465 million</td> </tr> </table> <p>As Construction Manager, John’s specific responsibilities and authorities included day-to-day direction of construction activities through the supervision of the Site superintendent, Site Safety Officer, and engineering staff. His specific tasks included design coordination and constructability reviews; coordination with utility relocations; coordination and management of subcontractor and supplier solicitation, negotiation, award, and contract administration; selection of the means and methods for self-performed work; cost and quality control for self-performed and subcontracted work; development and maintenance of the critical path method construction schedule; equipment procurement; material procurement; and daily interaction with the NCTA and the Design Liaison. The project purpose was the design, permitting, and construction of 12 miles of new toll road. The project included 5 million cubic yards of earthwork, construction of 34 bridges and three major interchanges, extensive work along 15 existing intersecting roadways, construction of a replacement railroad bridge for CSX, construction of new roadway and trail bridges in floodplains, approximately 100 noteworthy utility relocations, drainage, SWM facilities, and MSE/sound walls. (See Appendix J for more information on this project)</p> <p>DDOT 11TH STREET BRIDGES REPLACEMENT, Washington DC, et al.</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">Name of Firm:</td> <td style="width: 30%;">Archer Western</td> <td rowspan="4" style="width: 40%; background-color: #e6f2ff; padding: 5px; vertical-align: top;"><i>RELEVANCE: Design Build ▪ Bridge work ▪ Interchange Reconstruction ▪ Multi-Phase ▪ Local Street Access Coordination ▪ Multi Use Trail</i></td> </tr> <tr> <td>Dates:</td> <td>2008 - 2009</td> </tr> <tr> <td>Project Role:</td> <td>Lead Civil Estimator</td> </tr> <tr> <td>Construction Value:</td> <td>N/A</td> </tr> </table> <p>John’s responsibilities and authorities in the estimating department included pricing for civil elements such as roadways, SWM facilities, and utilities. His specific tasks for the \$260M 11th Street Estimate included the evaluation of design concepts, selection of the means and methods for self-performed work; solicitation of subs and suppliers; development of the project bid schedule; development of the earthwork mass diagram, and pricing of the work. The project purpose was to replace the dual 11th Street Bridges with two expressway bridges and a third bridge for local traffic, including an upgraded interchange at DC295 and a new SPUI. Specific features of work included three new river crossings;</p>	Name of Firm:	Raleigh Durham Roadbuilders (JV – Archer Western & Granite)	<i>RELEVANCE: Design Build ▪ Utility relocations ▪ Floodplain bridge work ▪ Mixed Use Trails in Wetlands ▪ Extensive coordination with adjacent businesses and residents. ▪ Similar role</i>	Dates:	2010 – April 2013	Project Role:	Construction Manager	Construction Value:	\$465 million	Name of Firm:	Archer Western	<i>RELEVANCE: Design Build ▪ Bridge work ▪ Interchange Reconstruction ▪ Multi-Phase ▪ Local Street Access Coordination ▪ Multi Use Trail</i>	Dates:	2008 - 2009	Project Role:	Lead Civil Estimator	Construction Value:	N/A
Name of Firm:	Raleigh Durham Roadbuilders (JV – Archer Western & Granite)	<i>RELEVANCE: Design Build ▪ Utility relocations ▪ Floodplain bridge work ▪ Mixed Use Trails in Wetlands ▪ Extensive coordination with adjacent businesses and residents. ▪ Similar role</i>																	
Dates:	2010 – April 2013																		
Project Role:	Construction Manager																		
Construction Value:	\$465 million																		
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Dates:	2008 - 2009																		
Project Role:	Lead Civil Estimator																		
Construction Value:	N/A																		

expressway and local street maintenance of traffic; utility relocation; bridge demolition and reconstruction for local streets crossing DC295; new expressway bridge construction for flyovers crossing DC295; roadway construction; retaining wall construction; sound wall construction; local street reconstruction; temporary and permanent SWM facilities construction and maintenance; and landscaping.

MHJIT EMBANKMENT AND UTILITY RELOCATION PHASE II – Hartsfield Int’l Airport; Atlanta, GA

Name of Firm: Archer Western
Dates: 2007
Project Role: Construction Manager
Construction Value: \$66 million

RELEVANCE: Retaining walls ▪ Utility Coordination/Relocation, ▪ Similar Role

John’s specific responsibilities and authorities included supervision of construction. His direct reports were the Site Superintendent and Safety Manager. His specific tasks included coordination and management of subcontract and supplier solicitation, negotiation, and award; selection of the means and methods for self-performed work; cost and quality control for self-performed work; development of the project schedule; and problem resolution with Airport Operations. The project consisted of site demolition, 1.8 million cubic yards of embankment, a 42-inch sanitary sewer line relocation, and 6-inch to 96-inch storm drainage installation. It also included support of excavation for deep utility installation; two utility tunnels including one for ongoing air operations; new airport roadways and guard booth and security checkpoints; maintenance and support of existing utilities; and MSE walls.

