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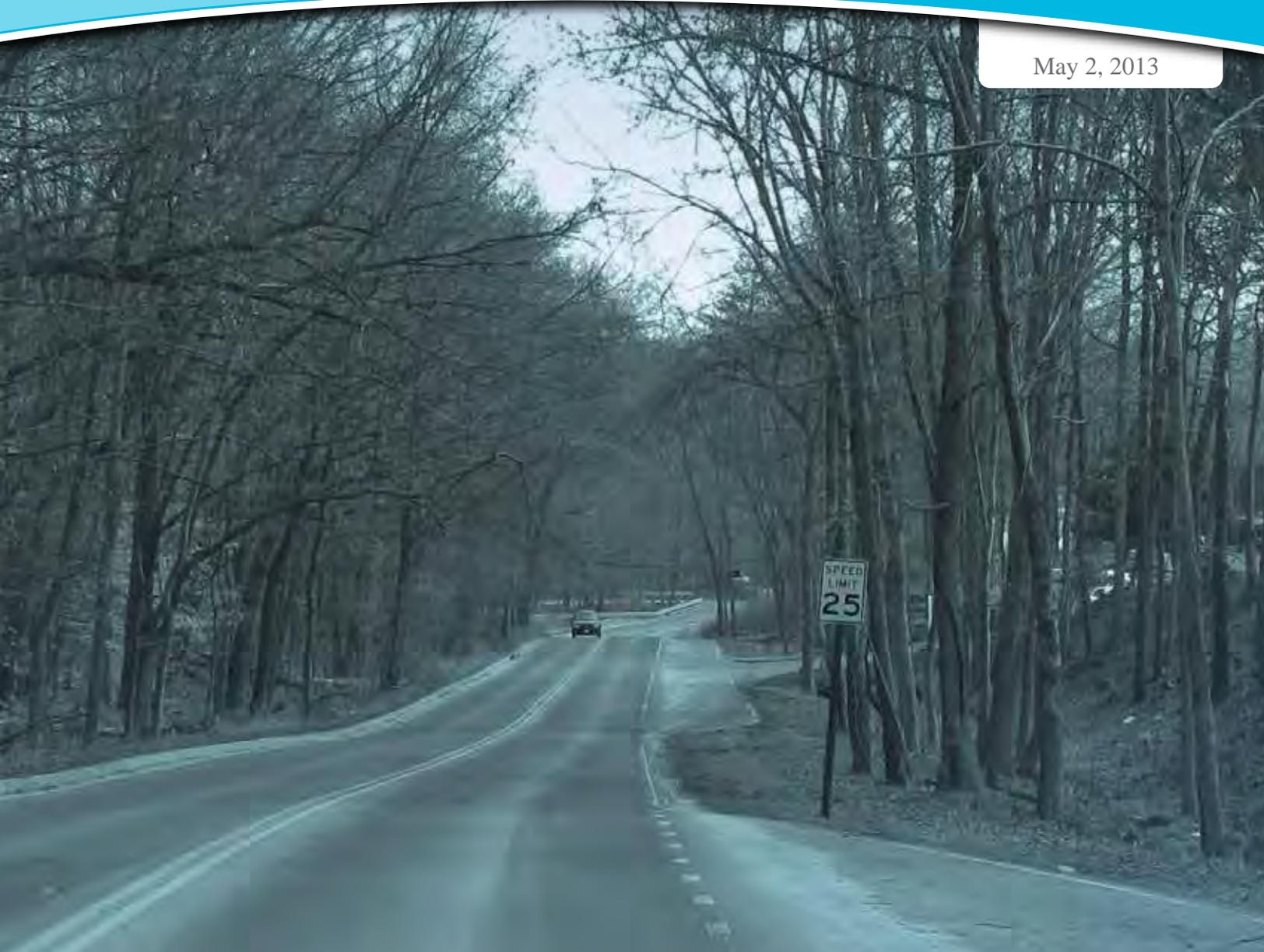
Statement of Qualifications FALL HILL AVENUE WIDENING AND MARY WASHINGTON BOULEVARD EXTENSION City of Fredericksburg, Virginia | A Design-Build Project

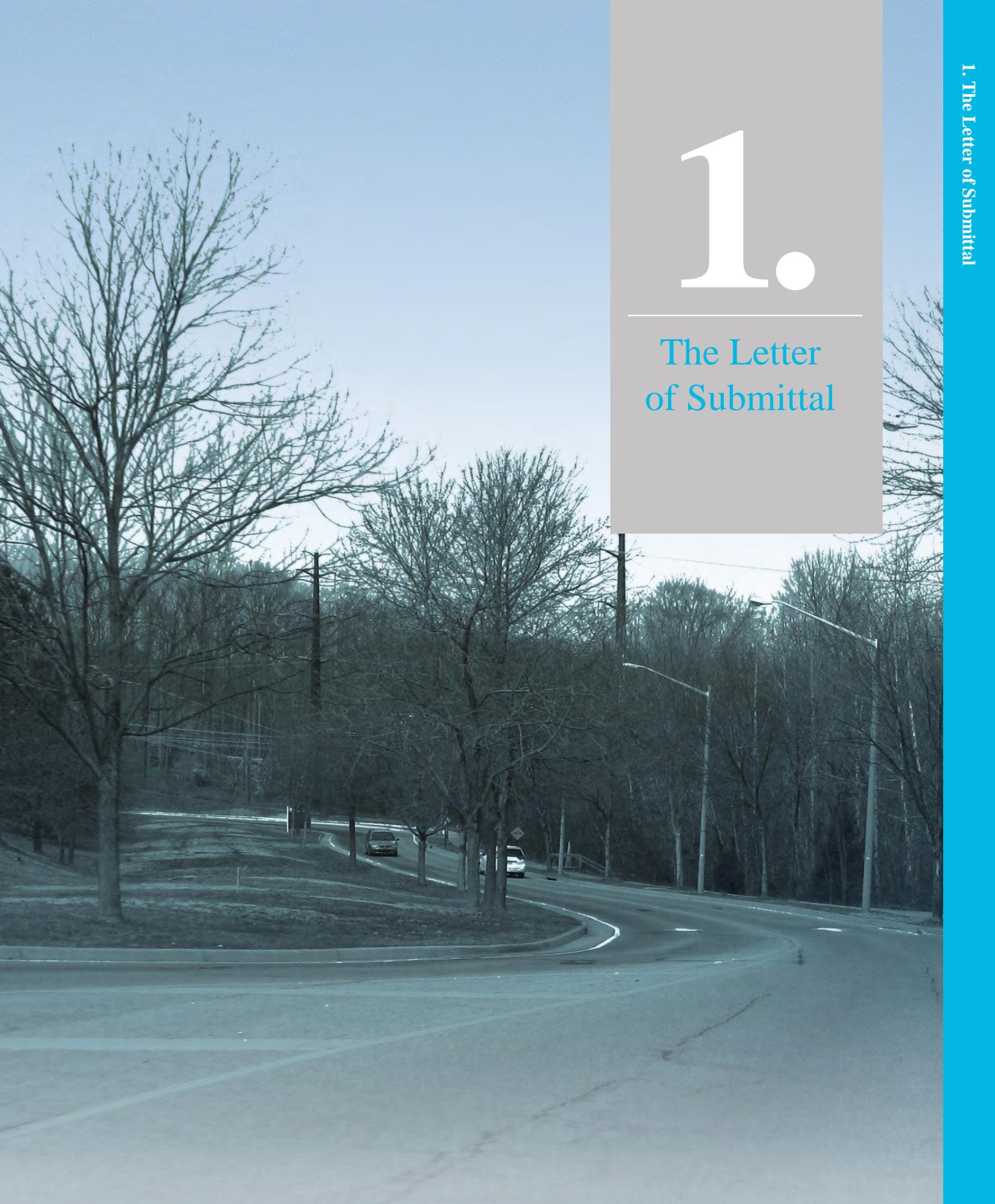
State Project Number: U000-111-233, P101, R201, C501, B609, UPC 88699

Federal Project Number: STP-5A010

Contract ID Number: C00088699DB59

May 2, 2013





1.

The Letter of Submittal



May 2, 2013

Commonwealth of Virginia
Department of Transportation (VDOT)
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 C00088699DB59
Fall Hill Avenue Widening and Mary Washington Boulevard Extension
State Project Number U000-111-233, P101, R201, C501, B609, UPC 88699
Federal Project Number STP-5A010***

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 Fall Hill Avenue Widening and Mary Washington Boulevard Extension Project in Fredericksburg. Archer Western and Parsons bring an established working relationship to the Fall Hill Avenue 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 \$850 million I-35E Project in Dallas, Texas.

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 NEPA documentation and commitment assurance, cultural resource investigation and protection, right-of-way acquisition, quality assurance, and highway and bridge design and construction.

The Archer Western team has examined the RFQ, RFQ questions, and other information and data identified in the RFQ. In addition, we visited the project site and reviewed the information on nearby projects, including the bridge replacement project over the Rappahannock Canal and the I-95 HOT Lanes project, and are familiar with the visible site conditions and unique 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 Fall Hill Avenue Widening and Mary Washington Boulevard 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); GeoConcepts Engineering, Inc. (DBE); Coastal Carolina Research; Rice Associates, Inc. (SWaM); TranSystems Corporation; and Volkert, Inc. 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 E for the completed Attachment 3.2.6.

3.2.7 DEBARMENT FORMS: Please refer to Appendix F for executed debarment forms 3.2.7(a) and 3.2.7(b) from 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 G 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 H.

3.2.10 PROFESSIONAL SERVICES VERIFICATION: Please refer to Appendix I for a completed Attachment 3.2.10. In Appendix J, 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 **15 percent** DBE participation goal.

We appreciate the opportunity to submit our qualifications for the design and construction of the Fall Hill Avenue Widening and Mary Washington Boulevard Extension Project. In consideration of our unique experience, we are confident that the Archer Western Team has the professional and financial resources to make the Fall Hill Avenue project a resounding success.

Very truly yours,
Archer Western Construction, LLC



David B. Casey
Vice President

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 current \$465 million design-build (D-B) Western Wake Freeway in North Carolina and the I-95 Bridges Reconstruction in Richmond. We offer one of our best D-B project managers for the Fall Hill Avenue Widening and Mary Washington Boulevard Extension project.

Brian Quinlan, PE, our **D-B Project Manager** (DBPM), has worked on 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

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

- Successfully managed more than \$190 million of D-B projects, including serving as construction manager of the Rte. 895 project in Richmond
- Recently 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, and our selection of MBP and Ali was based upon the success of those efforts. As 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 is carried out according to applicable requirements, and that construction

quality standards are met and payments are appropriately processed. Because of his intimate 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 from MBP and an independent testing laboratory.

Ali Abdolahi, PE, QA Manager

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

- Began his career with VDOT
- QA manager on the VDOT Fairfax County Parkway D-B project and the I-395 HOV Ramp D-B project
- Licensed Virginia professional engineer
- Cultural resources experience on the Huguenot Memorial Bridge project

Carter Washington, PE, our **Construction Manager**, has a career distinguished by the successful delivery of high-profile infrastructure projects. From his early days on the I-95/Rte. 150/Rte. 895 Interchange D-B project to his current assignment on the I-95 Bridges Reconstruction in Richmond, his transportation experience is replete with projects with challenging MOT requirements, aggressive schedules, and coordination with multiple agencies. Throughout his 17-year career, Carter has repeatedly demonstrated an impressive ability to analyze and resolve complex technical issues, examples of which include the coordination of the Dominion Virginia Power (DVP) line relocation and the demolition/erection for the replacement superstructures for the I-95 Bridges Reconstruction project in Richmond. Carter's VDOT and DVP experience and team-building skills will prove invaluable.

Carter Washington, PE, Construction Manager

17 Years Exp. D-B Exp. VDOT Exp.

- Experienced with MOT of vehicle and pedestrian movements of critical importance
- Construction manager for reconstruction of VDOT's I-77 New River Bridge
- QCM/assistant PM for VDOT's I-95 Bridges Reconstruction, including coordination of relocation of DVP high-voltage lines

Debra Moore, of Volkert, will serve as the team's **Right of Way Manager**. Debra has 22 years of experience providing ROW acquisition services for VDOT transportation projects, including serving as the assistant manager for the Northern District, ROW section. She was responsible for managing all aspects of the negotiation and legal functions in the District.

Debra Moore, ROW Manager

23 Years Exp. **D-B Exp.** **VDOT Exp.**

- VDOT assistant manager in Northern District, ROW section
- ROW program manager for the Dulles Corridor Metrorail project, which involved historic properties, such as the Wolf Trap property
- PM for the Rte. 1 project in the Fredericksburg District

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 the ICC assignment are the lessons learned on the design and construction of 5 bridges carrying local traffic over the ICC, the 2.7 miles of trails, miles of local roadways, roundabout tie-in, and the extensive public relations efforts (see Appendix B for more details on this project). This project was designed and constructed without any long-term closures and with techniques that successfully minimized impacts to adjacent communities; the traveling public; and historic properties, such as Willow Grove, where historic view sheds were protected with earthen berms and appropriate landscape designs. 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. Josh also offers relevant VDOT experience, having provided design services for the widening of a 6-mile, limited-access section of US Rte. 58; the I-95 HOV Ramp at Fort Belvoir's North Area (see Appendix B for more details on this project); and support for many environmental documents, including the Manassas Battlefield Park Bypass and Rte. 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 is scheduled to be completed by June 2013, prior to the scheduled kickoff of this project allowing for the additional lessons learned to be applied to this project.

Josh Wade, PE, Design Manager

18 Years Exp. **D-B Exp.** **VDOT Exp.**

- Design manager for the ICC-B D-B project, for which he managed more than 100 engineers
- 18 years of experience working with VDOT
- Experience minimizing neighborhood impacts

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 I-95 corridor in Fredericksburg, including the I-95 HOT Lanes and I-95 Access Study.

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

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 key staff worked in the same capacity on the ICC project.

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/Rte. 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

Danny Davis, PE, of TranSystems, will serve as the **Lead Structural Engineer**. He will lead the design efforts for all structural items, including retaining walls. He has more than 22 years of experience and has worked on nine major bridges for the VDOT Structure and Bridge Division, including the Rte. 29 Bridges over the James River and CSX Railway and the Rtes. 460 and 210 Bridges over Rte. 29. Over the last 10 years, Danny has also worked on several D-B projects, including the Carolina Bays Parkway D-B project for the design of 22 bridges along the limited-access corridor.

Danny Davis, PE, Lead Structural Engineer

22 Years Exp. **D-B Exp.** **VDOT Exp.**

- Worked on nine major bridges for the VDOT Structure and Bridge Division
- Currently serving as PM on the engineering services contract to redevelop *The Manual of the Structure & Bridge Division*

Susan E. Bamann, PhD, RPA, is a professional archeologist and the director of Coastal Carolina Research (CCR). She brings more than 25 years of professional experience to this project, including field, laboratory, or project direction for more than 160 projects, including archaeological surveys, cultural resource surveys, site testing for evaluations, and data recovery projects. She recently completed cultural resource evaluations for the Fall Hill Ave. Widening and Mary Washington Blvd. Extension project and the archaeological evaluation of Site 44SP0642.

Susan Bamann, Cultural Resource Specialist

25 Years Exp.

VDOT Exp.

- Registered professional archaeologist
- Previously led the cultural resource investigation evaluation of Site 44SP0642 for the Fall Hill Ave. and Mary Washington Blvd. Extension project
- FHWA's cultural resource survey and evaluation for improvements to US 1 at Fort Belvoir

In addition, we have supplemented the design team with the following subconsultants, which have extensive D-B and VDOT experience: TranSystems, Accompong (AEG), Endesco, Rice Associates, GeoConcepts, and Volkert. 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.

DBPM 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, such as the City of Fredericksburg. He will supervise the QA, design, construction, safety, and public relations managers; provide constructability reviews; and promote safety.

Quality Assurance Manager Ali Abdolahi, PE, from MBP, will be supervised by Brian Quinlan and will report to VDOT as needed. 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 designated 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 Carter Washington, PE, will report to Brian Quinlan and manage the construction process in accordance with the approved schedule, including the quality effort that ensures that the materials used and work performed meet contract requirements. He will be on site full time throughout construction and will play a vital role in design development and constructability reviews. He will supervise the utilities coordinator, construction quality manager, project engineers, and the superintendent while working with the safety manager to ensure that the work is performed safely. He will coordinate plan revisions and construction document reviews with Design Manager Josh Wade.

Utilities Coordinator Matt Phillips, a VDOT I-95 Bridges Reconstruction project veteran, will co-locate with the design team during the design phase to reinforce the connection between design and construction. During design, he will interact with Utilities Lead Prakash Patel and with utility representatives. He will also coordinate with ROW Manager Debra Moore to prioritize acquisitions.

During construction, he will be the point of contact for utility relocations and for contract utility work.

Construction Quality Manager Matt Mroz, who will report directly to Carter Washington, will manage QC activities, as he is for his current assignment on the MWA Reagan National Runway 19-33 Earthwork project. In addition to AW personnel, his staff will include third-party certified technicians and laboratories.

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 Carter Washington, Jose will provide safety training and will assist in the development of a job-specific safety plan. Jose has the authority to stop work as needed.

