



in association with

PARSONS

Statement of Qualifications I-395 HOV RAMP AT SEMINARY ROAD AND I-395 NB AUXILIARY LANE EXTENSION

State Project No.: 0095-100-722, I395-100-736

Federal Project No.: NH-0005

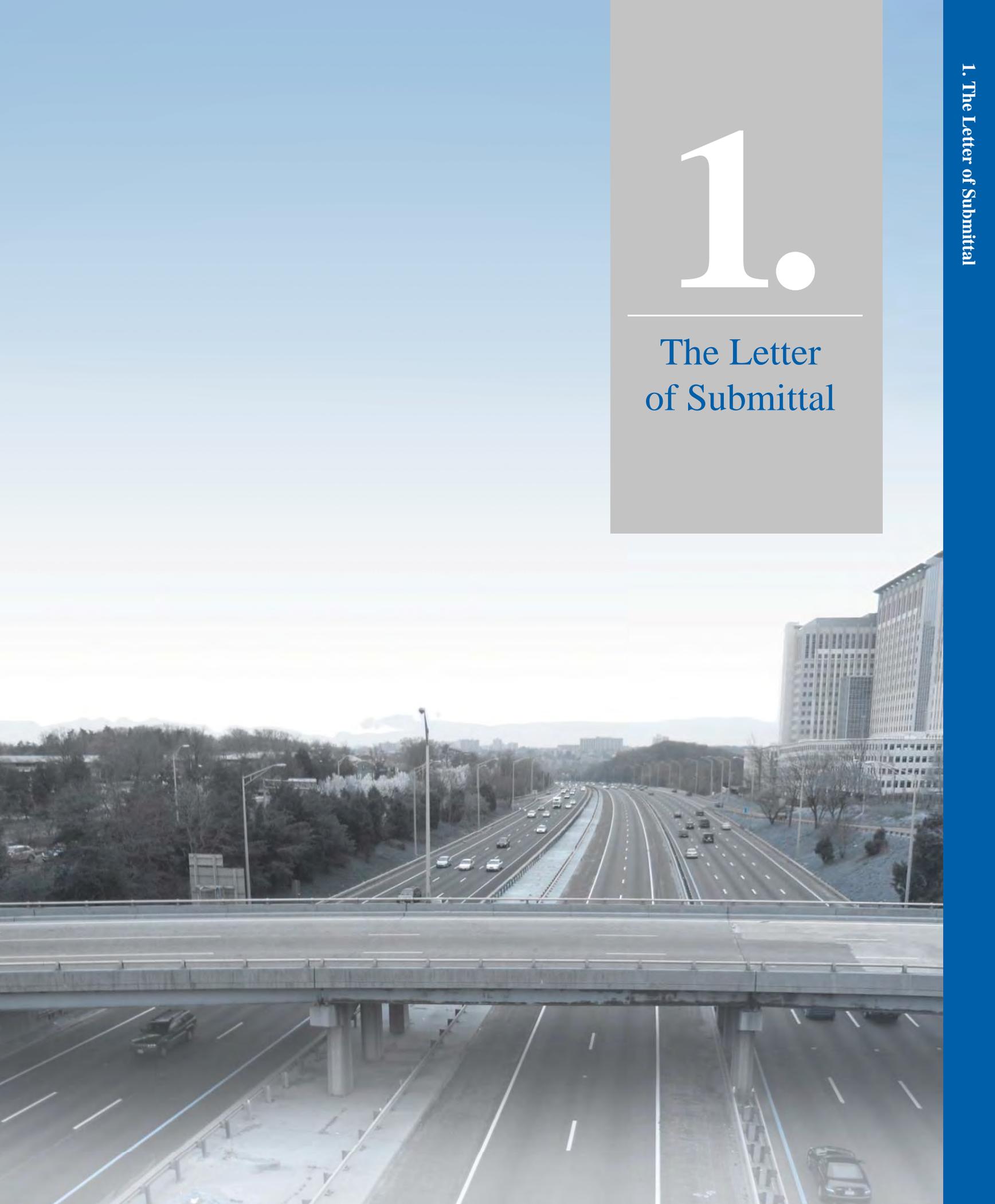
Contract ID Number: C00096261DB50

April 27, 2012



1.