HARTSFIELD JACKSON 5TH RUNWAY I-285 BRIDGES DESIGN-BUILD, Atlanta GA

Name of Firm: Archer Western
Dates: 2004 - 2006
Project Role: Assistant Construction Manager
Construction Value: \$158 million

RELEVANCE: GDOT design-build ▪ Bridge work ▪ Multi-Phase MOT on Interstate ▪ Bridge over heavily used Interstate ▪ Utility Coordination

As Assistant Construction Manager, John’s specific responsibilities and authorities included coordination with designers, planning MOT operations, managing major subcontractors and suppliers, developing means and methods, and construction oversight. His specific tasks included the coordination and constructability reviews of runway bridge design; coordination and management of subcontractor and supplier solicitation, negotiation, award, and contract administration; selection of the means and methods for self-performed work; cost control for self-performed and subcontracted work; development and maintenance of the critical path method construction schedule; equipment procurement; material procurement; and daily interaction with the Airport Operations and GDOT. The project purpose was to construct two runway bridges over I-285 (10 lanes) for a new fifth runway and taxiway. The specific features of work included expressway and local street MOT, bridge construction over I-285, and relocation/reconstruction of I-285. It required extensive coordination with the Airport and GDOT to plan and implement four major I-285 traffic shifts.

MARTA RAIL SERVICE FACILITY STORAGE YARD, Atlanta GA

Name of Firm: Archer Western
Dates: 2002 - 2003
Project Role: Assistant Construction Manager
Construction Value: \$22 million

RELEVANCE: Design Build ▪ Utility Coordination ▪ Bridge and wall construction ▪ Abutter interface

As Assistant Construction Manager, John’s specific responsibilities and authorities included coordination with designers, project scheduling, project cost and budget control, and construction oversight. His specific tasks included coordination and management of subcontractors and suppliers; cost control for self-performed and subcontracted work; maintenance of the critical path method construction schedule; material procurement; and daily interaction with MARTA, various utility company representatives, and various abutting property owners. The project purpose was to build a new MARTA maintenance facility and storage yard, including a train wash facility with a 1,000’ concrete platform. Specific features of work included three new MARTA guideway bridges, SOE to protect existing railroad tracks, retaining walls, grading, drainage, sub-ballast, utilities, and six buildings.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.																			
a. Name & Title:	JOSH WADE, PE, Project Manager																		
b. Project Assignment:	Design Manager																		
c. Name of Firm with which you are now associated:	Parsons Transportation Group Inc. (Parsons)																		
d. Years experience: With this Firm <u>19</u> Years With Other Firms <u>0</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	Project Manager/Design Director, Parsons Transportation Group Inc., 1994 to Present																		
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	MBA, Business Administration, University of Maryland University College (UMUC), 2009 BS, Civil Engineering, University of Maryland-College Park, 1993																		
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	Professional Engineer VA: 1999/Civil/0402 032924																		
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)	<p>VDOT I-395 HOV RAMP AT SEMINARY ROAD WITH I-395 NB AUXILIARY LANE EXTENSION, Alexandria, VA</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">Name of Firm:</td> <td>Parsons</td> <td rowspan="4" style="background-color: #e6f2ff; padding: 5px; vertical-align: top;">RELEVANCE: ▪ <i>VDOT design-build experience with same contractor (Archer Western)</i> ▪ <i>Intersection improvements</i> ▪ <i>New structures</i> ▪ <i>Most of the same design leads and subs</i></td> </tr> <tr> <td>Dates:</td> <td>2013 – Present</td> </tr> <tr> <td>Project Role:</td> <td>Design Manager</td> </tr> <tr> <td>Construction Value:</td> <td>\$55.4 million</td> </tr> </table> <p>The project is located in Alexandria, Virginia, at the I-395 and Seminary Road Interchange. The purpose of this project is to improve traffic operations and increase safety for HOV and transit users working at or near the Mark Center, a new BRAC-related DOD facility, as well as ramp and pedestrian improvements to mitigate impacts of the additional DOD staff on the surrounding neighborhoods and businesses. The project includes a new reversible HOV ramp on I-395, a new pedestrian bridge across I-395, and the widening of an existing mainline bridge on I-395. Though the project is not yet constructed, the design phase will be significantly completed prior to the anticipated NTP of February of next year for the Gloucester Parkway Extension. This project is similar to the Gloucester Parkway Extension project because it is a design-build project for VDOT, involves a major abutter, and includes a tee-intersection connection to a major secondary street.</p> <p>VDOT I-64/ROUTE 15 (ZION CROSSROADS) INTERCHANGE IMPROVEMENT, Louisa County, VA</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">Name of Firm:</td> <td>Parsons</td> <td rowspan="4" style="background-color: #e6f2ff; padding: 5px; vertical-align: top;">RELEVANCE: ▪ <i>VDOT design-build experience</i> ▪ <i>Intersection improvements</i> ▪ <i>Many of the same design leads and subs</i></td> </tr> <tr> <td>Dates:</td> <td>2012 – Present</td> </tr> <tr> <td>Project Role:</td> <td>Design Manager</td> </tr> <tr> <td>Construction Value:</td> <td>\$6.8 million</td> </tr> </table> <p>The project is located in Louisa County, Virginia, at the interchange of Route 15 and I-64. The purpose of the project is to improve traffic operations and increase safety at the interchange and along Route 15. The improvements will consist of a conversion of the interchange configuration from a standard diamond to a diverging diamond interchange (DDI). As the design manager, Josh is responsible for the design efforts of this VDOT design-build project. Parsons' winning concept modified the RFP plans and improved maintenance, safety, and operations further while reducing overall costs and construction time. Though the project is not yet constructed, the design phase is on schedule and will be completed by June of this year, well before the Gloucester Parkway Extension NTP. The Zion</p>	Name of Firm:	Parsons	RELEVANCE: ▪ <i>VDOT design-build experience with same contractor (Archer Western)</i> ▪ <i>Intersection improvements</i> ▪ <i>New structures</i> ▪ <i>Most of the same design leads and subs</i>	Dates:	2013 – Present	Project Role:	Design Manager	Construction Value:	\$55.4 million	Name of Firm:	Parsons	RELEVANCE: ▪ <i>VDOT design-build experience</i> ▪ <i>Intersection improvements</i> ▪ <i>Many of the same design leads and subs</i>	Dates:	2012 – Present	Project Role:	Design Manager	Construction Value:	\$6.8 million
Name of Firm:	Parsons	RELEVANCE: ▪ <i>VDOT design-build experience with same contractor (Archer Western)</i> ▪ <i>Intersection improvements</i> ▪ <i>New structures</i> ▪ <i>Most of the same design leads and subs</i>																	
Dates:	2013 – Present																		
Project Role:	Design Manager																		
Construction Value:	\$55.4 million																		
Name of Firm:	Parsons	RELEVANCE: ▪ <i>VDOT design-build experience</i> ▪ <i>Intersection improvements</i> ▪ <i>Many of the same design leads and subs</i>																	
Dates:	2012 – Present																		
Project Role:	Design Manager																		
Construction Value:	\$6.8 million																		