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 Debra Moore will report directly to Brian Quinlan and will oversee the acquisition process of the needed easements for the project. Having served in VDOT's Northern District, ROW section, Debra has comprehensive knowledge of the VDOT ROW Manual and all applicable state and federal laws and regulations. Volkert is a VDOT-prequalified ROW consultant. We will engage an appraiser and reviewer who have experience in appraising historic properties.

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

Team Member Roles and Responsibilities

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

 <p>ACCOMPONG ENGINEERING GROUP, LLC Engineering • Planning • Program/Project Management</p>	<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 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. (DBE/SWaM firm)</p>
 <p>CCR Coastal Carolina Research</p>	<p>Handling the cultural resources element of the project, CCR has expertise in historical archaeology, precontact-Native American archaeology, architectural documentation and evaluation, historic research, historic context development, the preparation of National Register nominations, and the completion of projects related to Section 106 of the National Historic Preservation Act, as well as NEPA. The firm's Tarboro office has accumulated resources and experience related to more than 210 research projects conducted in Virginia since 1988. Recent experience includes archaeological evaluation excavations and a cultural resource survey at the Fall Hill Avenue and Mary Washington Boulevard Extension, a cultural resource survey for the Fall Hill Avenue Bridge replacement over the Old Rappahannock Canal, cultural resource surveys for the Rte. 1 corridor improvements at the Quantico Marine Corps base, and a cultural resource survey for Rte. 1. (DBE/SWaM firm)</p>
 <p>ENDESCO, INC.</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 actively worked on three 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. (DBE/SWaM firm)</p>
 <p>GeoConcepts Engineering, Inc.</p>	<p>GeoConcepts Engineering, Inc., is a woman/minority-owned business located in Ashburn, Virginia, that provides professional geotechnical engineering and is particularly well suited for this project because of its experience providing geotechnical engineering services for more than 30 VDOT projects in the last 10 years. The firm has been involved with D-B transportation projects of a similar scope and is experienced with the geologic conditions found within Fredericksburg, including several Virginia Railway Express (VRE) projects, such as the Crossroads Yard Warehouse, the Crossroads Yard Maintenance Facility and Rail Extension, and the Crossroads to Hamilton (Spotsylvania Third Track) project. (DBE/SWaM firm)</p>
 <p>MBP</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. (SWaM firm)</p>
 <p>Rice Associates</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. (SWaM firm)</p>
 <p>TranSystems</p>	<p>TranSystems is nationally recognized for providing design services for projects involving simple and complex major bridges, bridge structure safety inspections, evaluations, and rehabilitations. TranSystems' bridge group is ranked No. 10 on <i>ENR's</i> 2012 list of the top 25 bridge firms. TranSystems excels in providing successful solutions to complex structural issues, including multiple design stages and complex weaving patterns for traffic maintenance during construction, as well as expert analysis to context-sensitive design issues.</p>
 <p>VOLKERT</p>	<p>Volkert is providing ROW acquisition services, which the firm has done for VDOT for 30 years. Volkert's experience includes providing ROW consultant services for VDOT on the Rte. 1 project in Fredericksburg.</p>



THIRD-PARTY STAKEHOLDERS

- VADEQ Local Businesses
- City of Fredericksburg Mary Washington Hospital and Other Medical Facilities
- Stafford County EMS
- Adjacent Neighborhoods Private Utilities
- Public Utilities

PUBLIC RELATIONS MANAGER

Steve Walter²

DESIGN-BUILD PROJECT MANAGER

Brian Quinlan, PE¹

PROJECT EXECUTIVE COMMITTEE

David Casey¹

ROW ACQUISITION

ROW MANAGER Debra Moore⁶

REVIEW APPRAISER FEE APPRAISER

DESIGN

DESIGN MANAGER Josh Wade, PE²

- LEAD ENVIRONMENTAL MANAGER Stuart Tyler, PE²
- CULTURAL RESOURCE SPECIALIST Susan Bamann, PhD, RPA¹⁰
- LEAD STRUCTURAL ENGINEER Danny Davis, PE³
- LEAD LIGHTING/SIGNALS LEAD Azim Mohammed, PE^{2*}
- DESIGN QUALITY MGR. Greg Anderson, PE^{2*}
- UTILITIES LEAD Prakash Patel, PE²
- HIGHWAY LEAD Cliff Roberts, PE²
- ITS LEAD Sajjad Alam, PE²
- LANDSCAPE ARCHITECT Craig Richardson, RLA²
- MOT LEAD Laura Wilton, PE²
- H&H LEAD Kevin Huang, PE⁷
- NOISE ANALYSIS Areg Charabegian, PE^{2*}

SUBCONSULTANTS

- TRANSYSTEMS Structures GeoConcepts Geotechnical and Pavement
- ACCOMPANY ENGINEERING GROUP RICE ASSOCIATES Survey
- MOT, Traffic, and Drainage Design COASTAL CAROLINA RESEARCH Cultural Resources
- ENDESCO Drainage, H&H, E&SC, and permits
- VOLKERT ROW

CONSTRUCTION

CONSTRUCTION MANAGER Carter Washington, PE¹

- SUPERINTENDENT Buck Washington¹
- ESC MANAGER Mitch Palmer¹
- EEO OFFICER Sharon Perez¹
- UTILITIES COORDINATOR Matt Phillips¹
- PROJECT CONTROLS Tommera Robertson¹
- SCHEDULE ENGINEER Erika Donaubaauer¹
- 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)

SAFETY MANAGER

Jose Cortez, CSM¹

QUALITY ASSURANCE

QUALITY ASSURANCE MANAGER Ali Abolahi, PE, CCM⁸

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

LEGEND

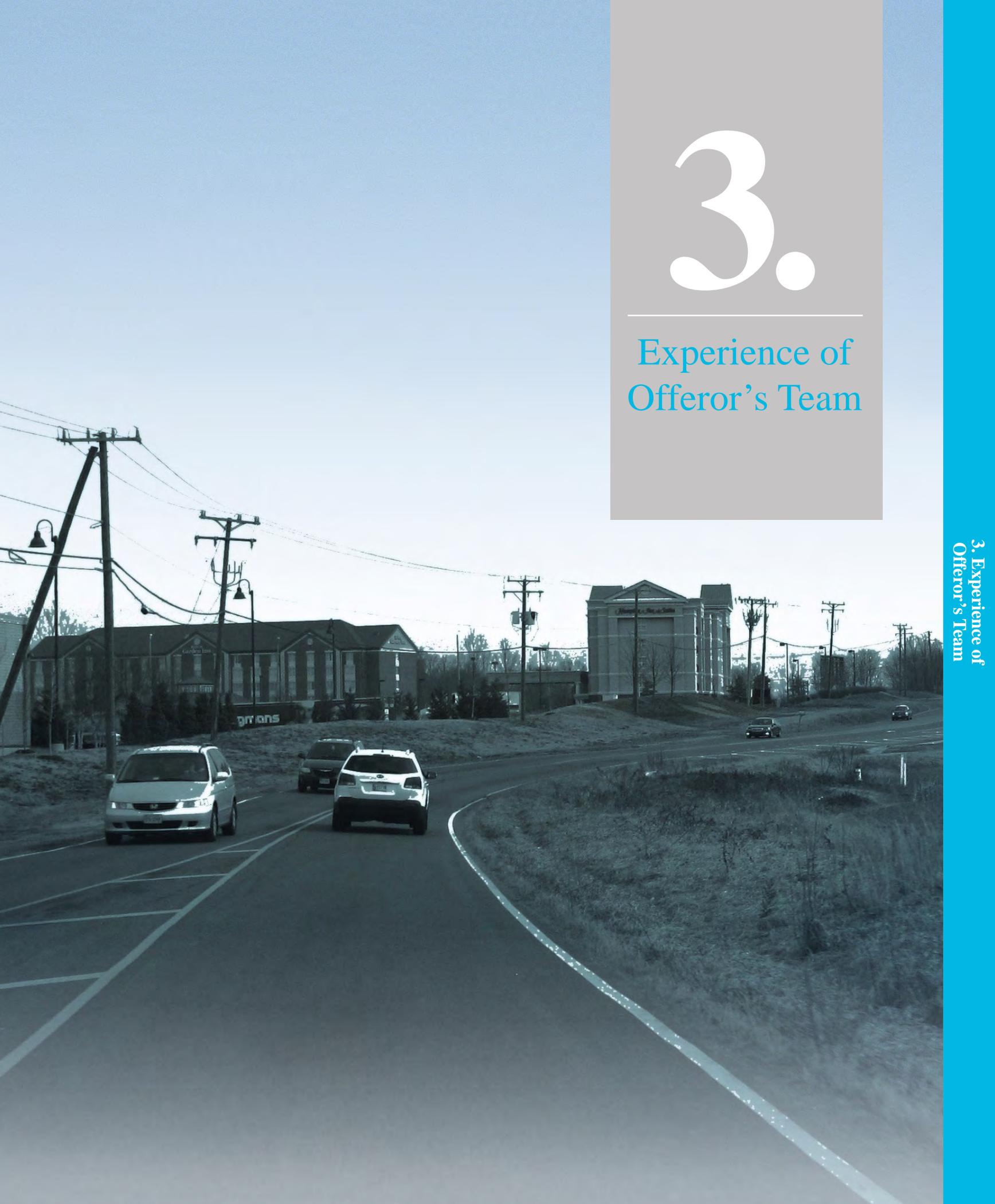
- 1 Archer Western Construction, LLC
- 2 Parsons Transportation Group Inc. of VA
- 3 TranSystems
- 4 GeoConcepts
- 5 Accompong Engineering Group LLC
- 6 Volkert
- 7 Endesco, Inc.
- 8 MBP
- 9 Rice Associates
- 10 Coastal Carolina Research

Key Personnel DBE

*Licensed in a state other than Virginia

3.

Experience of Offeror's Team



3. Experience of Offeror's Team

The proposed transportation improvement project will address capacity and functional needs by widening the existing Fall Hill Avenue to four lanes; replacing the existing structure over I-95 to carry four continuous lanes, in addition to adding a sidewalk and trail; and extending Mary Washington Boulevard to improve safety and access through the area. To ensure the successful design and construction of the facility, several items of concern need to be acknowledged and addressed. These include the safety and constructability of the bridge while maintaining traffic over I-95, as well as access to and from existing properties along the corridor; establishing and maintaining effective communications with the general public; protecting utilities; meeting all commitments made during previous phases of the project (i.e., those made as part of the permitting and approvals contained in the Section 106 MOA, Section 4(f) evaluation, and FONSI); the protection of previously identified historic resources; and effective ROW acquisition in sensitive historic areas. 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 115/21st Street Interchange and the Maryland Transportation Authority's ICC project, we have extensive local experience in the project area/corridor, including the I-95 Bridges Reconstruction, I-95 HOV Ramp from Fort Belvoir's North Area, as well our recent D-B win, the I-395 HOV Ramp at Seminary Road and NB Auxiliary Lane Extension in Alexandria. 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 design for the Zion Crossroads project is scheduled to be completed in June, prior to the Fall Hill Avenue Widening and Mary Washington Boulevard Extension project's NTP. This 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 the majority of the design subconsultants proposed as part of this project. These experiences

enable us to deliver quality work in record time with little or no learning curve.

Construction of bridges on busy interstate highways requires a commitment to work with multiple agencies, a dedicated effort to preplanning construction activities, and an understanding that the safety of the traveling public and construction workers is the highest priority. AW constructs hundreds of bridges over busy interstate highways every year, and projects such as the I-95 Bridges Reconstruction (included in Appendix B, Work History Forms) is a prime example of our ability to plan, coordinate, and safely construct interstate bridges. For example, for Fall Hill, the foundations and substructure will be constructed behind barriers, and the beams and superstructure work will be completed during off-peak hours and with traffic pacing. (See Section 4, Risk #1.)

Another area of importance for the D-B team to apply its significant experience is utility coordination and relocation. 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 DVP and its lines. We are very familiar with this process, having recently participated in DVP transmission line relocation on the I-95 Bridges Reconstruction project in Richmond. 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 #2.)

TranSystems brings significant national experience to bridge design for this project. Ranked among the top 10 *ENR* bridge firms, TranSystems has provided lead design services for numerous D-B and design-bid-build (D-B-B) projects with similar challenges: construction over interstates, staged construction, and MOT. Some of these projects include the SC150 over I-85 in South Carolina (D-B), the Rte. 24 over Rte. 8A in Massachusetts (D-B), and the I-385 Max Geller Parkway in South Carolina (D-B-B).

Archer Western, Parsons, and TranSystems have a long history of collaboration, including projects such as the SunRail project in Florida, the kcICON project in Missouri, and the Ronald Reagan Washington National Airport in Arlington.

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. Since 1995, Parsons has held VDOT’s on-call contract for environmental documentation, and during this time, has prepared 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.

Especially relevant to this project is understanding the presence of historic cultural resources in the project area and the commitments made for their protection. Our team includes cultural and environmental expertise unmatched in the Commonwealth. Parsons, with Stuart Tyler, and CCR, with Susan Bamann, have worked together for the past 15 years on VDOT projects and have successfully completed environmental documents and Section 106 compliance evaluations for a wide variety of transportation projects, including several with Civil War elements, such as the I-95 HOT/Express Lanes (Arlington to Fredericksburg), the Rte. 29 Bypass (Charlottesville), the US Rte. 1 Improvements (Fairfax, Prince William, and Stafford counties), the Fairfax County Parkway, and the Manassas Battlefield Park Bypass. More relevant still, CCR conducted the cultural resource evaluations for the Fall Hill Avenue Widening and Mary Washington Boulevard Extension project and the archaeological evaluation of Site 44SP0642.

As was done for many of our projects, such as the Manassas Battlefield Park Bypass, Craig Richardson, of Parsons, has led historic landscape preservation efforts, visual mitigation, and landscape enhancements. Specific work includes impacts to scenic resources and providing mitigation measures for the Bypass project and visual impact assessments, mitigation, and landscape enhancements for historic home Willow Grove as part of the ICC project.

Additional specialized expertise is provided by team member Debra Moore, of Volkert. Prior to joining Volkert, Debra was the assistant manager of the Northern District, ROW section, and she has completed dozens of acquisitions, including several with cultural or historic elements. In addition, Volkert has managed the ROW program for the Dulles Corridor Metrorail project in Fairfax County, where Volkert was responsible for oversight of all real estate matters, including several significant historic properties, such as Wolf Trap National Park, and multiple historic sites along Rte. 28. Locally, for VDOT’s Fredericksburg District, Volkert handled the negotiations and relocation services for 24 properties involving easements for Rte. 1 improvements in Thornburg. (See Section 4, Risk #3.)

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, cultural resources, 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 following table highlights our team’s recent experience on similar projects and supplements the work history forms found in Appendix B.

Project Name and Location	Const. Cost (design only **)	Team Members	Design-Build	Bridge over Interstate	Widening	Neighborhood Interaction	ROW Acquisition	NEPA Document and Commitment Tracking
I-395/I-95/I-495 Interchange, VA	\$112M	AP		✓	✓	✓		✓
I-10/I-95 Interchange, FL	\$170M	T		✓				
I-95 Bridges Reconstruction, VA	\$68M	A		✓	✓	✓		
SR 115/21st St. Interchange, FL	\$30M	A	✓		✓	✓		
Western Wake Freeway, NC	\$465M	A	✓	✓		✓	✓	
SR 400 Widening, GA	\$47M	A			✓	✓		
I-64 Bridges at ACCA Yard, VA	\$25M	A		✓	✓			
Jimmy DeLoach Connector, GA	\$72M	AP	✓		✓	✓	✓	
SR 400/I-85 Interchange, GA	\$21M	A	✓	✓	✓	✓		
SR 9B Highway, FL	\$68M	A	✓	✓		✓		
ICC, Contracts A and B, MD	\$1B	P	✓			✓	✓	✓
Rte. 7/15 Widening, VA*	\$3M**	P	✓			✓		
I-81 Truck Climbing Lane, VA	\$2M	P	✓		✓			
I-64/Rte. 15 Interchange, VA	\$6.9M	P	✓				✓	
Pacific Boulevard, VA*	\$0.3M**	P	✓			✓		✓
Wards 3 and 4 Roadway, D.C.	\$37M	P	✓			✓		✓
Woodrow Wilson Bridge, VA/MD	\$42M**	P		✓	✓	✓	✓	✓
I-95 Ramp from FBNA, VA	\$2.9M**	P		✓		✓		✓
Rte. 58, VA	\$3M**	P			✓	✓	✓	✓
Fairfax County Parkway, VA	\$3M**	P			✓	✓	✓	✓
Keystone Parkway, IN	\$15M	A			✓	✓		
I-20 Bridge Replacements, GA	\$30M	A		✓	✓	✓		
I-75/475 Interchange, GA	\$91M	A		✓	✓	✓		
Roxboro Road Widening, GA	\$12M	A		✓	✓	✓		
I-65/US 330 Interchange, IN	\$31M	A	✓	✓	✓	✓		
I-385 Max Heller Gateway, SC	\$130M	T		✓	✓			

AP = Archer Western and Parsons • A = Archer Western • P = Parsons • T = TranSystems • * = W&OD Trail • ** = Design cost only • Projects shown in **bold** are provided in Appendix B, Work History Forms.

4.