The Letter of Submittal





Archer Western

April 27, 2012

Commonwealth of Virginia
Department of Transportation
1401 E. Broad Street
Richmond, Virginia 23219
Attention: Brenda L. Williams

**SUBJECT: *Statement of Qualifications – Contract ID Number C00096261DB50
I-395 HOV Ramp at Seminary Road from Sanger Avenue to Seminary Road
I-395 NB Auxiliary Lane Extension from Duke Street to Sanger Avenue
State Project Number 0095-100-722, I395-100-736, Federal Project Number NH-000S***

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 I-395 HOV Ramp at Seminary Road and the I-395 Northbound Auxiliary Lane Extension project in the city of Alexandria. Archer Western and Parsons bring an established working relationship to the I-395 interchange project, including currently working together in a design-build capacity on the \$168 million SunRail Commuter Rail in Florida and on the \$8 million reconstruction of the ALSF-2 Pier at Reagan National Airport in Arlington, Virginia. Our firms have also been working together on the continuation of the West-by-Northwest P3 highway pursuit, in Georgia and the I-77 HOV to HOT Conversion Lanes P3 pursuit in North Carolina. Together, we are committed to delivering a successful design-build project to the Virginia Department of Transportation (VDOT).

Headquartered in Atlanta, **Archer Western** is a general contracting, construction management, and design-build firm organized in Illinois. Focused primarily on open-shop regions across the South and Southeast, Archer Western has maintained a continuous presence in Virginia, including work on such prominent VDOT projects as the 1999 reconstruction of the I-95 James River Bridge and the ongoing I-95 Bridges Reconstruction, in Richmond. Archer Western is the largest subsidiary of the Walsh Group, a 114-year-old, family-owned firm ranked by *Engineering News-Record (ENR)* in 2011 as the **2nd** largest heavy contractor, **3rd** largest bridge contractor, **4th** largest highway contractor, and **19th** largest design-builder in the United States. Within the Walsh Group, Archer Western and its union counterpart, Walsh Construction, operate under the same senior management, a mutually beneficial arrangement that allows for the seamless allocation of resources and expertise. Archer Western is excited to commit its resources and experience, including one of our prominent senior project managers, to VDOT for this project.

With more than 33 years of construction experience, our team's **Design-Build Project Manager, Brian Quinlan, PE**, offers proven design-build experience to the project, having participated in design-build projects with a combined value in excess of \$190 million, including the Route 895 James River Bridge, in Richmond. A licensed professional engineer in Virginia, Brian also recently oversaw the successful completion of the I-895/Moravia Road and I-495/Branch Avenue interchange projects in Maryland, both of which were completed ahead of schedule and under budget.



Over the last 25 years, **Parsons** has been preparing design plans for transportation projects throughout the commonwealth. During that time, Parsons has been pleased to provide professional services to many of VDOT's divisions and districts, most notably the Northern Virginia District, where Parsons has served as the District's on-call consultant for quality plan reviews. Parsons has provided similar services for other local transportation clients, including the Federal Highway Administration-Eastern Federal Lands Highway Division, Fairfax County, and Prince William County. Parsons has enjoyed successful, repeat relationships with all of these clients, in large part because it understands and has provided innovative solutions to the variety of challenges that face VDOT and other owners on transportation projects in Northern Virginia.

At a national level, Parsons maintains ISO 9001:2008 quality management certification and is consistently ranked by *ENR* as one of the top 10 transportation design firms in the country. Parsons has a proven history of providing complete transportation engineering services throughout the US, including acting as the lead designer or joint venture partner on more than 35 design-build transportation projects in the last 10 years, and has brought this expertise to bear on transportation projects throughout Virginia. Its extensive resources include more than 2,100 personnel in the mid-Atlantic region, primarily located in regional offices in Fairfax, Virginia, and Washington, D.C. This local staff has demonstrated its commitment and capabilities to VDOT through design services provided for every Northern Virginia interstate highway (I-95, I-395, I-495, and I-66). Notable Virginia accomplishments include Parsons current role on the Downtown Tunnel/Midtown Tunnel/Martin Luther King (DT/MT/MLK) Freeway Extension Project as well as participation in the rebuilding of the Woodrow Wilson Bridge and the Springfield Interchange, two of the largest transportation projects recently completed in Northern Virginia. On a smaller scale, as part of transportation improvements required for the federal Base Realignment and Closure (BRAC) program Parsons is currently completing final designs for the HOV ramp linking I-95 with the expanding Fort Belvoir North Area. In neighboring Maryland, Parsons was also the lead designer for Contracts A and B on the Intercounty Connector (ICC). In fact, the recently completed, \$560 million ICC-B project was the previous assignment for proposed **Design Manager Josh Wade, PE**. On that marquee project, Josh served as the design manager as Parsons designed and met stringent environmental requirements for wetlands, floodplains, wildlife, and nearby communities and developed innovative designs to reduce and minimize impacts to the surrounding environment. We are pleased that Josh and many of the key staff and subconsultants from his ICC team will bring their personal experience and lessons learned to this complex interchange reconstruction project.