Crossroads project is similar to the project because it is a design-build project for VDOT, includes impacts to residential and commercial property entrances, and has a significant MOT component.

(See Appendix J for more information on this project)

MSHA INTERCOUNTY CONNECTOR DESIGN-BUILD CONTRACT B, Montgomery County, MD

Name of Firm: Parsons
Dates: 2008 – 2011 (Substantial Complete)
Project Role: Design Manager
Construction Value: \$560 million

RELEVANCE: ■ *Design-build experience*
■ *Many of the same design leads and subs*
■ *Several structures built over streams in sensitive areas with techniques to minimize impacts to floodplains* ■ *Extensive environmental compliance effort and documentation*

Recently won ENR's Best Transportation Project in the Mid-Atlantic Region.

As the design manager, Josh was responsible for the design efforts of the large design-build project. The project consisted of approximately 7 miles of new, controlled access, six-lane tolled roadway and two interchanges: ICC/MD 182 and ICC/MD 650. The construction of Contract B was in some of the most sensitive environmental areas along the complete ICC alignment, including environmental resources such as wildlife, habitat, and scenic waterways, along with floodplains and wetlands, as well as nearby communities and businesses. The work also included mainline, ramps, cross roads, and pavement design; utility relocations; bridges; retaining walls; noise walls; earth berms; drainage facilities; landscaping; signing, signals, lighting, and pavement markings; tolling infrastructure; maintenance of traffic; ITS devices; public relations support; and environmental compliance.

Josh took a hands-on approach to the project, getting involved and overseeing every aspect of the design of the project. He assisted in the development of the overall project schedule, reviewed day-to-day progress, and ensured the successful completion of the project, on time and under budget. His hands-on, team-building approach to the project management ensured full involvement, from the client to each of the disciplines, including roadway and structures, environmental compliance, construction, and all third parties, and it resulted in a team atmosphere, where all voices and ideas were heard and respected. This team process, whereby all voices were heard and all viewpoints involved in early planning and design reviews, meant that, at the end of the process, all designs were the best they possibly could be, reducing impacts and maintaining the schedule and budget, all while producing a superior product.

(See Appendix J for more information on this project)

FHWA I-95 RAMP FROM FORT BELVOIR NORTH AREA (FBNA), Springfield, VA

Name of Firm: Parsons
Dates: 2010 – 2013
Project Role: Program Manager
Contract Value: \$2.5 million

RELEVANCE: ■ *New structure* ■ *Designed for minimal impact to interstate traffic and environmental resources*

Completed under the FHWA Eastern Federal Lands Services Northern Region On-Call Contract, the assignments included on the on-call consisted of roadway and bridge designs, environmental studies, traffic engineering and transportation planning, hydraulics and hydrology, value engineering/value analyses, geotechnical investigations, and surveying and mapping. Josh's responsibilities included overall program management, as well as individual project management for several tasks. Included in the tasks Josh participated in for this contract is the I-95 Ramp from the Fort Belvoir North Area (FBNA). Parsons was responsible for the overall design of the ramp, including roadway design, the structural design of two bridges and MSE walls, a soil stabilization support system over an area of poor soils, the 3D analysis and bridge rating of the existing bridge, the development of a traffic management plan, and other related work. Josh was specifically responsible for the geometrics and roadway design of the I-95 Ramp from the FBNA.

(See Appendix J for more information on this project)