Project Risks

4. Project Risks

Critical Risk 1 Maintenance of Traffic (MOT), Local Access, and Safety

Why this risk is critical – One of the primary goals for a successful completion of the Fall Hill Avenue and Mary Washington Boulevard project is the efficient handling of traffic through and around construction, with utmost priority given to the safety of the motorists, pedestrians, workers, and inspectors. In addition to safety considerations, proper staging within the framework of sound MOT sequencing is essential to meeting the project schedule, especially when the construction area includes an interstate and a mix of varied residential and commercial properties with heavy vehicular and pedestrian traffic, as is the case with this project.

How this risk could impact the project – In addition to the I-95 corridor, the proposed construction area west of I-95 is primarily commercial, consisting of car dealerships, hotels, and shopping. The area east of I-95 is composed primarily of apartments and townhomes with one office building and several small businesses along Fall Hill Ave. and medical facilities along Mary Washington Blvd., including the Hospital. The short-term risk will be chronic traffic jams and impacts to EMS response times. A more acute risk will be accidents that result in personal injury or property damage, which is unacceptable. The longest-term risk will be the deterioration of the project schedule due to an inefficient execution of the work.

Mitigation strategy for this risk – Developing construction staging plans requires finesse, experience, and certified professionals. Our proposed MOT Lead, Laura Wilton, PE, and proposed Traffic Control Supervisor, Joe Clark, are certified by VDOT and the American Traffic Safety Services Association (ATSSA) in work zone safety. Our experience working in the area with VDOT, and working on similar projects like the I-95 Ramp from Fort Belvoir's North Area and Rte. 27/244 in Arlington, will lead to the best possible MOT plans and TMP, and will, in the end, result in a successful, accepted project with minimal impacts to the nearby residents, traveling public, and workers. Our experts will develop strategies to mitigate this risk, including the following:

1) Construction of bridge over I-95: The construction of the new bridge over I-95 will impact the traveling public along the interstate and on Fall Hill Ave. We will minimize the interstate impact by using off-peak hours for bridge superstructure construction activities. On Fall Hill Ave., the new roadway section will increase the current roadway width from two lanes to four lanes, plus a median. This increased width will be used to stage construction. We anticipate building half of the new section first, while Fall Hill traffic is maintained in the existing alignment. Traffic will then be shifted to the new section while the original roadway is reconstructed. This approach will ensure the existing traffic capacity on Fall Hill Ave. is maintained during bridge construction.

2) Phased roadway construction: The primary focus of our sequencing effort will be to maximize the use of long-term work zones and to minimize lane closures. This will also reduce the number of traffic shifts. Completing the Mary Washington Blvd. Extension first will also reduce the demand on Fall Hill Ave. The existing roadway section west of I-95 to Carl D. Silver Parkway consists of a combination of two to three travel lanes with multiple turn lanes. This section conforms well with our proposed staged construction. We will maintain existing traffic at the current posted speed of 25 mph. The existing entrances along this stretch will be maintained when an alternate route is not feasible. This approach will minimize the impacts on the current businesses while minimizing the safety issues associated with traffic crossing through the construction areas.

The mitigation effort may include the following:

- Clear and advanced signing
- Trail- and pedestrian-specific maintenance, safety measures, and signage
- The use of temporary concrete barrier, especially in locations warranting increased worker safety
- Daily pre-activity meetings to discuss any possible traffic shifts or lessons learned to keep the safety of everyone involved at the forefront
- The monitoring of traffic levels to reduce any potential impacts to overall traffic operations
- The restriction of tie-in activities and traffic shifts to off-peak hours

3) Communication and public outreach: We will kickstart the project by developing a comprehensive public information and outreach strategy. Our public outreach examples include briefings for elected officials, community/neighborhood briefings, a website, an email communications stream, a detour route, consultation with state police, and maintenance of a toll-free hotline.

Providing continuous communication during key construction activities between VDOT, EMS providers, local residents, business owners, and the D-B team will help minimize the impact for key stakeholders. This will be accomplished through regular updates of VDOT's project web page; VMS signs; and social media like Facebook and Twitter. Meetings will be held with VDOT, the County, and City of Fredericksburg to ensure the MOT plans and construction phasing efforts are coordinated and are in line with expectations.

VDOT's role – Our team's experience with developing innovative, successful MOT and access plans for construction projects will enable us to remove any additional or unusual risk from VDOT. VDOT's role will consist of typical responsibilities of reviewing, commenting on, and approving the design products, website updates, and PR materials.

Critical Risk 2

Utilities

Why this risk is critical – Utility location, relocation, and coordination could result in significant schedule delays that cannot be mitigated solely through the actions of the AW team. For this project, there are several risks associated with utilities:

- 1) Accuracy and completeness in locations
- 2) Coordination with multiple utility owners
- 3) Relocation of the DVP high-voltage lines
- 4) Crossing of the Colonial Pipeline easement
- 5) Existence of asbestos cement pipe

How this risk could impact the project – In general, utility issues could result in significant project delays. Most noteworthy is the relocation of the DVP high-voltage transmission lines. The relocation of these facilities is not straightforward or routine, as they will require long-lead-time items (e.g., poles or support towers) and are likely to have service

outages limited to off-peak seasons of the year. Therefore, the relocation of these lines represents a significant schedule restraint and could result in more than day-for-day delay if the coordination, design, and planning of this task is not performed when required.

Mitigation strategy for this risk – The AW team has assigned two key project staff members whose exclusive project responsibilities are utilities. The Utilities Coordinator is Matt Phillips. Prakash Patel is the Utilities Lead. 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 the District of Columbia and the ICC, Contracts A and B, makes him ideal for this role. By assigning staff with utility coordination as their exclusive project responsibility, the AW team ensures that utility issues are at the forefront of project execution. These two individuals will guide the AW team through the various utility issues and will effectively mitigate the five specific utility risks identified above as follows:

1) 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.

2) Coordination with multiple utility owners: The project area includes several private communications companies, as well as public water, public sanitary sewer, DVP transmission, DVP distribution, Colonial Gas transmission, and VDOT signal interconnect communications. The assignment of a full-time project utility coordinator mitigates this risk. Matt Phillips will ensure that ongoing communication occurs with the various utility owners. He 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. Matt 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 not overlook the need to understand each utility's need for access to its facilities during construction and for access upon project completion.

3) Relocation of the DVP high-voltage transmission lines: These lines will be relocated by DVP. We will mitigate the potential risk with early coordination with DVP to ensure a mutual understanding of project schedules. In addition, we will sequence design activities to provide information needed for DVP to complete its relocation design, and we will provide site support for the actual relocation. We are familiar with this process, having recently completed DVP transmission line relocation on the I-95 Bridges Reconstruction project. The AW team will also understand and follow DVP's requirements for performing construction activities adjacent to the transmission lines and for working in DVP easements.

4) Crossing of Colonial Pipeline gas transmission line: Colonial Gas easements are indicated near Sam Perry Boulevard, but no gas lines are shown. Similarly, gas lines of unknown sizes cross the extension of Mary Washington Boulevard near the proposed roundabout. This risk will be mitigated by determining the location, size, and type of all gas lines. In addition to physically avoiding gas lines, it will likely be necessary to not impose additional load on the lines. Multiple alternatives will be examined to prevent additional load on these lines, including bridging and the use of lightweight fill.

5) Existence of asbestos cement pipe: The water pipe on the existing Fall Hill Avenue bridge over I-95 has been identified as asbestos cement pipe. The asbestos in this type of pipe is not airborne, and therefore does not pose the risks usually associated with asbestos. Risk associated with this type of pipe will be mitigated by removing the pipe in accordance with OSHA guidelines and industry practice.

Doing so will prevent the material from becoming friable, and therefore potentially requiring asbestos remediation measures.

VDOT's role – It is the design-builder's responsibility to coordinate with the utilities and prepare acquisitions and easements for relocations. The team's experience 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.

Critical Risk 3 Cultural Resource Protection

As outlined in the EA, Section 4(f) Evaluation, and Section 106 MOA associated with the project, there are several critical cultural resource issues that must be addressed. The timely planning and execution of commitments to avoid, minimize, and mitigate impacts to these resources will be critical to the success of the project. The commitments are as follows:

- Avoidance of Impacts to Site 44SP0574/VDHR# 111-5273 (Civil War Zig-Zag Trench Earthworks – Avoidance will be accomplished by constructing a retaining wall that would hold road grades at least 35 feet away from the nearest trench point. Trench locations will be clearly defined on project plans, and trench areas will be clearly marked on site to ensure that there is no inadvertent damage during construction activities.
- Mitigation of Impacts to Site 44SP0573/VDHR# 111-5272 (Civil War Trench and Lunette Earthworks) – Impacts to 10 linear feet of trench on the north side of Fall Hill Avenue will not be avoided, but mitigation will be accomplished through interpretive signage. Trench locations will be clearly defined on project plans and clearly marked on site to ensure that there is no inadvertent damage during construction.
- Mitigation of Impacts to Site 44SP0642 (includes Eighteenth-Century Domestic Archaeological Component Within Snowden Park and Determined Eligible for the National Register) – Mitigation will include the development of a data recovery plan and data recovery excavations, as outlined in the MOA.

- Minimization and Mitigation of Impacts to VDHR# 111-0149 (Fall Hill Property, including Antebellum Manor House) – Minimization will include designs that require the least amount of new easement from the property’s National Register boundary, as well as preservation easements held by VDHR. Tree removal within preservation easements will be coordinated with VDHR. The mitigation of effects will include the appropriate and historically sensitive relocation of two stone entrance pillars which are considered contributing resources to the historical significance of the property.

Why this risk is critical/How this risk could impact the project – While most of the obligations are clearly defined, one of these, the mitigation for Archaeological Site 44SP0642, in Snowden Park, involves some unknown constraints that could impact project timelines if not appropriately scheduled. In addition, given the historically sensitive nature of the project area and that some site areas will be impacted, accidental discoveries of known or unknown site components or human remains could cause project delays if proper procedures are not in place. This is especially important, because the project cannot avoid impacts to one of the Civil War trench areas or to the Old Fall Hill Road Bed (44SP0460), which contributes to the Fall Hill property.

Site 44SP0642 was delineated and intensively evaluated by CCR within an area extending 100 feet from the existing Fall Hill Avenue roadway ROW. It was not established whether there are any additional components of the site present in areas south of the former survey and evaluation boundary, including below the Snowden Park basketball courts. Some form of removal and monitoring of the court surfaces may be necessary, and additional survey-level work would be appropriate if the project has any areas of revised alignments related to access to the park and/or the Heritage Park apartment complex. These issues were discussed during a coordination meeting between VDOT, CCR, and VDHR and will likely be considered during VDHR’s review and approval of any data recovery plan that is developed. The data recovery plan will also include provisions for public involvement during the data recovery and/or public dissemination of the results.

Mitigation strategy for this risk/VDOT’s role

– Our team includes experts in environmental documentation and cultural resource coordination/preservation. These experts, including Stuart Tyler and Susan Bamann, will be involved in the early reviews of each design submittal to ensure that all commitments are maintained. Stuart and Susan both have extensive experience coordinating with VDHR, and our team’s expertise will limit VDOT’s role to normal review and approval activities.

Our mitigation strategies will include clearly marking off-limit areas to protect them from accidental intrusion or impact during construction. All workers and site visitors will be trained, or accompanied by someone who has been trained, on how to navigate and work in the site, how to avoid unintended impacts, and how to stop work and notify management when necessary. To address the possibility of accidental cultural resource discoveries during the grading and construction activities, the team would adopt and utilize, an unanticipated-finds plan that specifies a process for informing on-site personnel of the possibility of uncovering evidence of archaeological components or human remains, and outlines a process for notifying the appropriate agency representatives or authorities and avoiding additional disturbance.

To further mitigate any impacts to cultural resources in the area, we will make an early submission and approval of a data recovery plan for Site 44SP0642. This plan will identify additional survey required to delineate potential site areas not previously included in the Area of Potential Effects. Coordination and approval of the plan will involve VDOT cultural resource personnel through the VDOT project manager. This will ensure complete compliance with each of the project’s cultural resource commitments.

Another key to mitigating the risks of schedule and cost impacts is using an appraiser who has experience with the acquisition of historically and culturally encumbered properties and extensive coordination with all parties with an interest in the property. Because the needed rights are limited to easements, the complications that arise from a fee acquisition are naturally minimized. Our team includes Debra Moore, who has dealt with similar circumstances on the Dulles Corridor Metrorail project in Fairfax County and during her time with VDOT’s Northern District ROW Section.

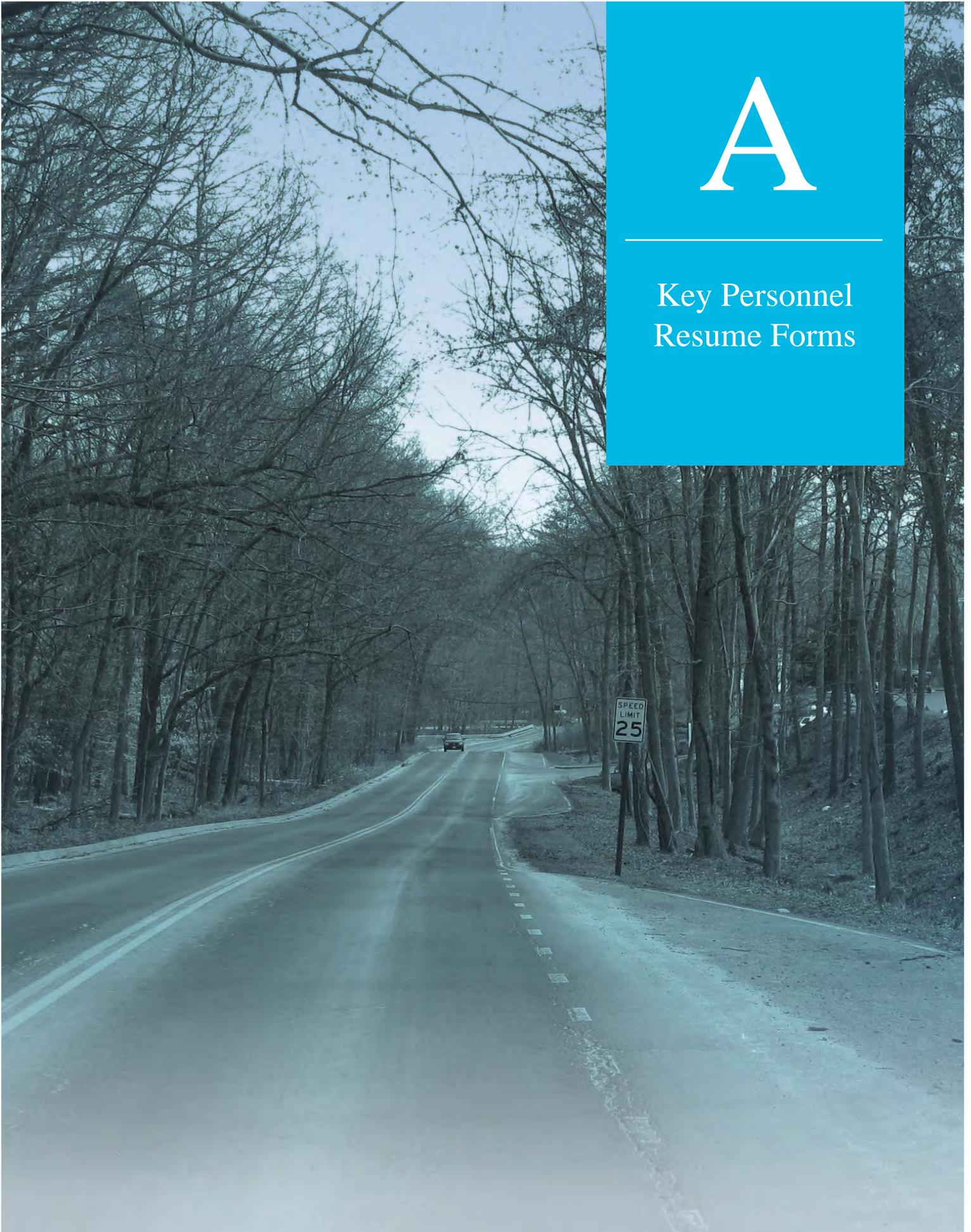
5.