3.2.1 OFFEROR'S NAME AND ADDRESS: As prime contractor and design-builder, the official representative for the I-395 interstate 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)**; **Athavale, Lystad & Associates, Inc. (DBE)**; **Endesco, Inc. (DBE/SWaM)**; **Rinker Design Associates, P.C. (SWaM)**; **Schnabel Engineering Consultants, Inc.**; and **Sabra, Wang & Associates, Inc. (DBE)**. **McDonough Bolyard Peck, Inc.** and **Stratacomm LLC** will be subcontractors 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 27-0887868, 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 **20 percent** DBE participation goal. In fact, Archer Western and Parsons have a successful history of meeting and exceeding project DBE goals. For this project, the Archer Western Team will reach or surpass the established DBE goal by using services from DBE team members such as Accompong Engineering Group LLC; Athavale, Lystad & Associates, Inc.; Endesco, Inc.; and Sabra, Wang & Associates, Inc. Archer Western and Parsons have extensive prior experience working with each of these firms and their staff, which provides us with confidence in, and knowledge of, their capabilities, allowing us to successfully integrate them into the team and maximize their utilization on this project.

Our team consists of partners that offer demonstrated design-build experience across the US, extensive local knowledge, and expertise gained from working on projects for VDOT, with a proven record of delivering high-quality projects that exceed owner expectations. We will ensure the success of the I-395 interchange project through the following:

- **Minimize inconvenience to the public and maximize safety to workers and the traveling public through efficient maintenance of traffic (MOT) and construction staging.** Our team's design staff includes professionals certified as traffic control design specialists by VDOT and the American Traffic Safety Services Association (ATSSA), including the proposed **Highway Discipline Lead, Bob Reed, PE**, and **MOT Lead, Laura Wilton, PE**. Safety, a key element of MOT and TMPs, is also one of our team's core values and is the first priority on each of our projects. We will aggressively apply this philosophy to



implement a functional MOT plan that will maximize capacity and maintain regional mobility by minimizing travel delays and impacts to the public. As an example, Archer Western implemented an innovative TMP on the \$159 million I-10/I-95 “Big I” Interchange project, in Florida, which transformed Jacksonville's downtown transportation system by providing congestion relief and additional road capacity for approximately 172,000 vehicles daily. This responsive TMP was cited as a major reason for the project winning the 2011 America’s Transportation Award in the on-time, medium project category from the American Association of State Highway and Transportation Officials. Similarly, for the \$420 million I-64 Design-Build project in Missouri, Parsons developed an innovative construction phasing and MOT approach that drastically reduced the impact to regional traffic during the entire construction phase of the project, and served as a catalyst to completing this award-winning project on budget and within schedule.

- **Effective coordination with adjacent projects.** We realize that early and ongoing communication with personnel from the adjacent FHWA-EFLHD I-395 Mark Center Short- and Mid-Term Improvements project, as well as other planning, design, and construction projects occurring in the I-395 corridor and project area, is critical to the success of the project. Our team’s experience in the corridor will facilitate continued liaison with these projects and with the myriad stakeholders involved, allowing us to inform and coordinate, to the betterment of all involved. As an example, this approach proved very successful for the recently completed ICC-B design-build project. On that project, Parsons coordinated design activities with the team responsible for constructing the adjacent segment, as well as several environmental mitigation and local county projects within the project corridor. As a result, the base design effort was completed in 12 months, and the project was ready for the official opening ahead of schedule.
- **Extremely relevant structural design experience and the streamlining of work to maximize efficiency within the project schedule.** Our goal is to provide the best-value solution for VDOT by maximizing I-395 improvements while meeting or beating the proposed project schedule. We have the expertise and experience to recognize and manage the potential impacts caused by right-of-way acquisition, utility clearances, permitting, environmental compliance, and complex structural designs. For example, on a \$159 million bridge project for Hartsfield Airport, Archer Western worked with airport management and the Georgia Department of Transportation (GDOT) to completely redesign a runway spanning I-285; a design-build success that was built for 30 percent less than the engineer’s estimate. Our team has the expertise to handle the complex structural aspects of this project, as evidenced by our recently completed designs for the I-95 Ramp into Fort Belvoir’s North Area (FBNA). That project is very similar to this I-395 interchange project in that it includes a new bridge over an interstate, I-95, that “tees” into an existing HOV flyover structure.