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.																			
a. Name & Title:	DANIEL WALSH, PE, Vice President																		
b. Project Assignment:	Lead Structural Engineer																		
c. Name of Firm with which you are now associated:	Athavale, Lystad & Associates, Inc. (ALA)																		
d. Years experience: With this Firm 13 Years With Other Firms 20 Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	Vice President, Athavale, Lystad & Associates, Inc. (ALA), 2000 to Present Senior Project Manager, Sverdrup (Jacobs), 1980 to 2000																		
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	MS, Structural Engineering, University of Maryland, College Park, MD, 1979 BS, Civil Engineering, University of Maryland, College Park, MD, 1978																		
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	Professional Engineer VA: 1995/Civil/0402026492 Professional Engineer MD: 1984/Civil/Structural Engineering/13784																		
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)	<p>VDOT I-95/I-495/ROUTE 1 INTERCHANGE, Alexandria, VA</p> <table><tr><td>Name of Firm:</td><td>ALA</td><td rowspan="4">RELEVANCE: VDOT project ■ <i>Similar length structure</i> ■ <i>Complex structural design</i> ■ <i>Coordination with stakeholders, utilities and adjacent projects</i></td></tr><tr><td>Dates:</td><td>2006 – 2009</td></tr><tr><td>Project Role:</td><td>Structural Engineer</td></tr><tr><td>Construction Value:</td><td>\$360 million</td></tr></table> <p>Dan was a Structural Engineer for the design and preparation of contract documents for two ramp structures carrying traffic from eastbound I-95 to northbound U.S. Route 1. Bridge B-629 is a 180-foot-long structure with three spans at 60 feet long each. The structure consists of a reinforced concrete deck on prestressed concrete bulb-tee beams made continuous for live load supported on reinforced concrete pile bents. Geometric challenges included horizontal curve with varying deck width. Bridge B-630 is a 1,750-foot-long structure consisting of a reinforced concrete deck on prestressed concrete bulb-tee beams and AASHTO prestressed concrete beams — all made continuous for live load — and continuous curved steel girders. The structure features a reverse horizontal curve with baseline radii as low as 170 feet and variable deck width. The design and load ratings for the concrete beams and steel girders were done using CONSPAN and DESCUS, respectively.</p> <p>VDOT BRADDOCK ROAD/I-495 HOT LANES INTERCHANGE DESIGN-BUILD, Fairfax County, VA</p> <table><tr><td>Name of Firm:</td><td>ALA</td><td rowspan="4">RELEVANCE: VDOT design-build project ■ <i>Same Role – Lead Structural Engineer</i></td></tr><tr><td>Dates:</td><td>2008 – Present</td></tr><tr><td>Project Role:</td><td>Lead Structural Engineer</td></tr><tr><td>Construction Value:</td><td>\$40 million</td></tr></table> <p>Dan was Lead Structural Engineer. His responsibilities included final design and construction document preparation for the phased, widened replacement of the Braddock Road Bridge over I-495 to accommodate the reconfigured roadway below for the addition of high-occupancy toll (HOT) lanes. The construction of the 493-foot-long widened replacement bridge on a 30-degree skew was sequenced in three stages</p>	Name of Firm:	ALA	RELEVANCE: VDOT project ■ <i>Similar length structure</i> ■ <i>Complex structural design</i> ■ <i>Coordination with stakeholders, utilities and adjacent projects</i>	Dates:	2006 – 2009	Project Role:	Structural Engineer	Construction Value:	\$360 million	Name of Firm:	ALA	RELEVANCE: VDOT design-build project ■ <i>Same Role – Lead Structural Engineer</i>	Dates:	2008 – Present	Project Role:	Lead Structural Engineer	Construction Value:	\$40 million
Name of Firm:	ALA	RELEVANCE: VDOT project ■ <i>Similar length structure</i> ■ <i>Complex structural design</i> ■ <i>Coordination with stakeholders, utilities and adjacent projects</i>																	
Dates:	2006 – 2009																		
Project Role:	Structural Engineer																		
Construction Value:	\$360 million																		
Name of Firm:	ALA	RELEVANCE: VDOT design-build project ■ <i>Same Role – Lead Structural Engineer</i>																	
Dates:	2008 – Present																		
Project Role:	Lead Structural Engineer																		
Construction Value:	\$40 million																		

For this project, Dan was also responsible for the final design and construction documents for the Annandale Pedestrian Bridge over I-495, a new flyover ramp supported on drilled shafts carrying I-495 southbound HOT lanes traffic to Braddock Road eastbound, and MSE retaining walls required for the Braddock Road interchange with the improved I-495.

VDOT I-66 EASTBOUND AND WESTBOUND BRIDGES WIDENING OVER ROUTE 234, Manassas, VA

Name of Firm: ALA
Dates: 2006 – 2008
Project Role: Lead Structural Engineer
Construction Value: \$7 million

*RELEVANCE: VDOT project ▪ Complex structural design ▪ Same role – Lead Structural Engineer
▪ Innovative techniques to reduce time and costs*

Dan was Lead Structural Engineer. The project involved the widening of existing dual bridges, the replacement of existing superstructures (four simply supported beams) with four-span continuous steel girders, widening, the repair and strengthening of existing substructures, and staged construction to maintain existing traffic flow on both I-66 and Route 234. Because the existing piers were strengthened, replacing the substructure was avoided, and this minimized the construction cost. ALA designed horizontal alignment, vertical alignment, and drainage for I-66 and two ramps for the Route 234 interchange, which included the widening of one mile of I-66 from three lanes to four lanes.

VDOT DULLES TOLL ROAD FOURTH LANE WIDENING, Fairfax County, VA

Name of Firm: Sverdrup (Jacobs)
Dates: 1994 – 1999
Project Role: Lead Structural Engineer
Construction Value: \$39 million

RELEVANCE: VDOT project ▪ Structures over waters and floodplains ▪ Same role – Lead Structural Engineer

Dan was Lead Structural Engineer for the development of all structural-related documents for the addition of inside high-occupancy vehicle (HOV) lanes, including the widening of seven bridges (including Wiehle Avenue); studies for future rail stations; the development of alignment profiles; plans and specifications for specialty items, such as MSE slopes; special design requirements for median barriers; and the necessary documents for sound walls. All plans and specifications were developed using the metric system. Major challenges included sequencing construction to reduce impacts to traffic, the development of an abutment widening scheme over an existing MSE wall, and the relocation of the newly placed FASTOLL conduit. Special studies also included the evaluation and cost estimation of an HOV connection to I-495, the installation of a sound wall to an existing bridge, and the development of alternative details and cost estimates for proposed modifications to the Wiehle Avenue Bridge.