Appendices



A

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 experience: With this Firm 4 Years With Other Firms 29 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><tr><td>Name of Firm:</td><td>Archer Western</td><td rowspan="4">RELEVANCE: VDOT ■ <i>High visibility</i> ■ <i>Urban setting</i> ■ <i>Multiphase MOT</i> ■ <i>Bridge work</i> ■ <i>DVP line relocation</i> ■ <i>Similar role</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 estimate; 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 four bridge widenings. This last is for localized shoulder and on-ramp widening to improve corridor safety. Specific features of work included urban expressway and local street maintenance of traffic (MOT), expressway bridge demolition and reconstruction, roadway construction, and retaining wall construction. While not a design-build project, this project required extensive collaboration with the VDOT designer for the preparation and approval of shop drawings, of falsework designs, and of demolition and erection schemes. It also required extensive coordination with Dominion Virginia Power (DVP), as the largest bridge on the project runs longitudinally beneath an existing overhead transmission line. These lines are being relocated to accommodate bridge superstructure work, while the existing tower foundations had to be protected during substructure work. The ongoing relocation is a jobsite-negotiated solution to address DVP's inability to provide outages, per the contract documents.</p> <p>MdTA I-95/I-895 INTERCHANGE RECONSTRUCTION, Baltimore, MD</p> <table><tr><td>Name of Firm:</td><td>Cherry Hill</td><td rowspan="4">RELEVANCE: High visibility ■ <i>Urban setting</i> ■ <i>Bridge over I-95</i> ■ <i>Multiphase MOT</i> ■ <i>Utility coordination</i> ■ <i>Local street access coordination</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>	Name of Firm:	Archer Western	RELEVANCE: VDOT ■ <i>High visibility</i> ■ <i>Urban setting</i> ■ <i>Multiphase MOT</i> ■ <i>Bridge work</i> ■ <i>DVP line relocation</i> ■ <i>Similar role</i>	Dates:	2010 – October 31, 2013	Project Role:	Senior Project Manager	Construction Value:	\$68 million	Name of Firm:	Cherry Hill	RELEVANCE: High visibility ■ <i>Urban setting</i> ■ <i>Bridge over I-95</i> ■ <i>Multiphase MOT</i> ■ <i>Utility coordination</i> ■ <i>Local street access coordination</i>	Dates:	2006 – 2008	Project Role:	Operations Manager	Construction Value:	\$54 million
Name of Firm:	Archer Western	RELEVANCE: VDOT ■ <i>High visibility</i> ■ <i>Urban setting</i> ■ <i>Multiphase MOT</i> ■ <i>Bridge work</i> ■ <i>DVP line relocation</i> ■ <i>Similar role</i>																	
Dates:	2010 – October 31, 2013																		
Project Role:	Senior Project Manager																		
Construction Value:	\$68 million																		
Name of Firm:	Cherry Hill	RELEVANCE: High visibility ■ <i>Urban setting</i> ■ <i>Bridge over I-95</i> ■ <i>Multiphase MOT</i> ■ <i>Utility coordination</i> ■ <i>Local street access coordination</i>																	
Dates:	2006 – 2008																		
Project Role:	Operations Manager																		
Construction Value:	\$54 million																		

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 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 construction manager. The project purpose was to reconstruct the I-95/I-895 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 I-895, new expressway bridge construction for a flyover crossing 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: Urban setting ■ Design-build ■ Multiphase MOT ■ Bridge work ■ Utility coordination/relocation ■ 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 bid and 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. On 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 west of Miami International Airport to increase capacity by adding lanes (widening) and improving geometry. The specific features of the work included urban expressway and local street MOT, utility relocation, expressway bridge demolition and construction over local streets and the Florida's Turnpike, roadway construction, retaining wall construction, and landscaping.

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

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

RELEVANCE: VDOT design-build ■ Bridge work ■ Multiphase MOT ■ Utility coordination ■ Bridges over I-95 ■ DVP line relocation

As construction manager, Brian's specific responsibilities and authorities included the day-to-day direction of on-site construction activities through the 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 Blauveldt 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/Rte. 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. A key third-party interface was with DVP, whose overhead transmission lines crossed the Rte. 895 mainline and one ramp, which involved the temporary relocation of those lines to accommodate the self-launching gantry for the segmental work.

WMATA BRANCH AVENUE STATION AND LINE, Suitland, MD

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

RELEVANCE: Urban setting ■ Utility coordination ■ Multiphase MOT ■ Ramp and street reconstruction ■ Bridge over Suitland Parkway

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. Years experience: With this Firm <u>19</u> Years With Other Firms <u>12</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.):	<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, buildings, and residential construction. He has performed constructability reviews and extensive takeoffs and preconstruction cost estimate/budget reviews. Ali has provided independent site inspections varying from bank-draw requests to inspections of multiple residential/commercial buildings and K-12 educational facility projects, verifying FHA and ADA requirements. He has worked extensively with VDOT and is certified by VDOT to perform concrete, asphalt, soils, nuclear testing, and erosion control inspections. In addition, Ali has overseen specialty quality assurance (QA) inspections for design-build projects.</p>																		
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	<p>MS, Architecture/Construction Management, Virginia Tech, 2003 BS, Construction Engineering, Florida International University, 1981</p>																		
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	<p>Professional Engineer VA: 1998/Civil/0402031852 Certified Construction Manager: 2006</p>																		
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 HUGUENOT MEMORIAL BRIDGE REPLACEMENT, ROUTE 147, Richmond, VA</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">Name of Firm:</td> <td style="width: 30%;">MBP</td> <td rowspan="4" style="width: 40%; background-color: #e0e0e0; padding: 5px;">RELEVANCE: VDOT ▪ <i>Environmentally sensitive</i> ▪ <i>Suburban project</i> ▪ <i>Inspection</i> ▪ <i>Bridge construction</i> ▪ <i>Historical artifacts</i> ▪ <i>Multiphase MOT</i> ▪ <i>Commercial abutters</i> ▪ <i>Similar role</i></td> </tr> <tr> <td>Dates:</td> <td>1/2013 – 10/2013</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>As the VDOT construction manager, Ali manages a consulting team providing on-site construction inspection and testing services to ensure contractor compliance with the plans and contract documents. He manages the inspection staff, provides documentation control, approves progress payments, and reviews CPM schedule updates. The project involves the replacement of a heavily utilized suburban crossing of the James River. This multiphase project requires significant coordination with commercial establishments at both ends of the bridge. It also includes the 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 style="width: 30%;">MBP</td> <td rowspan="4" style="width: 40%; background-color: #e0e0e0; padding: 5px;">RELEVANCE: VDOT ▪ <i>Design-build</i> ▪ <i>Bridge work</i> ▪ <i>Contractor QA/QC</i> ▪ <i>Roadway construction</i> ▪ <i>Multipurpose trail</i> ▪ <i>Similar role</i></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>As QA manager, Ali was responsible for providing QA/QC of all work and ensuring conformance with contract documents. Overall, he was responsible for developing and adhering to the design-build QA/QC plan. The \$107 million design-build project consists of the construction segment of the Fairfax County Parkway between Rolling</p>	Name of Firm:	MBP	RELEVANCE: VDOT ▪ <i>Environmentally sensitive</i> ▪ <i>Suburban project</i> ▪ <i>Inspection</i> ▪ <i>Bridge construction</i> ▪ <i>Historical artifacts</i> ▪ <i>Multiphase MOT</i> ▪ <i>Commercial abutters</i> ▪ <i>Similar role</i>	Dates:	1/2013 – 10/2013	Project Role:	VDOT Construction Manager	Construction Value:	\$38 million	Name of Firm:	MBP	RELEVANCE: VDOT ▪ <i>Design-build</i> ▪ <i>Bridge work</i> ▪ <i>Contractor QA/QC</i> ▪ <i>Roadway construction</i> ▪ <i>Multipurpose trail</i> ▪ <i>Similar role</i>	Dates:	2008 – 2011	Project Role:	Quality Assurance Manager	Construction Value:	\$107 million
Name of Firm:	MBP	RELEVANCE: VDOT ▪ <i>Environmentally sensitive</i> ▪ <i>Suburban project</i> ▪ <i>Inspection</i> ▪ <i>Bridge construction</i> ▪ <i>Historical artifacts</i> ▪ <i>Multiphase MOT</i> ▪ <i>Commercial abutters</i> ▪ <i>Similar role</i>																	
Dates:	1/2013 – 10/2013																		
Project Role:	VDOT Construction Manager																		
Construction Value:	\$38 million																		
Name of Firm:	MBP	RELEVANCE: VDOT ▪ <i>Design-build</i> ▪ <i>Bridge work</i> ▪ <i>Contractor QA/QC</i> ▪ <i>Roadway construction</i> ▪ <i>Multipurpose trail</i> ▪ <i>Similar role</i>																	
Dates:	2008 – 2011																		
Project Role:	Quality Assurance Manager																		
Construction Value:	\$107 million																		

Road and Fullerton Road. It runs 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; the relocation of portions of Hooes Road and Rolling Road; the construction of a multipurpose trail; and the construction of interchanges and bridges. In addition, the project involved the Boudinot Drive interchange, which includes the construction of an extension of Boudinot Drive from Fullerton Road to Fairfax County Parkway, including the construction of new Ramp D, Ramp B, Loop B, and Ramp D bridges over Accotink Creek, and Boudinot Drive Bridge over a branch of Accotink Creek.

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 ▪ Multiphase MOT ▪ Utility relocations

As senior engineer, Ali provided an independent plan and constructability review of the design documents. He analyzed major work sequencing and traffic staging. This \$101 million project consisted of the first braided collector-distributor lanes in the Hampton Roads area. This phased construction project included nearly six lane miles of concrete paving with the expansion of I-64 from six lanes to 14 lanes, four new interstate bridges, mechanically stabilized earth walls, the 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 & Bridges 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 ▪ Inspection ▪ Similar bridge construction ▪ Shop drawing review ▪ Fabrication shop visits

As senior construction manager, Ali monitored construction activities, scheduled technicians for testing soils and concrete, reviewed the contractor's monthly pay requisition, and performed project documentation. Ali 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. He was responsible for overall project coordination, on-site inspection, the 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. The bridge 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
Construction Value: \$3 million

RELEVANCE: VDOT ▪ Inspection ▪ Extensive Stakeholder interaction ▪ Utility relocation ▪ ROW procurement ▪ Multipurpose trail ▪ Permitting

As senior inspector, Ali performed inspections and issued construction permits throughout Fairfax County on a wide range of highway, developer, and utility projects. Ali 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, streetlights, water main installations, and underground and overhead fiber-optic installation. In addition, he performed traffic engineering design review of the ultimate signage and striping for the projects; reviewed and inspected the construction of the new fiber-optic telecommunications network, including field coordination with various telecommunications and utility companies; and inspected and issued fiber-optic permits. Ali provided oversight in the review of all of the Cox Communications permits for its fiber-optics installation project throughout Fairfax County. He assisted the VDOT Permits Section with the 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:	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>I-395 HOV RAMP AT SEMINARY ROAD WITH I-395 NB AUXILIARY LANE EXTENSION, Alexandria, VA</p> <table border="0"> <tr> <td>Name of Firm:</td> <td>Parsons</td> <td rowspan="4" style="background-color: #e0f0ff; padding: 5px;"><i>RELEVANCE: ▪ VDOT design-build experience with same contractor (Archer Western) ▪ I-95/I-395 Corridor ▪ Structure in Interstate ROW ▪ Local land use access TMP/MOT</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>\$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 Fall Hill Avenue Widening and Mary Washington Boulevard Extension. This project is similar to the Fall Hill Avenue and Mary Washington Boulevard Extension project because it is a design-build project for VDOT in the same corridor, involves an interstate, includes impacts to commercial property entrances, includes pedestrian facilities, and has a significant MOT component.</p>		Name of Firm:	Parsons	<i>RELEVANCE: ▪ VDOT design-build experience with same contractor (Archer Western) ▪ I-95/I-395 Corridor ▪ Structure in Interstate ROW ▪ Local land use access TMP/MOT</i>	Dates:	2012 – Present	Project Role:	Design Manager	Construction Value:	\$55.4 million
Name of Firm:	Parsons	<i>RELEVANCE: ▪ VDOT design-build experience with same contractor (Archer Western) ▪ I-95/I-395 Corridor ▪ Structure in Interstate ROW ▪ Local land use access TMP/MOT</i>								
Dates:	2012 – Present									
Project Role:	Design Manager									
Construction Value:	\$55.4 million									
<p>I-64/ROUTE 15 (ZION CROSSROADS) INTERCHANGE IMPROVEMENT, Louisa County, VA</p> <table border="0"> <tr> <td>Name of Firm:</td> <td>Parsons</td> <td rowspan="4" style="background-color: #e0f0ff; padding: 5px;"><i>RELEVANCE: ▪ VDOT design-build experience ▪ Local land use access TMP/MOT ▪ 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</p>		Name of Firm:	Parsons	<i>RELEVANCE: ▪ VDOT design-build experience ▪ Local land use access TMP/MOT ▪ 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	<i>RELEVANCE: ▪ VDOT design-build experience ▪ Local land use access TMP/MOT ▪ Many of the same design leads and subs</i>								
Dates:	2012 – Present									
Project Role:	Design Manager									
Construction Value:	\$6.8 million									

schedule and will be completed by June of this year, well before the Fall Hill Avenue Widening and Mary Washington Boulevard Extension NTP. The Zion 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 B for more information on this project)

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 and/or with live traffic ■ Historic resource mitigation alternatives ■ 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 historic and cultural resources, as well as historic properties and historic view sheds, along with 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 B for more information on this project)

**I-95 RAMP FROM FORT BELVOIR NORTH AREA (FBNA), Springfield, VA
FHWA EASTERN FEDERAL LANDS SERVICES ON-CALL, NORTHERN REGION, Washington, D.C.**

Name of Firm: Parsons
Dates: 9/2007 – 12/2007
Project Role: Program Manager
Contract Value: \$1 million/year

RELEVANCE: ■ I-95 Corridor ■ Structure over I-95 and MOT designed for minimal impact to existing traffic

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 B 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:	CARTER WASHINGTON, PE, Project Manager																		
b. Project Assignment:	Construction Manager (RLD #36123 expiring 7/25/14 & ESCCC #5221C expiring 12/11/14)																		
c. Name of Firm with which you are now associated:	Archer Western Construction, LLC																		
d. Years experience: With this Firm <u>8</u> Years With Other Firms <u>9</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.):	Assistant Project Manager, Heavy Civil Construction, Archer Western, 2010 to Present Project Manager, Heavy Civil Construction, Curtis Contracting, Inc., 2007 to 2010 Construction Manager, Heavy Civil Construction, Archer Western, 2002 to 2007 Construction Manager, Heavy Civil Construction, Condotte America, Inc., 1998 to 2002																		
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	MS, Construction Management, University of Florida, Gainesville, FL, 1998 BS, Civil Engineering, University of Florida, Gainesville, FL, 1995																		
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	Professional Engineer VA: 2001/Civil/ 0402035328																		
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><tr><td>Name of Firm:</td><td>Archer Western</td><td rowspan="4">RELEVANCE: <i>VDOT ▪ I-95 bridge work ▪ Urban setting ▪ Multiphase MOT ▪ DVP line relocation ▪ Commercial/educational interfaces</i></td></tr><tr><td>Dates:</td><td>2010 – March 2014</td></tr><tr><td>Project Role:</td><td>QCM/Assistant Project Manager</td></tr><tr><td>Construction Value:</td><td>\$68 million</td></tr></table> <p>Carter’s responsibilities included development of means and methods for self-performed work, cost control and management of self-performed and subcontracted work, coordination of major third-party utility relocation work (e.g., DVP), critical crane lift planning, supervision of casting yard CQC, and engineering support for self-performed work. 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 four bridge widenings. This last is for localized shoulder and on-ramp widening to improve corridor safety. Specific features of work included urban expressway and local street maintenance of traffic (MOT), expressway bridge demolition and reconstruction, roadway construction, and retaining wall construction. While not a design-build project, this project required extensive collaboration with the VDOT designer for the preparation and approval of shop drawings, falsework designs, and demolition and erection schemes. The project team has also successfully implemented VECPs to improve permanent stormwater management and to resolve utility conflicts.</p> <p>FORT EUSTIS TACTICAL EQUIPMENT MAINTENANCE FACILITY (TEMF), Fort Eustis, VA</p> <table><tr><td>Name of Firm:</td><td>Curtis Contracting, Inc.</td><td rowspan="4">RELEVANCE: <i>Similar role ▪ Design-build project ▪ Multiphase construction ▪ Utility coordination ▪ Maintenance of facility entrances for access</i></td></tr><tr><td>Dates:</td><td>2008 – 2010</td></tr><tr><td>Project Role:</td><td>Construction Manager</td></tr><tr><td>Construction Value:</td><td>\$11 million</td></tr></table> <p>Carter’s responsibilities included the selection of means and methods for self-performed work, cost control and management of self-performed and subcontracted work, CPM scheduling, quality control implementation and documentation, management of the project superintendent and quality control manager, and daily coordination with the project owner (U.S. Army Corps of Engineers). This project was a design-build job for the construction of a 28-acre site on an active military facility, which required the maintenance of access for all base activities. The work</p>	Name of Firm:	Archer Western	RELEVANCE: <i>VDOT ▪ I-95 bridge work ▪ Urban setting ▪ Multiphase MOT ▪ DVP line relocation ▪ Commercial/educational interfaces</i>	Dates:	2010 – March 2014	Project Role:	QCM/Assistant Project Manager	Construction Value:	\$68 million	Name of Firm:	Curtis Contracting, Inc.	RELEVANCE: <i>Similar role ▪ Design-build project ▪ Multiphase construction ▪ Utility coordination ▪ Maintenance of facility entrances for access</i>	Dates:	2008 – 2010	Project Role:	Construction Manager	Construction Value:	\$11 million
Name of Firm:	Archer Western	RELEVANCE: <i>VDOT ▪ I-95 bridge work ▪ Urban setting ▪ Multiphase MOT ▪ DVP line relocation ▪ Commercial/educational interfaces</i>																	
Dates:	2010 – March 2014																		
Project Role:	QCM/Assistant Project Manager																		
Construction Value:	\$68 million																		
Name of Firm:	Curtis Contracting, Inc.	RELEVANCE: <i>Similar role ▪ Design-build project ▪ Multiphase construction ▪ Utility coordination ▪ Maintenance of facility entrances for access</i>																	
Dates:	2008 – 2010																		
Project Role:	Construction Manager																		
Construction Value:	\$11 million																		

included a 58,000-square-foot TEMF, an 8,000-square-foot organizational storage facility, a hazmat building, a POL building, a hardstand area, and parking lots.