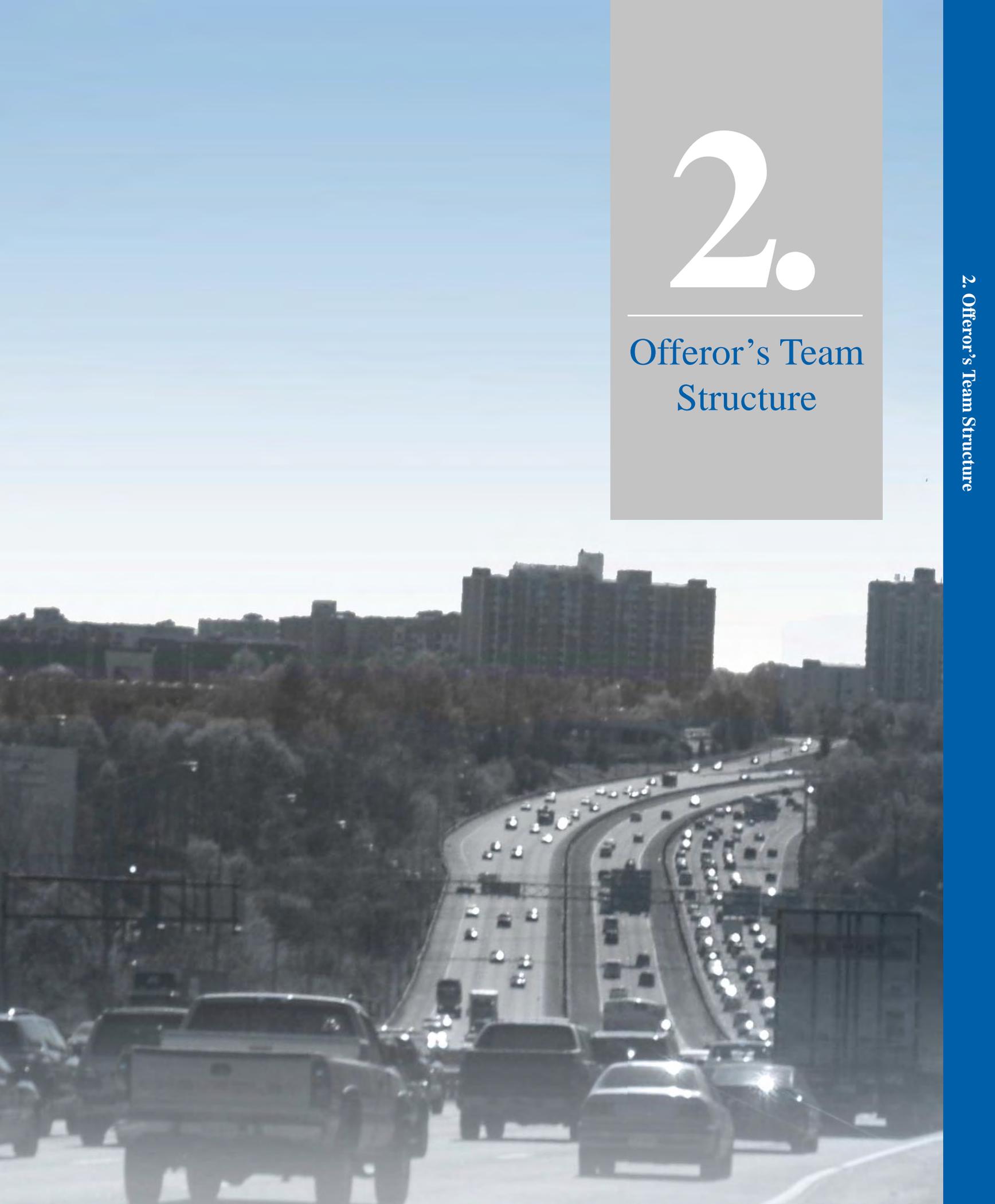
We appreciate the opportunity to submit our qualifications for the design and construction of the I-395 HOV ramp at Seminary Road and the I-395 Northbound Auxiliary Lane Extension. In consideration of our unique experience, we are confident that the Archer Western Team has the professional and financial resources to make the reconstruction of the I-395 interchange 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 is a merit-shop general contractor with a notable aptitude for high-profile, technically challenging, heavy-highway projects, current examples of which include the \$450 million design-build Western Wake Freeway in North Carolina and the \$68 million I-95 Bridges Reconstruction in Richmond. We offer one of our best Design-Build Project Managers for this I-395 interchange project.