J

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	
VDOT I-95 Bridges Reconstruction; Richmond, VA	URS Corporation	Mr. Scott Fisher, PE 2018 W. Laburnum Avenue, Suite 200 Richmond, VA 23227 (804) 213-9740	October 2014	April 2014	\$67,957	\$67,957	\$67,957

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.

Firm's Role:
 Archer Western is the prime contractor for this bridge reconstruction and I-95 widening project in Richmond, Virginia.



Project Narrative:
 This project consists of the rehabilitation of 20 interstate bridges on I-95 in Richmond, Virginia, including 2 miles of shoulder widening and the extension of acceleration lanes. Bridge work is primarily ABC superstructure work that includes nightly bridge deck/beam removal and immediate replacement with precast composite deck sections. Substructure work is focused on the rehabilitation of existing substructure elements, although it includes the construction of new substructure and retaining walls, as required for the widening of four bridges. MOT requirements are extensive, because I-95 and I-64 in Richmond must be reduced to one lane in each direction for approximately 200 nights of superstructure replacement in a two-year period, with corresponding lane closures or traffic detours on underlying City of Richmond streets. The project includes an extensive construction engineering effort for superstructure shop drawings, temporary falsework, pier reconstruction, superstructure demolition/erection plans, and for three approved VECPs.

- Relevance to Gloucester Parkway Extension Project:**
- ◆ Complex phased construction with stringent MOT criteria for bridge demolition and reconstruction
 - ◆ Upham Creek Bridge substructure rehabilitation and superstructure replacement
 - ◆ Work involved coordination with utilities to ensure service was not impacted, including co-planning and facilitating the relocation of DVP transmission and distribution lines
 - ◆ Requirement for coordination of schedule and work hours with multiple stakeholders
 - ◆ Project is on track to finish six months early
 - ◆ Project was main contributor to AWC safety program in Virginia that was recently recognized as Best In Class by VTCA for contractors working more than 750,000 manhours in 2012
 - ◆ DBPM performed in similar role (overseeing construction effort that included extensive construction engineering)

- Lessons Learned:**
- ◆ Detailed planning of lane closures has reduced time needed for implementation and use of closures.
 - ◆ Attention to temporary signing is essential to maintaining smooth traffic flow through construction zones, particularly during phase transitions.
 - ◆ Public media is an important tool for creating public awareness of project activities.
 - ◆ Project outcomes are directly related to the working atmosphere on the project, so a positive relationship with the client (VDOT) is of paramount importance.
 - ◆ Proactive coordination with third party stakeholders such as DVP, CSX, and Maggie L Walker Governor's School is a key element of project planning and execution
 - ◆ Effective coordination with abutters such as schools and business establishments requires regular face-to-face meetings with facility managers.
 - ◆ In-stream work must be scheduled and executed to take full advantage of periods of low water



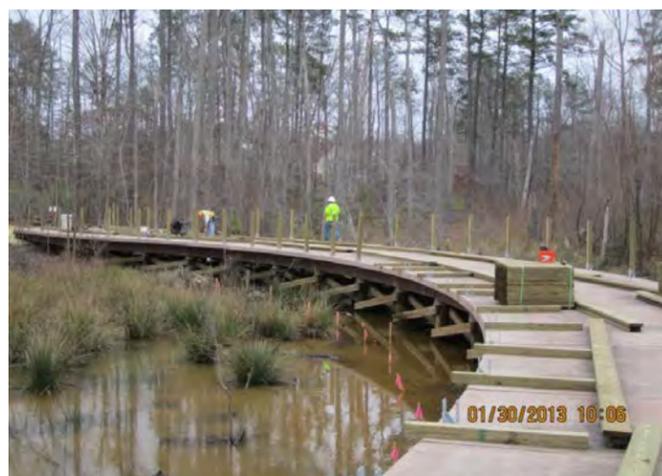
ATTACHMENT 3.4.1(a)
LEAD CONTRACTOR - WORK HISTORY FORM
(LIMIT 1 PAGE PER PROJECT)

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	
Western Wake Freeway; Raleigh, NC	The LPA Group (Michael Baker Jr.)	Mr. Ron Hancock, PE State Construction Engineer rhancock@ncdot.gov 919-707-2400	July 2013	December 2012 Substantial Completion	\$446,460	\$465,830	\$465,830

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.

Firm's Role:

Archer Western led the Raleigh Durham Roadbuilders Joint Venture in the construction of this design-build Interstate project.



Project Narrative:

The I-540 Western Wake Freeway is a new six lane, median-divided toll road that provides a controlled access expressway to accommodate the increasing transportation demand in Western Wake County. The project scope included design, permitting, and construction of a 12.6 mile, 6-lane, tolled road through 72 environmentally sensitive wetland areas. New or improved roadways included the mainline, 14 cross roads, ramps, loops, auxiliary lanes, collector-distributors, service roads, and widening and improvements. Three multi-use trails were reconstructed in floodplain, including two new wetland bridges. The scope also included ROW acquisition services, environmental permitting through multiple agencies, design coordination for a new CSX Railroad Bridge, and utility relocations with multiple agencies. The project featured 34 new bridges at 24 different sites, which included three major interchanges.