YORK COUNTY SPORTS COMPLEX, Yorktown, VA

Name of Firm: Curtis Contracting, Inc.
Dates: 2007 – 2008
Project Role: Construction Manager
Construction Value: \$14 million

RELEVANCE: Similar role ■ Multiphase construction ■ Utility coordination ■ Protection of cultural resources

Carter's responsibilities included the selection of means and methods for self-performed work, cost control and management of self-performed and subcontracted work, CPM scheduling, quality control implementation and documentation, and daily coordination with the project owner. This project was for the construction of a 70-acre municipal recreation facility complete with three brick concession/restroom buildings, seven baseball fields, six soccer fields, seven parking lots, and a one-half-mile-long park access road, plus a signalized primary entrance with turn lanes on US 17 and a secondary entrance on a local street. The scope of work included building construction, site grading, underground utilities, BMP facilities, sports field construction, concrete flatwork, and asphalt paving. It also included isolation and protection of Civil War breastworks and cannon emplacement.

VDOT I-77 NEW RIVER BRIDGE, Wythe County, VA

Name of Firm: Archer Western
Dates: 2002 – 2006
Project Role: Construction Manager
Construction Value: \$40 million

RELEVANCE: VDOT ■ Similar role ■ Multiphase MOT ■ Bridge work

Carter's responsibilities included the management of self-performed work, subcontractors, cost controls, safety, and quality. He was responsible for daily coordination with the project owner (VDOT); project CPM scheduling; development and analysis of construction means and methods; design of concrete formwork and falsework; and production and submission of all correspondence, including letters, RFIs, submittals, pay estimates, and work order proposals. This project was for the reconstruction of dual 1,800-foot-long, high-level bridges on I-77. The scope of work included the demolition of existing bridge superstructure, installation of drilled shaft foundations, construction of concrete substructure and abutments, erection of new steel plate girders, installation of a soil-nail retaining wall, paving, grading, and stormwater facilities.

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

Name of Firm: Condotte America
Dates: 1999 – 2002
Project Role: Project Engineer
Construction Value: \$115 million

RELEVANCE: ■ VDOT ■ Design-build ■ I-95 bridge work ■ Multiphase MOT ■ DVP line relocation

Carter was responsible for concrete bridge segment geometry and alignment during casting and erection operations; quality control during post-tensioning and grouting operations; concrete formwork and falsework design; analysis of crane positioning/rigging for critical lifts; project scheduling; and the production and submission of letters, RFIs, submittals, pay estimates, and work order proposals. The purpose of the design-build project was to construct a new high-level crossing of the James River and expansion of the existing I-95/Rte. 150 interchange. The interchange reconstruction included dual bridges over I-95, three new I-95 access ramps, and relocation of DVP high-voltage lines. 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. (FD/MK held the P3 contract with VDOT, but self-performed no construction work. Condotte America, which was selected for the project because of its segmental bridge expertise, had a turnkey subcontract for all construction work on the interchange, including active participation in the selection and development of bridge designs.)

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.																			
a. Name & Title:	STUART TYLER, PE Project Manager																		
b. Project Assignment:	Lead Environmental Manager																		
c. Name of Firm with which you are now associated:	Parsons Transportation Group Inc. (Parsons)																		
d. Years experience: With this Firm <u>21</u> Years With Other Firms <u>15</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/Environmental Specialist, Parsons Transportation Group Inc., 1992 to Present																		
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	MS, Civil Engineering (Transportation) University of Virginia, 1981 BS, Environmental Science, University of Virginia, 1976																		
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	Professional Engineer VA: 1999/Civil/0402021993																		
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>I-95 HOV RAMP TO FORT BELVOIR'S NORTH AREA, Springfield, VA Federal Highway Administration – Eastern Federal Lands Highway Division</p> <table><tr><td>Name of Firm:</td><td>Parsons</td><td rowspan="4" style="background-color: #e6f2ff;">RELEVANCE ▪ VDOT ▪ I-95 Corridor ▪ NEPA and Section 106 compliance ▪ Commitments incorporated into final design</td></tr><tr><td>Dates:</td><td>2008 – 2013 (NEPA and Design Phases)</td></tr><tr><td>Project Role:</td><td>Senior Planner</td></tr><tr><td>Contract Value:</td><td>\$2.75 million</td></tr></table> <p>Stuart conducted environmental impact studies, prepared an environmental assessment and Section 106 compliance report, and participated in public meetings for the I-95/Defense Access Roads HOV Ramp to Fort Belvoir's North Area (Engineering Proving Ground). The project was required as part of the Fort Belvoir Base Realignment and Closure (BRAC) implementation program and for the improvements to Route 1 through Fort Belvoir. Stuart served as principal author of the environmental assessments and environmental manager for Phase I archaeological investigations. He also provided environmental consultation to ensure required mitigations and commitments were included in the final design phase. The project is currently under construction.</p> <p>MANASSAS NATIONAL BATTLEFIELD PARK BYPASS, Manassas, VA Federal Highway Administration – Eastern Federal Lands Highway Division</p> <table><tr><td>Name of Firm:</td><td>Parsons</td><td rowspan="4" style="background-color: #e6f2ff;">RELEVANCE: ▪ VDOT ▪ Civil War resources, including battlefields ▪ Environmental documentation and compliance, including avoidance and mitigation strategies of historic resources</td></tr><tr><td>Dates:</td><td>2004 – Present (anticipated completion 2013)</td></tr><tr><td>Project Role:</td><td>Senior Planner</td></tr><tr><td>Contract Value:</td><td>\$2.5 million</td></tr></table> <p>Stuart is responsible for the preparation of the Draft Environmental Impact Statement (EIS) for the proposed bypass of the Historic Battlefield Park. Stuart is currently preparing an environmental re-evaluation and Final EIS for the project. He conducted extensive Section 106 and Section 4(f) coordination efforts as part of the environmental study.</p>	Name of Firm:	Parsons	RELEVANCE ▪ VDOT ▪ I-95 Corridor ▪ NEPA and Section 106 compliance ▪ Commitments incorporated into final design	Dates:	2008 – 2013 (NEPA and Design Phases)	Project Role:	Senior Planner	Contract Value:	\$2.75 million	Name of Firm:	Parsons	RELEVANCE: ▪ VDOT ▪ Civil War resources, including battlefields ▪ Environmental documentation and compliance, including avoidance and mitigation strategies of historic resources	Dates:	2004 – Present (anticipated completion 2013)	Project Role:	Senior Planner	Contract Value:	\$2.5 million
Name of Firm:	Parsons	RELEVANCE ▪ VDOT ▪ I-95 Corridor ▪ NEPA and Section 106 compliance ▪ Commitments incorporated into final design																	
Dates:	2008 – 2013 (NEPA and Design Phases)																		
Project Role:	Senior Planner																		
Contract Value:	\$2.75 million																		
Name of Firm:	Parsons	RELEVANCE: ▪ VDOT ▪ Civil War resources, including battlefields ▪ Environmental documentation and compliance, including avoidance and mitigation strategies of historic resources																	
Dates:	2004 – Present (anticipated completion 2013)																		
Project Role:	Senior Planner																		
Contract Value:	\$2.5 million																		

I-95/I-395 HOV/BUS/HOT LANES PROJECT, Washington, D.C., to Fredericksburg, VA

Virginia Department of Transportation

Name of Firm: Parsons
Dates: 2008 – 2010
Project Role: Project Manager/Senior Planner
Contract Value: \$900,000 (NEPA Study) Construction Value: \$589 million

RELEVANCE: ■ VDOT ■ I-95 Corridor in Fredericksburg ■ Environmental documentation and compliance

Stuart was responsible for the preparation of all environmental documents for both segments of proposed construction. In addition to preparing NEPA documents, Stuart’s responsibilities included extensive field surveys of natural, historic, and community resources and an assessment of potential impacts to the same. He also conducted agency coordination meetings and participated in various public meetings, including formal public hearings. Under the state’s Public-Private Partnership Act, 50 miles of I-95 and I-395 between Washington, D.C., and Fredericksburg, Virginia, are being converted to high-occupancy toll (HOT) lanes. The project included the conversion of existing HOV lanes to HOT, as well as the construction of new HOT lanes.

ENVIRONMENTAL DOCUMENT AND RELATED SERVICES ON-CALL CONTRACTS

Virginia Department of Transportation

Name of Firm: Parsons
Dates: 1995 – Present
(anticipated completion 2013)
Project Role: Project Manager/Senior Planner
Contract Value: \$3 million annually

RELEVANCE: ■ VDOT environmental documents ■ Fredericksburg-area projects ■ Evaluation and protection of cultural resources

Stuart is project manager for VDOT’s Environmental Document contract for five consecutive contract periods, beginning in 1995. During this time, Stuart has been responsible for completing more than 70 task orders. Assignments include NEPA and Section 4(f) documents, Section 106 compliance documents, community impact assessments, environmental justice evaluations, farmland evaluations, corridor studies, cultural resources investigations, endangered species surveys, traffic analyses, pedestrian studies, wetland delineations, wetland compensation design, 401/404 permitting, and lawsuit support. NEPA documents have ranged from simple categorical exclusions for minor roadway improvements to complex EAs and EISs for a wide variety of road widenings, new roadway corridors, and bridge replacements. Notable projects include the following: I-95 HOV/Express Lanes, Harrisonburg Bypass, Route 29 Charlottesville Bypass, Coalfields Expressway, Bridgewater Bypass, I-95 Access Study (Fredericksburg), Fairfax County Parkway Interchange Improvements, TriCounty Parkway, and Midtown Tunnel.

LINKING NEPA AND PLANNING – POLICY PAPER

Virginia Department of Transportation

Name of Firm: Parsons
Dates: 2007 – 2008
Project Role: Project Manager/Principal Author
Contract Value: \$210,000

RELEVANCE: ■ VDOT ■ In-depth knowledge and application of NEPA process ■ Recordation and protection of historic resources

Stuart was the project manager and principal author for research and a recommendations report for VDOT’s environmental and transportation planning divisions. Recommendations provided measures to ensure commitments made during the project planning process to protect environmental and historic resources were retained and incorporated into the NEPA/environmental studies and subsequent design efforts to follow in the project development process. Recommendations and procedures were developed to avoid the duplication of efforts and /or approvals in later phases of projects.

development, including an RAMP for the project; and audit responses. Extensive coordination is handled between project staff and VDOT-assigned fee counsel and experts retained for condemnation services. Debra also provides oversight on relocation assistance matters for commercial relocations with challenging zoning issues. In addition to her land acquisition duties, she assisted in Transit Oriented Development (TOD), managed all surplus properties, provided scheduling assistance, conducted plan reviews, and assisted with public involvement efforts. The project involves involvement with historically significant properties, such as Wolf Trap Park, and multiple sites along Route 28. The project involves working with key stakeholders and federal agencies, including, MWAA, VDOT, FHWA, FTA, NPS, Fairfax County, and Washington Metropolitan Area Transit Authority.

ROUTE 1 THORNBURG, RIGHT OF WAY SERVICES, VDOT, Fredericksburg District, VA

Name of Firm: Volkert
Dates: 2013 – Present
Project Role: ROW Manager
Contract Value: \$83,000(fee)

RELEVANCE: ROW services in Fredericksburg District ▪ Worked with local Fredericksburg ROW staff

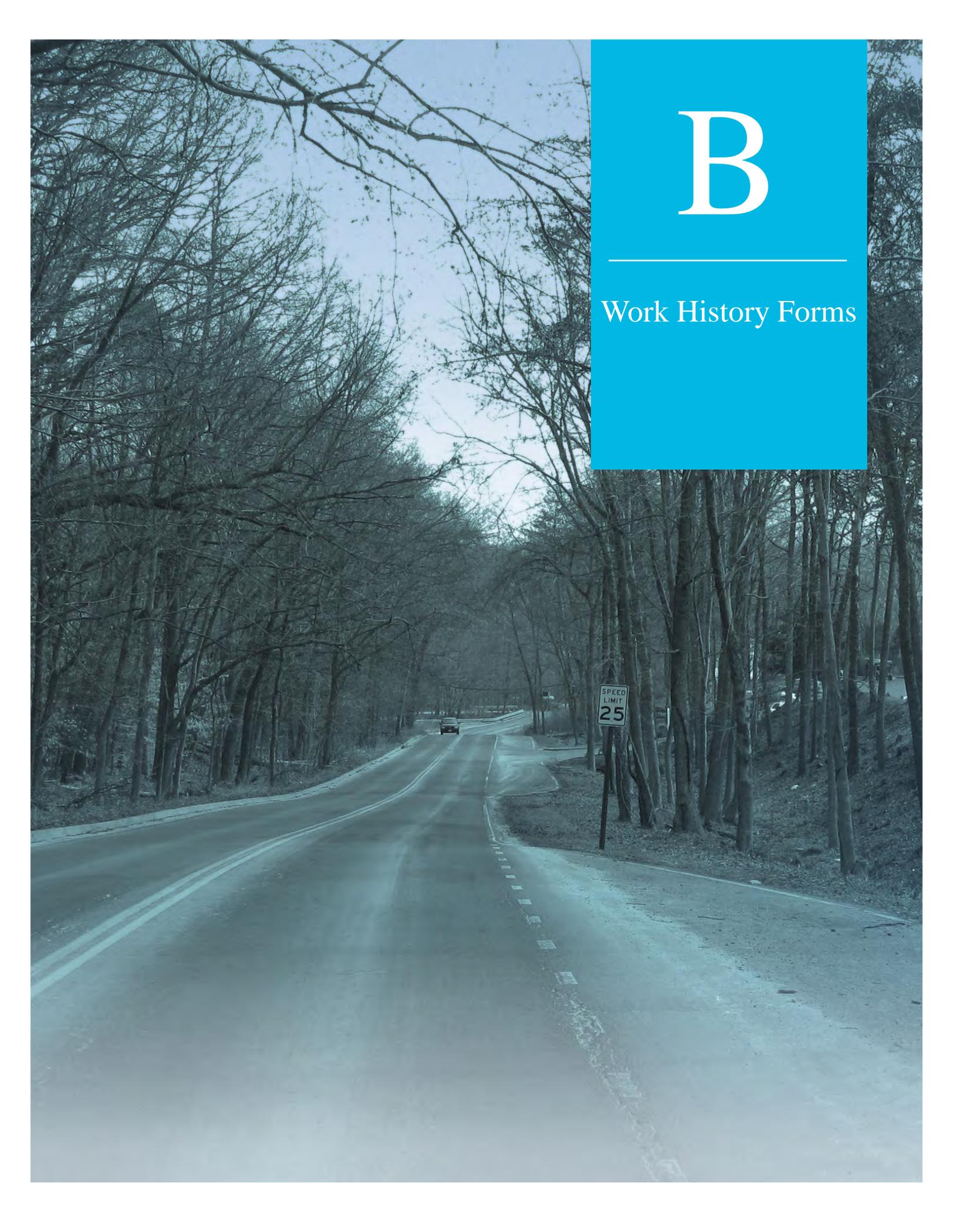
As project manager, Debra provides project management services on a VDOT project along Route 1 in Thornburg. The project involved negotiation and relocation services on 24 properties involving multiple easements for slope, utilities, signs, and construction. Debra worked with VDOT in establishing a VDOT joint-use arrangement on a number of properties and worked with property owners and utility companies in securing the necessary rights to utilize these easements. She assisted with document preparation and provides other technical expertise. (2013)

NORTHERN VIRGINIA RIGHT OF WAY SERVICES ASSISTANT MGR., VDOT, Fairfax, VA

Name of Firm: VDOT
Dates: 2000 – 2010
Project Role: ROW Manager
Contract Value: N/A

RELEVANCE: VDOT project management for ROW coordination and services ▪ Managed all aspects of ROW work and staff

Debra managed all aspects of the negotiation and legal functions of the ROW section. She was responsible for the direction of all negotiations with individual landowners by staff and consultants. She supervised staff performing title reports for all properties involved in highway projects and supervised staff performance of the settlement process for all properties. Debra ensured conformance with appropriate laws and regulations, used her best judgment when approving all settlement values for all acquisitions in the NOVA District, acted as the ROW manager in the manager's absence, was responsible for executing the hiring policies and completing the hiring of all staff within the section, and developed plans for workload assignments and project schedules.

A photograph of a road winding through a forest of bare trees, with a speed limit sign on the right side. The road is paved and has a dashed white line on the right edge. The trees are mostly without leaves, suggesting a late autumn or winter setting. The sky is overcast and grey. A speed limit sign is visible on the right side of the road, indicating a speed limit of 25. The sign is rectangular with a black border and white background, with the text "SPEED LIMIT" and "25" in black. The road curves to the right in the distance. A car is visible in the distance on the road. The overall scene is quiet and somewhat somber due to the lack of foliage.

B

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	Name: URS Corporation	Mr. Scott Fisher, PE 2018 W. Laburnum Avenue Suite 200 Richmond, VA 23227 Phone: (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 was 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 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. Maintenance-of-traffic (MOT) requirements are extensive, because I-95/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 also includes an extensive construction engineering effort for superstructure shop drawings, temporary falsework, pier reconstruction, superstructure demolition/erection plans, and three approved VECs.