Relevance to Gloucester Parkway Extension Project:

- ◆ Design-build delivery of highway interchanges
- ◆ Complex phased construction at the new interchanges and at other existing crossing roadways
- ◆ Requirement for coordination of schedule and work hours with multiple agencies and schools
- ◆ ROW services and acquisition were a major project component
- ◆ Municipal and County involved as stakeholders
- ◆ Coordination with over 15 separate utilities and approximately 100 relocations
- ◆ Included reconstruction of three existing multi-purpose trails through floodplains
- ◆ Contractor QA/QC Program
- ◆ Massive public outreach effort
- ◆ 2012 Carolinas AGC Pinnacle Award for Best Highway Project
- ◆ NCDOL GOLD award for safety
- ◆ Construction Manager performed in similar role
- ◆ Utility Coordinator performed in similar role

Lessons Learned:

- ◆ Detailed work planning, and extensive coordination with local home owner associations and community groups resulted in positive relationship with NCTA and community.
- ◆ Attention to temporary signing is essential to maintaining smooth traffic flow through construction zones, particularly during Phase transitions.
- ◆ Public media is an important tool for creating public awareness of project activities.
- ◆ Project outcomes are directly related to the working atmosphere on the project so a positive relationship with the client (NCTA) is of paramount importance. A formal partnering process was instituted at the beginning of the project and it has been extremely successful.
- ◆ Meeting with utility companies impacted by the project early in the design process keeps the utilities relocations off the critical path.
- ◆ Utility coordination meetings need to be held both as a group and individually to prevent relocations from impacting other utilities.



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	
SR 9b Phase 1 Design-Build; Jacksonville, FL	GAI	Mr. Jeff Williams Florida Department of Transportation 2198 Edison Avenue, Mail Station 2803 Jacksonville, FL 32204 (386) 312-4831	August 2012	August 2012	\$68,473	\$68,473	\$68,473

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.

Firm's Role:

Archer Western was the design-builder and prime contractor for this new interstate connector in Jacksonville, Florida.



Project Narrative:

This design-build project consists of the design, permitting, and construction of the new 4-mile SR 9B from US Highway 1 to SR 9A. The project is the first of two phases that will ultimately provide a vital bypass from I-295 to I-95 south of Jacksonville. SR 9B consists of a concrete-paved, four-lane, divided, limited-access facility with three-lane bridges and auxiliary lanes at several locations. The project also includes the interchange at I-295 and a partial intersection at US 1. Roadwork includes the clearing of 208 acres of right-of-way and a 200-acre borrow site located adjacent to the corridor. Earthwork includes approximately 75,000 cubic yards (CY) of unsuitable excavation and 300,000 CY of pond excavation from 10 on-site ponds, and 1,300,000 CY of embankment is required.

The project includes 13 bridges at seven locations, many of which cross designated wetland areas. All of the bridges are designed using the Florida I-Beams (FIBs) and 24-inch prestressed concrete piles. The I-295 intersection bridge utilizes 78-inch FIBs with a span of 178 feet and was designed to minimize the widening and reconstruction of the existing SR 9A northbound lanes.

Relevance to Gloucester Parkway Extension Project:

- ◆ Design-build delivery method utilized
- ◆ Phased construction with stringent maintenance of traffic (MOT) criteria
- ◆ Required coordination of schedule and work hours with multiple agencies
- ◆ Construction in environmentally sensitive wetlands
- ◆ Project completed on schedule

Lessons Learned:

- ◆ Simplification of project phasing through innovative MOT planning will result in significant time savings, which will benefit the project.
- ◆ Attention to temporary signing is essential to maintaining smooth traffic flow through construction zones, particularly during phase transitions.
- ◆ Public media is an important tool for creating public awareness of project activities.
- ◆ Early coordination with environmental permitting agencies is essential to receiving timely permits.



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)	
Intercounty Connector Design-Build Contracts A and B; Montgomery/Prince George's Counties, MD	Contract A: Granite, Corman, and Wagman Contract B: Kiewit, Corman, and Wagman	Mr. Mark Coblenz Maryland Dept. of Transportation/State Highway Administration (301) 586-9267 mcoblenz@iccproject.com	Contract A: March 2007 Contract B: November 2011	Contract A: 12/2008 (design); 06/2011 (post-design svcs.) Contract B: 11/2011	Contract A: Design: \$38,600 Construction: \$478,000 Contract B: Design: \$40,900 Construction: \$560,000	Contract A: Design: \$44,200 Construction: \$478,000 Contract B: Design: \$40,900 Construction: \$560,000	Contract A: Design: \$44,200 Contract B: Design: \$40,900
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.							
<p>Firm's Role: Parsons served as lead designer for the first two major segments, Contracts A and B, of the Intercounty Connector (ICC). Both were performed on an accelerated schedule through a design-build delivery process.</p> <p>Contract A: Parsons was responsible for the overall design of this toll road, including mainline, ramps and cross roads pavement, utility relocations, bridges, retaining walls, noise walls, earth berms, drainage facilities, landscaping, signing, signals, lighting, pavement markings, tolling infrastructure, maintenance of traffic, intelligent transportation devices, public relations support, and environmental compliance.</p> <p>Contract B: Parsons was responsible for the overall design of this toll road, including intelligent transportation systems (ITS), electronic toll collection (ETC), traffic signals, signing and pavement marking, more than 80 acres of reforestation, miles of hiker and biker trails, and the relocation of six side roads.</p> <p>Project Narrative: Contract A: The 7.2-mile project consisted of the first segment of the 18-mile toll road that connects Maryland's Montgomery and Prince George's counties. Parsons, as part of a design joint venture, widened six lanes, designed three new interchanges, and designed 23 bridges. A key feature of the joint venture's design was the innovative reconfiguration of the Metro Access interchange, which was approved prebid as an alternative technical concept (ATC). Another notable feature includes a 611-foot-long deck-over structure where the ICC crosses under the residential community of Olde Mill Run. The deck-over was landscaped with soil and plantings, mitigating the highway's presence in the community. There were 85 utility relocations required in order to build the project. Agreements between the owner and utility companies that were executed prebid greatly facilitated utility design and effectively took the utility work off the critical path. Most of Parsons' design team was co-located in a hub office with the owner and contractor. The very aggressive 18-month design schedule was achieved by mobilizing up to 110 engineers and support staff. Additionally, approximately 500 design submittals were made during the design phase, and each was audited by design quality control staff for compliance with the established procedures.</p>		<p>The end result was 100 percent compliance with contract requirements.</p> <p>Contract B: The 7-mile project consisted of a six-lane, controlled-access toll road, including a diamond interchange, a single-point interchange, and 10 new bridges. Other project features included traffic signals, signing and pavement marking, stream restoration, more than 80 acres of reforestation, miles of hiker and biker trails along the roadway, and the relocation of six side roads.</p> <p>The project also included extensive ITS and ETC components. The ITS elements included integration with the existing administration's Authority Operations Center (AOC) and Coordinated Highways Action Response Team (CHART) program. These elements also consisted of closed-circuit television (CCTV), dynamic message signs (DMSs), highway advisory radio (HAR), road weather information system (RWIS), fiber-optic communications, telephone communications, electrical services, and other improvements, to provide a fully functioning ITS.</p> <p>This portion of the toll road is through a sensitive environmental area of the county and crosses through two important watersheds. The project requirements called for numerous environmental protections, mitigations, and construction methods. As the lead designer, Parsons designed and met these stringent environmental requirements and developed several innovative designs to minimize impacts to the surrounding environment. What resulted from the work of more than 150 designers is a successful and environmentally friendly roadway project that was designed under challenging conditions, within a condensed schedule.</p> <p>Through its experience gained with the ICC, Parsons garnered a comprehensive understanding of the communities, businesses, and traveling public that were impacted along the ICC corridor. To alleviate public concern, Parsons and the entire design-build team prepared a work plan that included a well-defined approach to the public outreach and community relations efforts. Parsons' proactive public involvement approach ensured streamlined communication with the affected public early and often.</p>		<p>Relevance to the Gloucester Parkway Extension:</p> <ul style="list-style-type: none"> ◆ Many of the proposed design subconsultants served in the same roles. ◆ Extensive coordination with the adjacent contracts, environmental mitigation projects, and several local and utility projects in the area. ◆ Most of the roadway was on new alignment. ◆ Extensive floodplain analysis for 5 stream crossings through the most environmentally sensitive area of the county. ◆ Extensive scour analysis and design adjustments to minimize impacts. ◆ Extensive land use access management throughout the project that included a major public outreach effort to inform neighbors and the traveling public. <p>Lessons Learned:</p> <ul style="list-style-type: none"> ◆ Weekly discipline and/or challenge-specific task forces were used to work through issues on the project in an open, respectful atmosphere. ◆ Electronic document and file control for file management allowed for full control of design development and eliminated waste and errors. ◆ Early, frequent interdisciplinary, constructability, and environmental reviews of the designs drastically reduced the issues and delays. This will prove extremely helpful in the design of this bridge to eliminate impacts to existing and future utilities and other projects as well as the minimization of environmental impacts early in the design process. ◆ Phased construction allowed construction to start sooner and for necessary adjustments in the field to be implemented faster. It also resulted in greater ability to handle critical-path elements by enabling the contractor to work around long-lead items or to innovate on means or methods, reducing costs or improving schedule times. ◆ An integrated schedule helped show the impact on delays or changes to design or other elements of the project. 			

ATTACHMENT 3.4.1(b)
LEAD DESIGNER - WORK HISTORY FORM
(LIMIT 1 PAGE PER PROJECT)

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					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
I-64 / Route 15 (Zion Crossroads) Interchange Improvements Design-Build; Louisa County, VA	Corman Construction	Laurence Farrell Virginia Department of Transportation – Culpeper District (540) 829-7627 Laurence.Farrell@vdot.virginia.gov	April 2014	April 2014	\$6,883	\$6,883	\$923

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.



Firm's Role: Parsons is the lead designer to design and construct improvements to the Route 15 and I-64 interchange in Louisa County, Virginia. As the lead designer, Parsons is responsible for all components of roadway design, 3D modeling, traffic analysis, drainage design, geotechnical investigations, signing and lighting, the development of a traffic management plan (TMP), and other related work. Parsons is also responsible for public involvement for this project.

Project Narrative: This project will improve traffic operations and safety by converting the existing standard diamond interchange into a diverging diamond interchange (DDI) and by improving the Route 15 and Spring Creek Parkway intersection. This will be the first DDI in the commonwealth of Virginia. The project included important land use access throughout the area.

Parsons' innovative redesign of the Virginia Department of Transportation's (VDOT) initial concept further improved safety while reducing maintenance costs, the number of maintenance-of-traffic (MOT) phases, overall costs, and the construction schedule.

Relevance to Gloucester Parkway Extension:

- ◆ Design-build project for VDOT
- ◆ Divided roadway
- ◆ Multiple MOT phases
- ◆ Public involvement with stakeholders, including adjacent landowners important for continued safe and efficient access through the site
- ◆ Importance of design QC; ISO-certified QC program will be used to develop the design QC program for this project

Design Innovations:

- ◆ This is the first DDI in Virginia.
- ◆ The interchange conversion requires a unique TMP and MOT development.