Relevance to Fall Hill Avenue Project:

- Complex phased construction with stringent interstate and local street MOT criteria
- Project included widening and interchange modifications with multiphase MOT plan that included significant work restrictions and service-level requirements
- Work involved coordination with several 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

Lessons Learned:

- Detailed work planning and extensive coordination on the lane closures has reduced the time required for each closure.
- 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.
- Meeting with multiple third parties to keep them informed of construction operations benefits construction and the owner's public image.
- Effective coordination with schools and business establishments requires regular face-to-face meetings with facility managers.



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	
<p align="center">SR 9b Phase 1 Design-Build</p> <p align="center">Jacksonville, FL</p>	Name: GAI	Mr. Jeff Williams Florida Department of Transportation 2198 Edison Ave. Mail Station 2803 Jacksonville, FL 32204 Phone: (386) 312-4831	08/2012	08/2012	\$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 Fall Hill Avenue 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 areas
- Bridge construction over an interstate highway
- 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(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 115/21st Street Design-Build Interchange Jacksonville, FL	Name: GAI Consultants	Ms. Jessica Trippett Florida Department of Transportation 2198 Edison Ave. Mail Station 2803 Jacksonville, FL 32204 Phone: 904-360-5563	November 2013	November 2013	\$30,532	\$30,532	\$30,532

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 four-lane urban connector in Jacksonville, Florida.



Project Narrative:

This design-build widening and realignment project consists of the design, permitting, and widening and realignment of SR 115, along with a new connection to 21st Street and interchange improvements at Phoenix Avenue. The project consists of an asphalt-paved, four-lane, median-divided facility. The project also includes the creation of a new signalized interchange at Phoenix Avenue and a connection to 21st Street (Talleyrand Avenue). Earthwork includes unsuitable excavation, pond excavation, and embankment. The project also includes the demolition and reconstruction of bridges at multiple locations.

Relevance to Fall Hill Avenue Project:

- Design-build delivery method utilized
- Phased construction with stringent maintenance-of-traffic (MOT) criteria
- Required coordination of schedule and work hours with multiple stakeholders
- Construction of multiple stormwater management facilities
- Demolition and bridge reconstruction
- Significant utility coordination
- Project completed on schedule

Lessons Learned:

- Simplification of project phasing through innovative MOT planning will result in significant time savings to 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.
- Open communication with multiple stakeholders along the corridor helps foster relationships and leads to the rapid resolution of issues.



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)	
Name: Intercounty Connector Design-Build, Contracts A and B Location: Montgomery and Prince George's Counties, MD	Name: Contract A: Granite, Corman, and Wagman Contract B: Kiewit, Corman, and Wagman	Name of Client: Maryland Dept. of Transportation/State Highway Administration Project Manager: Mr. Mark Coblentz Phone: (301) 586-9267 Email: mcoblentz@iccproject.com	Contract A: 04/2007 Contract B: 11/2011	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. 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</p>		<p>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 Contract A, 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 Fall Hill Avenue Widening and Mary Washington Boulevard 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, including the third segment of the corridor, environmental mitigation projects, and several local and utility projects in the area. • Widening and other improvements to interstates and local roadways. • Historic property impact mitigation. 		<ul style="list-style-type: none"> • Right-of-way acquisition was a necessary element of the project and was navigated through successfully during construction. • 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. • 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)

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)	
Name: I-64 / Route 15 (Zion Crossroads) Interchange Improvements Design-Build Location: Louisa County, VA	Name: Corman Construction	Name of Client: Virginia Department of Transportation – Culpeper District Project Manager: Laurence Farrell Phone: (540) 829-7627 Email: Laurence.Farrell@vdot.virginia.gov	04/2014	04/2014	\$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.

	<p>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.</p> <p>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.</p> <p>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.</p> <p>Relevance to Fall Hill Avenue Widening and Mary Washington Boulevard Extension:</p> <ul style="list-style-type: none"> ◆ Design-build project for VDOT ◆ Work over an interstate ◆ 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 	<p>Design Innovations:</p> <ul style="list-style-type: none"> ◆ This is the first DDI in Virginia. ◆ The interchange conversion requires a unique TMP and MOT development. <p>Lessons Learned:</p> <ul style="list-style-type: none"> ◆ The lessons learned from completing the 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 Fall Hill project. ◆ Right-of-way requirements from the general public were designed out of the project, and therefore removed from the critical path. <p>Team Members:</p> <p>Many of the same team members on this project will fill the same roles and carry the lessons learned over to the Fall Hill project, including the following:</p> <ul style="list-style-type: none"> ◆ 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
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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)	
Name: I-95 Ramp from Fort Belvoir North Area (FBNA) Location: Springfield, VA	Name: Pending selection.	Name of Client: Federal Highway Administration Project Manager: Robert Morris Phone: (703) 404-6302 Email: 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.

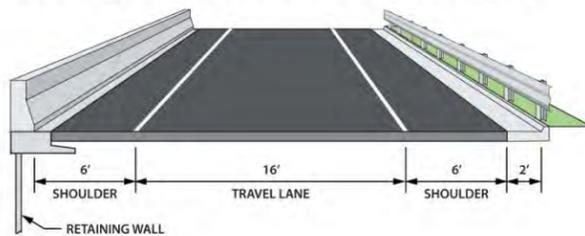
Project Narrative:
The project is located along the I-95 corridor just north of Fairfax County Parkway. The proposed ramp will connect the existing I-95 HOV flyover ramp to Heller Road within Fort Belvoir, Virginia, which will be referred to as Phase 1 herein. Presently, the existing HOV flyover ramp 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.

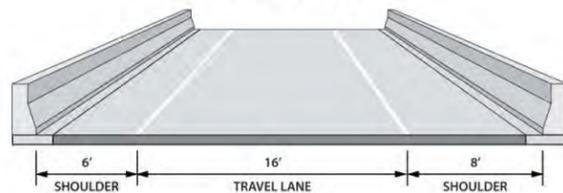
Lessons Learned:

- 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.
- When multiple agencies are involved in the execution of a project, discussions and brainstorming as early as project initiation will resolve major design issues upfront, thereby resulting in well-defined design criteria and project scope. 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

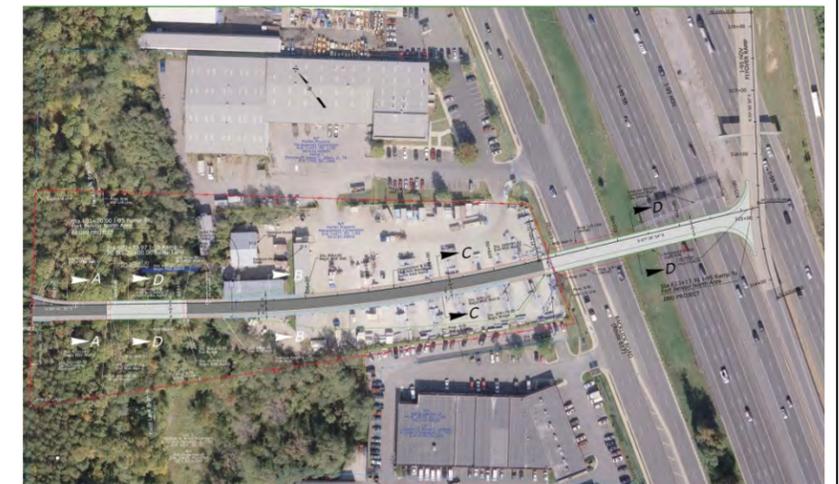


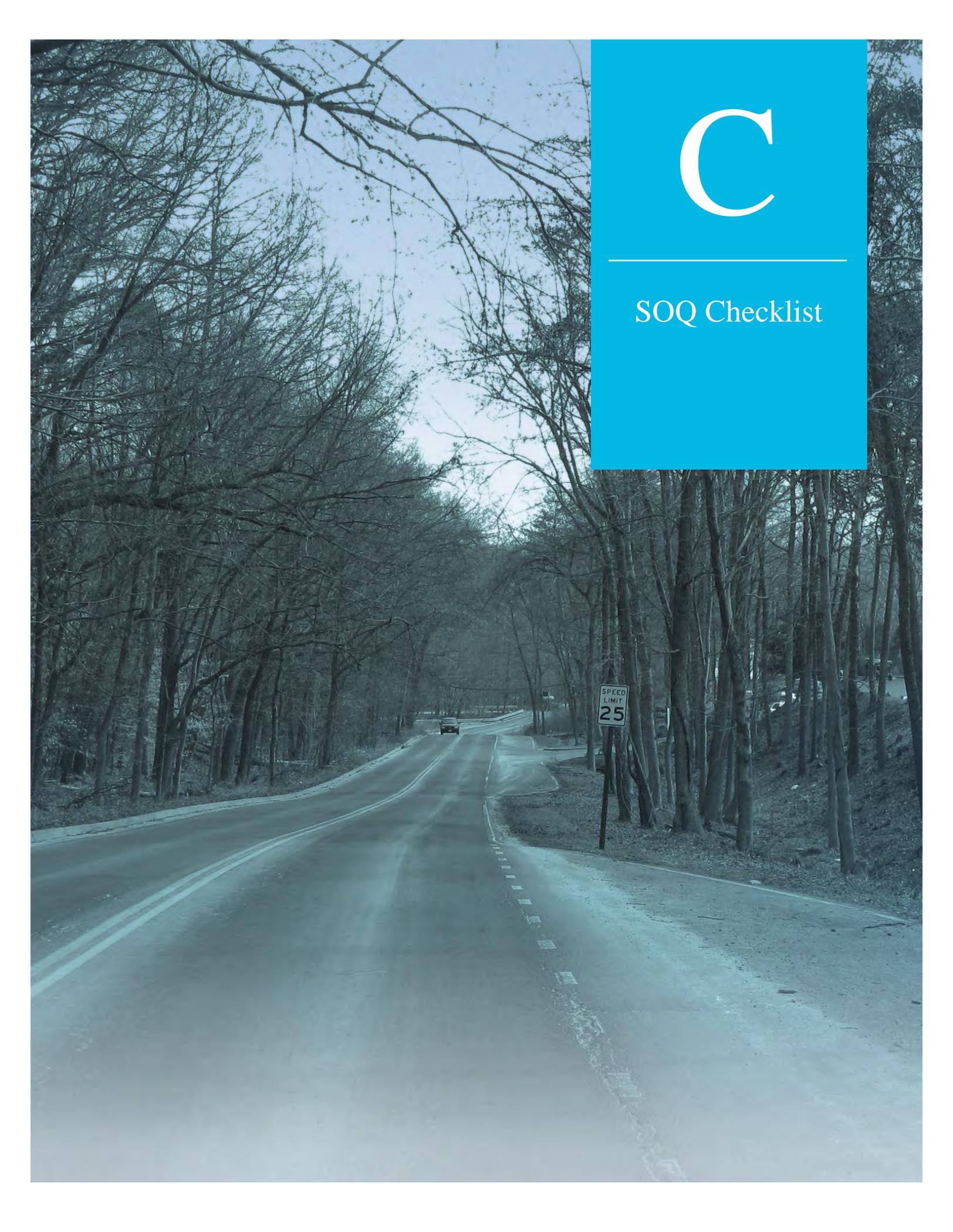
RAMP ON BRIDGE



Relevance to Fall Hill Avenue Widening and Mary Washington Boulevard Extension:

- Conducted NEPA studies on an accelerated schedule
- Design of a bridge over I-95
- Extensively coordinated with the U.S. Army Corps of Engineers, Fort Belvoir, VDOT, Fairfax County Department of Public Works, and VDOT MegaProjects
- Within the I-95/I-395 corridor
- Analysis of condition and adequacy of existing bridge structure
- Safety of traveling public, workers, and inspection staff a priority to TMP development





C

SOQ Checklist

ATTACHMENT 3.1.2

Project: U000-111-233, P101, R201, C501, B609

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 C, C1-C3
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendix D, D-1
Letter of Submittal (on Offeror's letterhead)				
Authorized Representative's signature	NA	Section 3.2.1	yes	2
Offeror's point of contact information	NA	Section 3.2.2	yes	1-2
Principal officer information	NA	Section 3.2.3	yes	2
Offeror's Corporate Structure	NA	Section 3.2.4	yes	2
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	2
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendix E, E1
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendix F, F1-F10
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix G, G1
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix H, H1-H3

ATTACHMENT 3.1.2

Project: U000-111-233, P101, R201, C501, B609

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

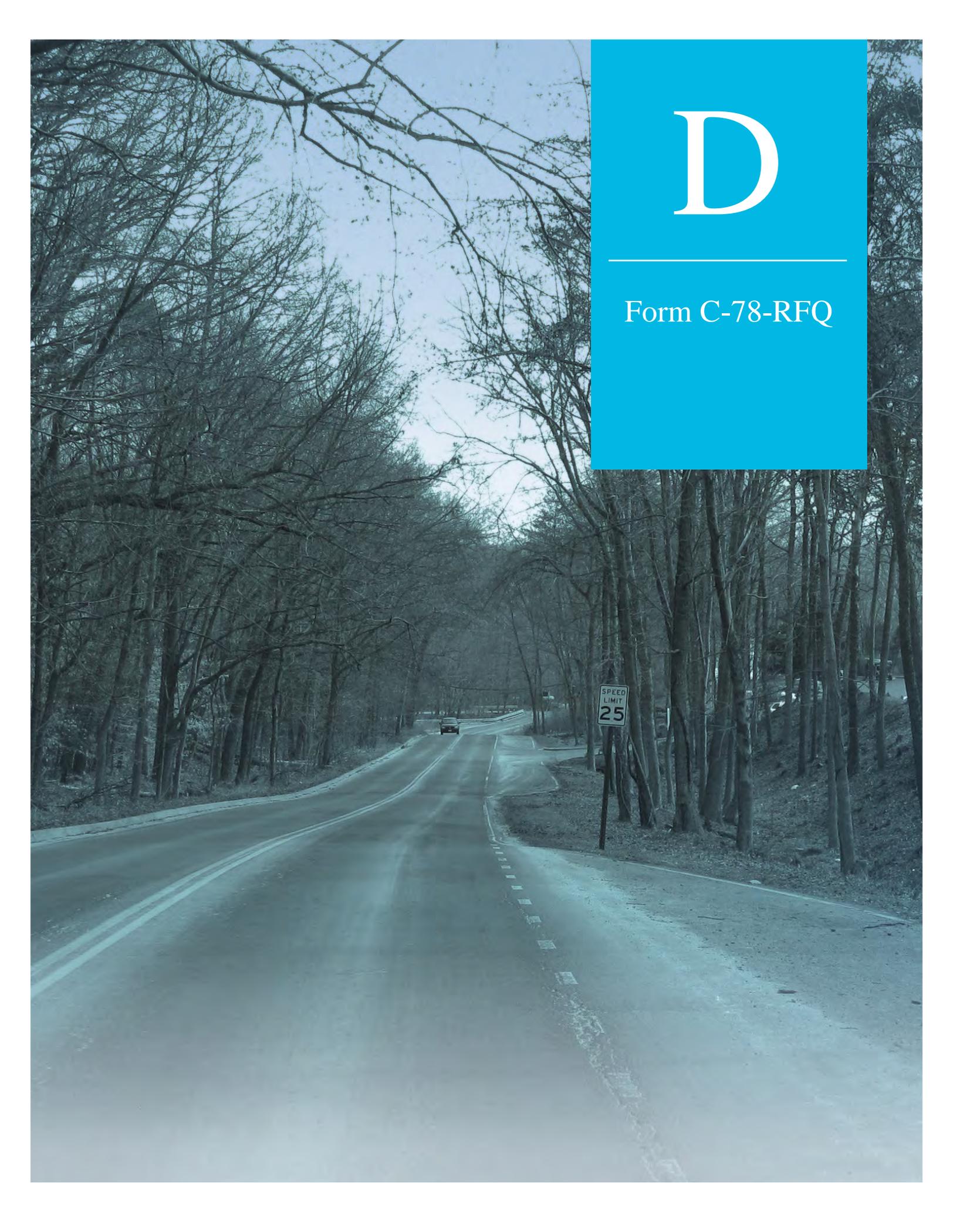
Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Appendix I, I1-I2
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix J, J1-J11
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix J, J12-J20
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix J, J21-J22
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	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	2
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	3
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix A, A1-A2
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix A,

ATTACHMENT 3.1.2

Project: U000-111-233, P101, R201, C501, B609

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
				A3-A4
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix A, A5-A6
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix A, A7-A8
Key Personnel Resume – Lead Environmental Manager	Attachment 3.3.1	Section 3.3.1.6	no	Appendix A, A9-A10
Key Personnel Resume – Lead Right of Way Manager	Attachment 3.3.1	Section 3.3.1.7	no	Appendix A, A11-A12
Organizational chart	NA	Section 3.3.2	yes	Page 8
Organizational chart narrative	NA	Section 3.3.2	yes	Pages 5-6
Experience of Offeror’s Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix B, B1-B3
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix B, B4-B6
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	Pages 12-15



D

Form C-78-RFQ

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

RFQ NO. C00088699DB59
 PROJECT NO.: U000-111-233, P101, R201, C501, B609

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 02/26/13
 (Date)
2. Cover letter of RFQ Addendum #1 04/08/13
 (Date)
3. Cover letter of _____
 (Date)