Lessons Learned:

- ◆ Construction drawings on this VDOT design-build project will be directly relatable.
- ◆ The public relations task will be very similar, including the communications plan and CIM.
- ◆ The QC program, based on and in conformance with our ISO certification, will be applied to the development of the design QC for the Gloucester Parkway Extension.
- ◆ Right-of-way requirements from the general public were designed out of the project, and therefore removed from the critical path.

Team Members:

Many of the same team members on this project will perform the same roles and carry the lessons learned over to the Gloucester Parkway Extension project, including the following:

- ◆ Josh Wade as Design Manager
- ◆ Greg Anderson as Design Quality Manager
- ◆ Prakash Patel as Utilities Lead
- ◆ Azim Mohammed as Lighting and Signals Lead
- ◆ Laura Wilton as the MOT Lead
- ◆ Endesco as our drainage, H&H, and E&SC subconsultant

ATTACHMENT 3.4.1(b)
LEAD DESIGNER - WORK HISTORY FORM
(LIMIT 1 PAGE PER PROJECT)

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					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
I-95 Ramp from Fort Belvoir North Area (FBNA); Springfield, VA	Shirley Construction Company	Robert Morris Federal Highway Administration (703) 404-6302 Robert.Morris@dot.gov	TBD	TBD	\$10,740	TBD	\$2,500

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.

Firm's Role:

Parsons served as lead designer and was responsible for the final design of the I-95 Ramp from the Fort Belvoir North Area (FBNA). Parsons was responsible for the overall design of the ramp, including roadway design, the structural design of two bridges and MSE walls, a soil stabilization support system over an area of poor soils, the 3D analysis and bridge rating of the existing bridge, the development of a traffic management plan, and other related work. On this project, Parsons coordinated with VDOT, the FHWA Regional Office, Fairfax County, the VDOT MegaProjects GEC, the I-95 HOT lanes team, the U.S. Army Corps of Engineers, and other adjoining project teams. Parsons' Washington, D.C., and Fairfax, Virginia, offices performed the design work.

Project Narrative:

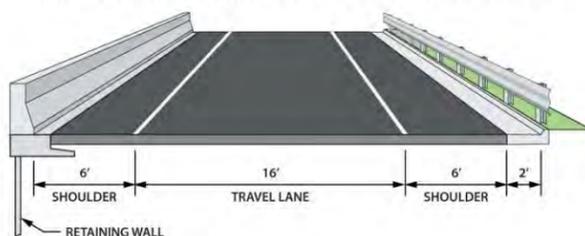
The project is located along the I-95 corridor just north of Fairfax County Parkway. The proposed ramp will connect the existing I-95 HOV flyover ramp to Heller Road within Fort Belvoir, Virginia, which will be referred to as Phase 1 herein. Presently, the existing HOV flyover ramp carries vehicles from the northbound HOV lanes to the northbound I-95 common lanes. The proposed ramp will be used as a reversible, single-lane roadway after the completion of Phase 1 and Phase 2. Ramp features include MSE walls and two bridge structures. A bridge structure will span over Backlick Road, the southbound I-95 common lanes, and the I-95 HOT reversible lanes, while the second bridge will span over Field Lark Branch.

For Phase 1, this ramp is projected to facilitate the movement of traffic (one-way) from FBNA to northbound I-95 and will allow traffic to exit on the ramp during afternoon peak hours. Exiting afternoon traffic can turn right or left at the "tee" bridge and either enter the southbound HOV lanes or the northbound general-purpose lanes on I-95, respectively. For Phase 2, the reconstruction of the existing HOV flyover ramp would be necessary to provide for a dedicated left-turn lane, to allow for morning access into the FBNA from the HOV lanes. This new dedicated lane will be in addition to the existing lane, which is providing access to the northbound general-purpose lanes from the HOV lanes.

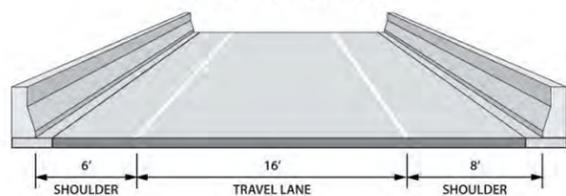
Lessons Learned:

- When construction is performed on existing structures, their existing condition and compliance to the current design standards have to be analyzed early in the design process.
- Analyzing existing subsurface conditions and soils and performing an accurate geotechnical design early in the design will significantly reduce costs or improve schedule times. This is especially important to the Gloucester Parkway Extension project.
- When multiple agencies are involved in the execution of a project, early discussions and brainstorming will resolve major design issues upfront, thereby resulting in well-defined design criteria and project scope and superior project. Facilitating a continuous dialogue between agencies and documenting decisions at key points throughout the project will significantly reduce rework.

RAMP ON RETAINING WALL AND EARTH FILL



RAMP ON BRIDGE



Relevance to Gloucester Parkway Extension:

- ◆ Conducted NEPA studies on an accelerated schedule
- ◆ Design of a bridge structure including environmental impact avoidance and minimization
- ◆ Extensively coordinated with the regulatory agencies such as U.S. Army Corps of Engineers, Fort Belvoir, VDOT, Fairfax County Department of Public Works, and VDOT MegaProjects
- ◆ Safety of traveling public, workers, and inspection staff a priority to TMP development





Archer Western
in association with
PARSONS