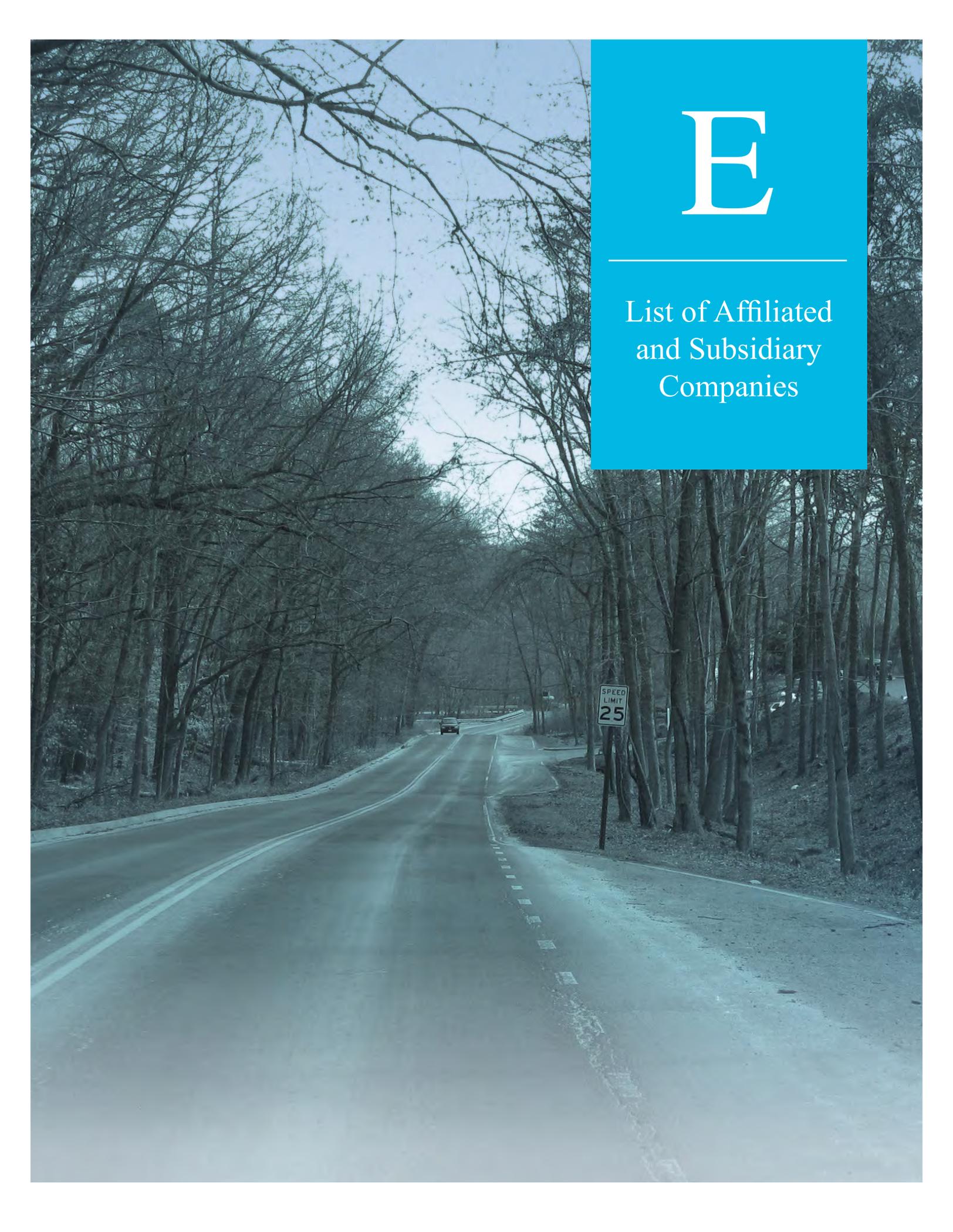
 SIGNATURE

4/8/2013

DATE

David B. Casey, Vice President

PRINTED NAME AND TITLE



E

List of Affiliated and Subsidiary Companies

ATTACHMENT 3.2.6

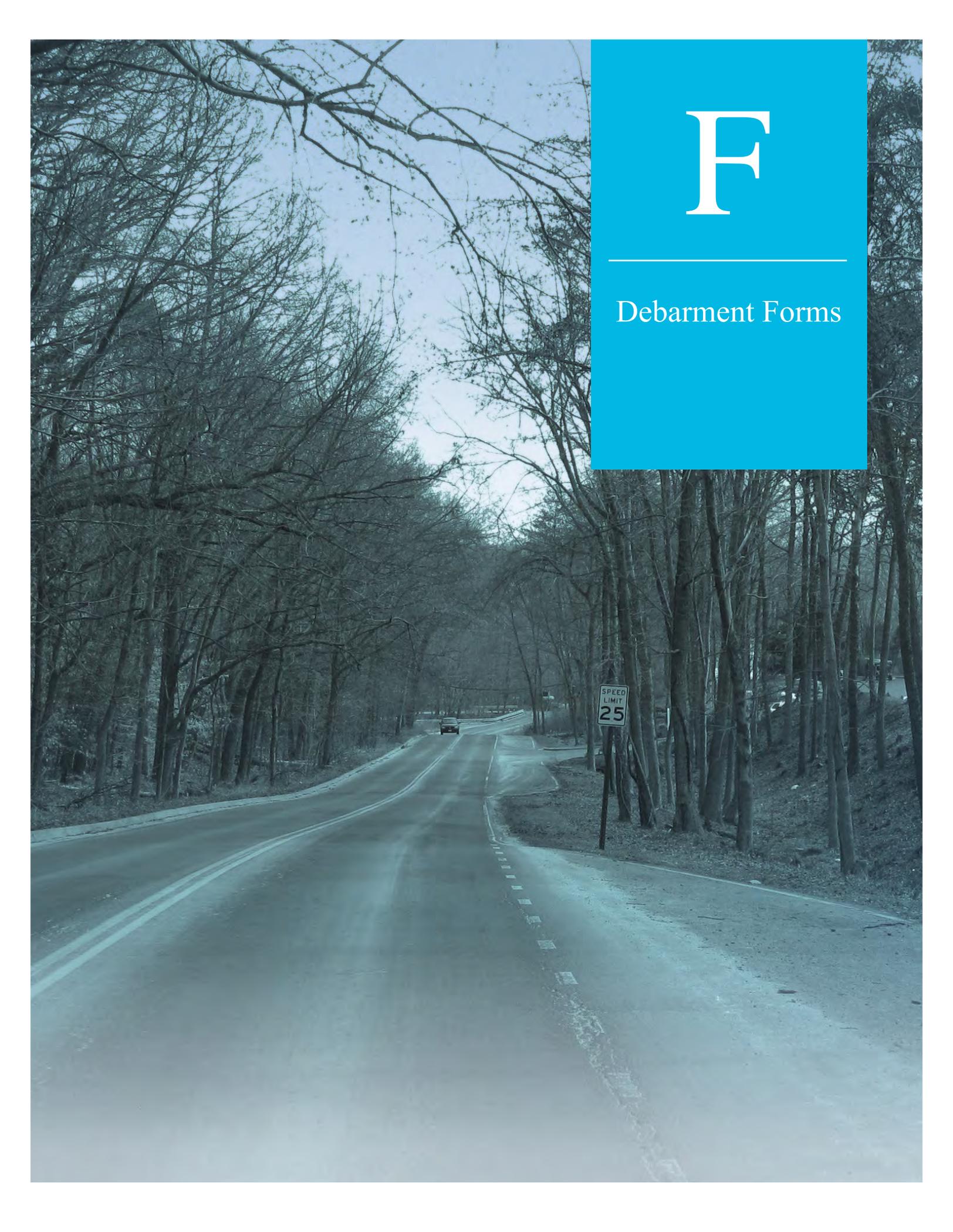
State Project No. U000-111-233, P101, R201, C501, B609

Affiliated and Subsidiary Companies of the Offeror

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

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

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Affiliate	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

A photograph of a road winding through a forest of bare trees, with a speed limit sign on the right side. The road is paved and has a dashed white line on the right edge. The trees are mostly without leaves, suggesting a late autumn or winter setting. The sky is overcast and grey. A speed limit sign is visible on the right side of the road, indicating a speed limit of 25. The sign is rectangular with a black border and the text "SPEED LIMIT 25" in black on a white background. The road curves to the right in the distance. A car is visible in the distance on the road. The overall scene is quiet and somewhat somber due to the lack of foliage.

F

Debarment Forms

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: *U000-111-233, P101, R201, C501, B609*

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.

 _____
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.: *U000-111-233, P101, R201, C501, B609*

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.

Stephen Warr April 18, 2013 Vice President
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.: *U000-111-233, P101, R201, C501, B609*

- 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.

David D. Di...

May 2, 2013

Vice President

Signature

Date

Title

TranSystems Corporation

Name of Firm

ATTACHMENT NO. 3.2.7(b)

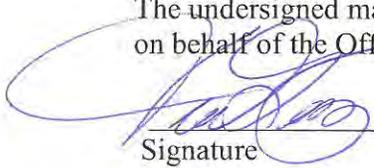
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: *U000-111-233, P101, R201, C501, B609*

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

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

 04/05/13 President
Signature Date Title

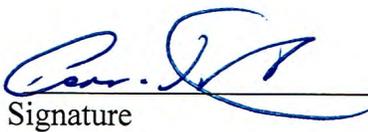
GeoConcepts Engineering, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7b
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: *U000-111-233, P101, R201, C501, B609*

- 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 proposal.

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


Signature _____

4/4/13
Date _____

President

Title

Accompong Engineering Group LLC

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: *U000-111-233, P101, R201, C501, B609*

- 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.

Dennis Morrison *4-15-2013*

Signature Date

Senior Vice Pres.

Title

Volkert, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: *U000-111-233, P101, R201, C501, B609*

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

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

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

[Signature] April 1, 2013 VICE - PRESIDENT
Signature Date Title

ENDESCO, INC.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

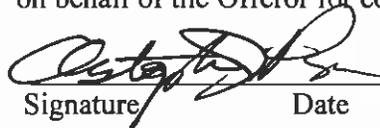
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: *U000-111-233, P101, R201, C501, B609*

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

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

 April 11, 2013
Signature Date

Senior Vice President/Regional Manager
Title

MBP
Name of Firm

ATTACHMENT NO. 3.2.7(b)

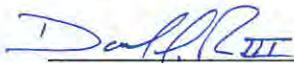
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: *U000-111-233, P101, R201, C501, B609*

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

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

	April 2, 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.: *U000-111-233, P101, R201, C501, B609*

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

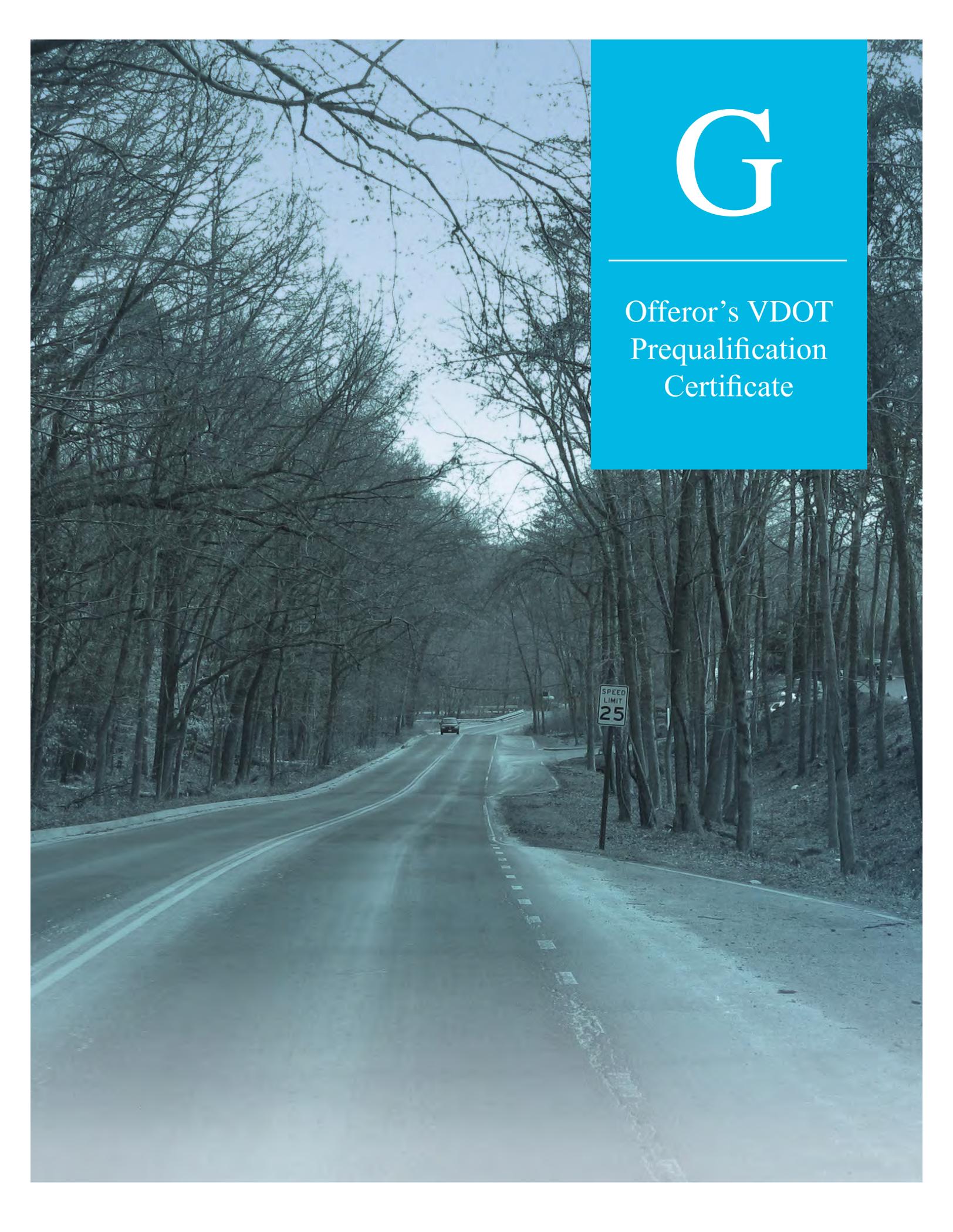
The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.


Signature

4-4-2013
Date

Andrew J. Weir, President
Title

Commonwealth Cultural Resources Group, Inc., dba Coastal Carolina Research
Name of Firm



G

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 04/05/2013

04/05/2013
10:22 AM
PAGE 24

- A -

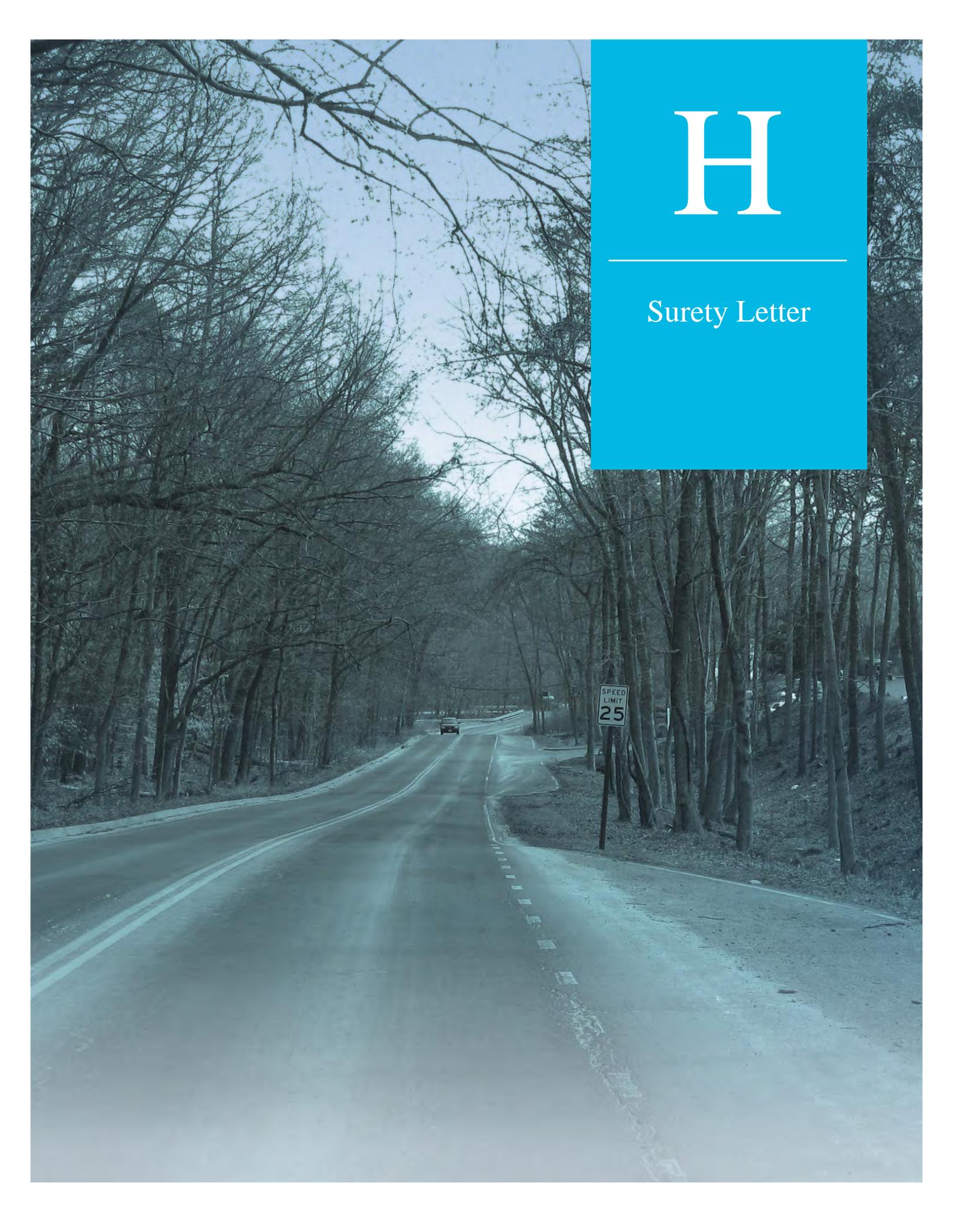
=====
A210
ARCHER WESTERN CONSTRUCTION, LLC
PREQ. EXP : 05/31/2013

--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
=====



H

Surety Letter



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

April 18, 2013

**RE: Fall Hill Avenue Widening and Mary Washington Boulevard Extension
City of Fredericksburg, Virginia
State Project No.: U000-111-233, P101, R201, C501, B609 UPC 88699
Federal Project No.: STP-5A010
Contract ID Number: C00088699DB59**

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. 005366838

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 12th day of February, 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 12th day of February, 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

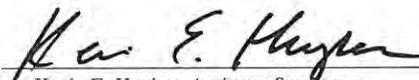
FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing 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 18 day of April, 2013.

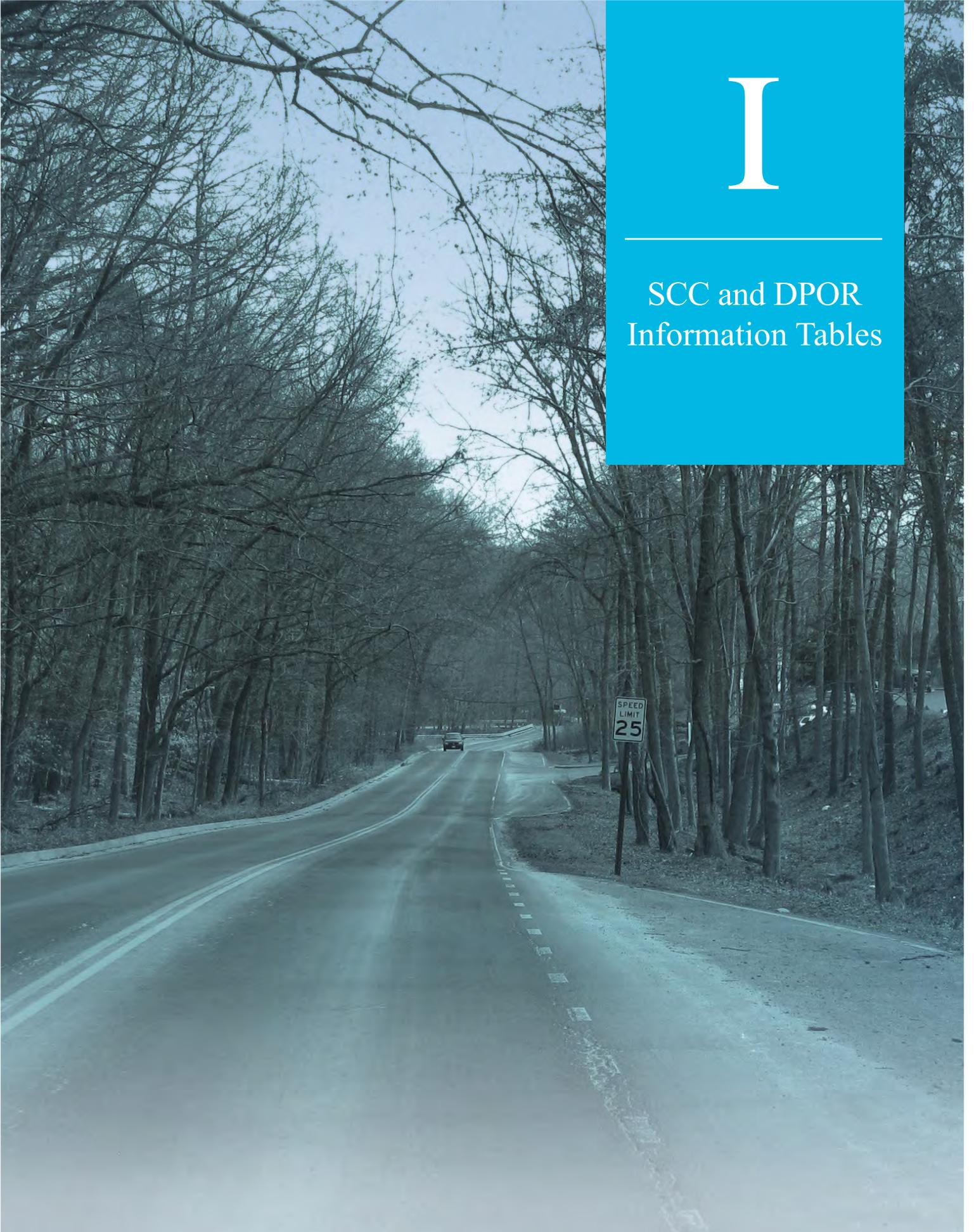

Kevin E. Hughes, Assistant Secretary



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.

I

SCC and DPOR Information Tables



ATTACHMENT 3.2.10

State Project No. U000-111-233, P101, C501, R201, B609

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
				100 M Street SE Washington, DC 20003	Engineering	0410000214	02/28/2014
Accompong Engineering Group, LLC	S283521-5	LLC	Active	9510 Iron Bridge Road, Suite 200 Chesterfield, VA 23832	Engineering	0407005442	12/31/2013
Commonwealth Cultural Resources Group, Inc.	F1807157	Foreign Corporation (MI)	Active	N/A	N/A	N/A	N/A
Endesco, Inc.	F133736-1	Foreign Corporation	Active	438 N. Frederick Ave. Suite 455 Gaithersburg, MD 20877	Engineering	0407005431	12/31/2013
GeoConcepts Engineering, Inc.	0516767-1	Stock Corporation	Active	19955 Highland Vista Drive, Suite 170 Ashburn, VA 20147	Engineering	0407004404	12/31/2013
MBP	0351800-8	Corporation	Active	3040 Williams Drive, Ste. 300 Fairfax, VA 22031	Professional Engineers	0407002955	12/31/2013
Rice Associates, Inc.	03316627	Corporation	Active	308 Turner Road, Ste. G, Richmond VA 23225	Land Surveying	0411000200	02/28/2014

ATTACHMENT 3.2.10

State Project No. U000-111-233, P101, C501, R201, B609

SCC and DPOR Information

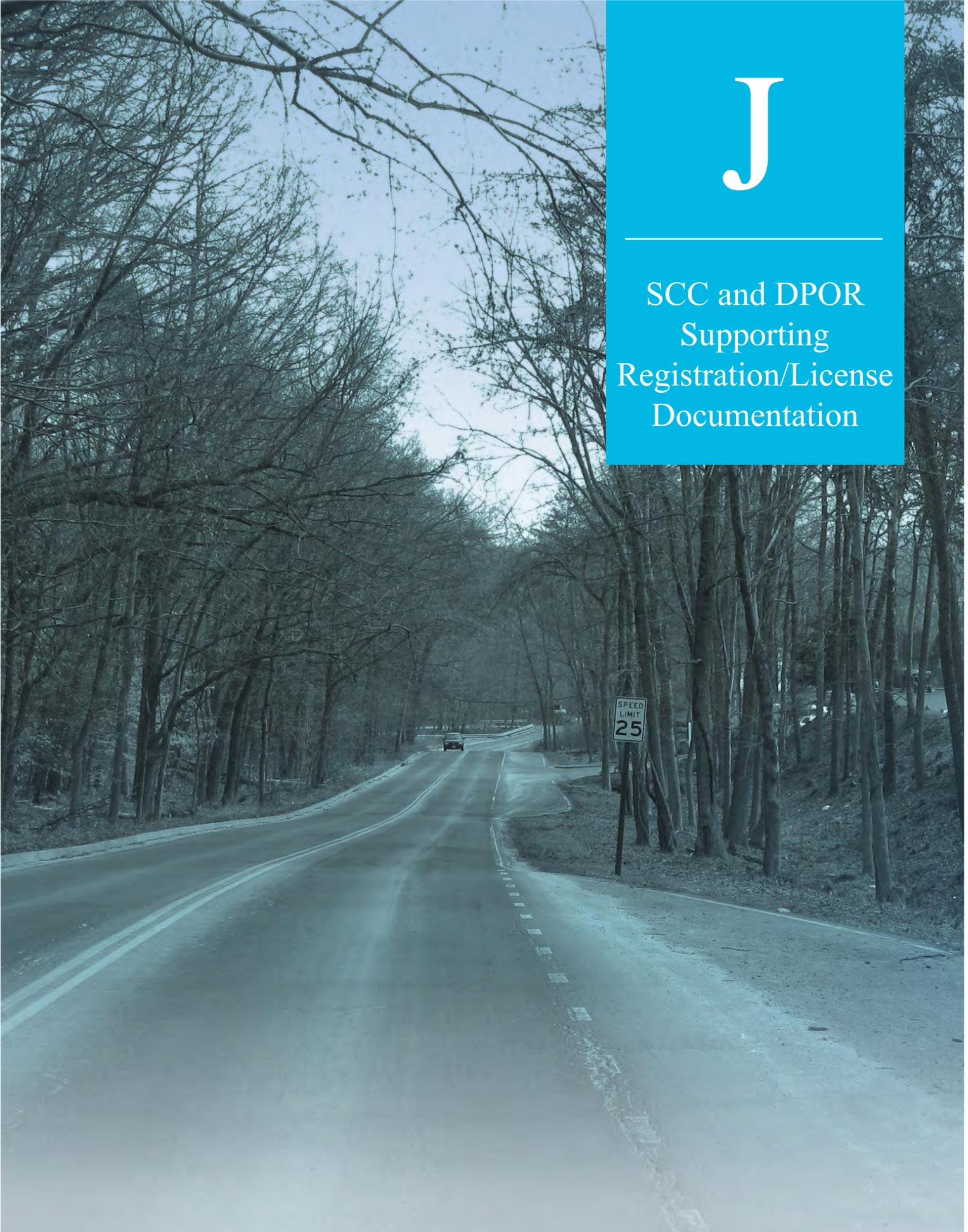
				10625 Gaskins Way Manassas, VA 20109	Land Surveying	0407003842	12/31/2013
TranSystems Corporation	F1150400	Corporation	Active	6800 Paragon Place Suite 106 Richmond, VA 23230	Engineering	0411000801	2/28/2014
Volkert, Inc.	F136659-2	Foreign Corporation	Active	5400 Shawnee Road, Ste. 301, Alexandria, VA 22312	Engineering, Landscape Architecture	0407002610	12/31/2013

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)

Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Parsons Transportation Group Inc. of Virginia	Joshua Wade, PE	Fairfax, VA	43346 Riverpoint Dr. Leesburg, VA 20176	Professional Engineer	0402032924	01/31/2015
MBP	Ali Abdolahi, PE, CCM	Fairfax, VA	3040 Williams Drive, Ste. 300 Fairfax, VA 22031	Professional Engineer	0402031852	01/31/2014

J

SCC and DPOR Supporting Registration/License Documentation





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

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Archer Western Construction, LLC

SCC eFile
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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](#)
- [File a registered office address change](#)
- [Resign as registered agent](#)
- [File a principal office address change](#)
- [Pay annual registration fee](#)
- [Order a certificate of fact of registration in Virginia](#)
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Principal Office

929 W ADAMS ST
 CHICAGO IL60607

[New Search](#) [Home](#)

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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 Pub4 - 1.0.0.1224

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



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

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SCC eFile Business Entity Details

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TranSystems Corporation

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: F1150400
Entity Type: Foreign Corporation
Jurisdiction of Formation: MO
Date of Formation/Registration: 8/23/1993
Status: Active
Shares Authorized: 13500000

Select an action

- [File a registered agent change](#)
- [File a registered office address change](#)
- [Resign as registered agent](#)
- [File an annual report](#)
- [Pay annual registration fee](#)
- [Order a certificate of good standing](#)
- [View eFile transaction history](#)
- [Manage email notifications](#)

Principal Office

2400 PERSHING RD STE 400
KANSAS CITY MO64108

[New Search](#) [Home](#)

Registered Agent/Registered Office

CT CORPORATION SYSTEM
4701 COX RD STE 301
GLEN ALLEN VA 23060
HENRICO COUNTY 143
Status: Active
Effective Date: 1/5/2004

Screen ID: e1000

Commonwealth OF Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

GeoConcepts Engineering, Inc. (Entity ID#0516767-1) is a stock corporation existing under and by virtue of the laws of Virginia and is in good standing.

The date of incorporation is February 25, 1999.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
April 25, 2011*

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

Richmond, December 7, 2009

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

Volkert, Inc.

(Formerly known as Volkert & Associates, Inc.)

(Formerly known as David Volkert & Associates, Inc.)

(Date of qualification – January 21, 1999)

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



State Corporation Commission

Attest:

Joel H. Peck
Clerk of the Commission

Commonwealth OF Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

Volkert, Inc., a corporation existing under the laws of ALABAMA, holds a certificate of authority to transact business in Virginia, and is in good standing.

The certificate was issued on January 21, 1999.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
December 7, 2009*

Joel H. Peck
Joel H. Peck, 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

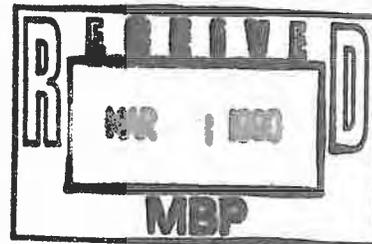
PRESTON C. SHANNON
CHAIRMAN
THEODORE V. MORRISON, JR.
COMMISSIONER
THOMAS P. HARWOOD, JR.
COMMISSIONER



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

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

Richmond, November 4, 2009

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

COMMONWEALTH CULTURAL RESOURCES GROUP, INC.

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

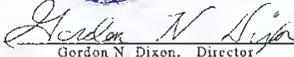


State Corporation Commission

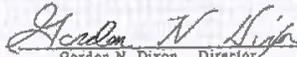
Attest:

Joel H. Pesh
Clerk of the Commission

Parsons Transportation Group Inc. of Virginia

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION COMMONWEALTH OF VIRGINIA		
EXPIRES ON 12-31-2013	9960 Mayland Dr., Suite 400, Richmond, VA 23233 Telephone: (804) 367-8500	NUMBER 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, Director
<small>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.</small>		

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

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 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, Director
<small>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.</small>		

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

02-28-2014

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

NUMBER

0411000801

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

PROFESSIONS: ENG

TRANSYSTEMS CORPORATION
6800 PARAGON PLACE
SUITE 106
RICHMOND, VA 23230



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA

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BOARD FOR APESCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000801 EXPIRES: 02-28-2014
PROFESSIONS: ENG
TRANSYSTEMS CORPORATION
6800 PARAGON PLACE
SUITE 106
RICHMOND, VA 23230



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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

NUMBER
0407004404

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

PROFESSIONS: ENG

GEOCONCEPTS ENGINEERING INC
1995 HIGHLAND VISTA DRIVE
SUITE 170
ASHBURN, VA 20147



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407004404 EXPIRES: 12-31-2013
PROFESSIONS: ENG
GEOCONCEPTS ENGINEERING INC
1995 HIGHLAND VISTA DRIVE
SUITE 170
ASHBURN, VA 20147



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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

NUMBER
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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COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407005442 EXPIRES: 12-31-2013
PROFESSIONS: ENG
ACCOMPONG ENGINEERING GROUP, LLC
9510 IRON BRIDGE RD
SUITE 200
CHESTERFIELD, VA 23832



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

EXPIRES ON
12-31-2013

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

NUMBER
0407002610

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

PROFESSIONS: ENG, LA

VOLKERT INC
5400 SHAWNEE RD
STE 301
ALEXANDRIA, VA 22312



Gordon N. Dixon
Gordon N. Dixon, Director

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

NUMBER
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



Gordon N. Dixon
Gordon N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR AP/ELSC/DLA
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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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9960 Mayland Dr., Suite 400, Richmond, VA 23233

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

12-31-2013

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

NUMBER

0407002955

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
Gordon N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

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



(DETACH HERE)

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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

02-28-2014

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

NUMBER

0411000200

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

PROFESSIONS: LS

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



Gordon N. Dixon
Gordon N. Dixon, Director

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

NUMBER
0407003842

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



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**

EXPIRES ON

01-31-2015

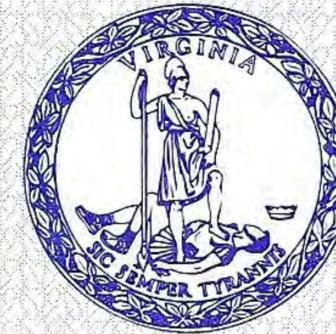
**9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500**

NUMBER

0402032924

**BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
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