Brian Quinlan, PE, our **Design-Build Project Manager** (DBPM), has worked on heavy-highway programs along the Eastern Seaboard, including VDOT's I-95 Bridges Reconstruction and Route 895 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. In addition to highways, his experience covers multiple project types, such as his role as Construction Manager for the WMATA Branch Avenue Subway Station and Line. He 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. ✓ DB Exp. ✓ VDOT Exp.

- Successfully managed more than \$190 million of design-build projects, including FHWA-EFLHD projects that replaced the Taylor Street Bridge and the 9th Street Bridge in D.C.
- Recently oversaw MdTA I-895/Moravia Road and MSHA I-495/Branch Avenue projects, which finished ahead of schedule and under budget
- Licensed Virginia professional engineer

As specified in the RFQ, Key Personnel Resume forms are included in **Appendix A**.

Ali Abdolahi, PE, CCM, from McDonough Bolyard Peck, Inc. (MBP), will be the **Quality Assurance Manager**. Archer Western previously teamed with MBP on VDOT's I-395/I-95/I-495 Springfield Interchange project and on a recent \$92 million U.S. Army Corps of Engineers (USACE) expansion of the Dalecarlia Water Treatment Facility in the District, 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 ABDOLAH, PE, CCM, QA Manager

30 Years Exp. ✓ DB Exp. ✓ VDOT Exp.

- Started his career with VDOT, where he worked for 4 years
- Quality Assurance Manager on multiple design-build phases of the nearby Fairfax County Parkway, where FHWA-EFLHD acted as construction manager on behalf of VDOT and the U.S. Department of Defense was a primary abutter

For the role of **Design Manager**, we have selected **Josh Wade, PE**. Currently, Josh is completing his service as the Design Manager of the \$560 million design-build ICC-B. Of particular interest are the lessons learned on the design and construction of the MD 650 interchange. This interchange was designed to be built in halves due to MOT requirements. A joint was used between the halves, essentially tying the two structures together. Josh is responsible for the overall management of the design activities, coordination with environmental and construction groups, and successful completion of the design activities. Josh also offers relevant VDOT experience, having provided design services for the widening of a 6-mile, limited-access section of U.S. Route 58 and for the I-95 Ramp from Fort Belvoir North Area project (see **Appendix B** for more details on this project).

JOSH WADE, PE, Design Manager

17 Years Exp. ✓ DB Exp. ✓ VDOT Exp.

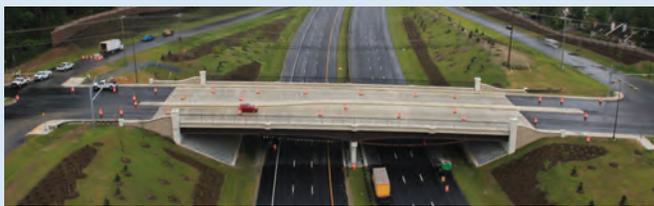
- Design Manager for the ICC-B design-build project, where he managed 100+ engineers
- 17 years of experience working with VDOT
- I-95/I-395 corridor experience, including the I-95 Ramp from Fort Belvoir North Area project

Supporting Josh in key roles identified in the RFQ, plus other noteworthy roles, are the professionals highlighted in **Exhibit 1**.

Exhibit 1: Design Leads

Name Role	Yrs. Exp.	DB Exp.
Dan Walsh, PE Lead Structural Engineer	31	
Bob Reed, PE Highway Lead	35	
Craig Richardson, RLA Landscape Architect	26	
Partha Sarathi, PE H&H Lead	56	
Keith Riniker, PE, PTOE Traffic Lead	15	
Laura Wilton, PE MOT Lead	22	
Sajjad Alam, PE ITS Lead	19	
Prakash Patel, PE Utilities Lead	34	
Azim Mohammed, PE Lighting/Signals Lead	9	

These individuals will report to Josh, lead their discipline task-force meetings, and handle the interdisciplinary reviews of each of the design packages. Most of these professionals have experience working together, particularly on the nearby ICC-B project.



Design Manager Josh Wade and Design Quality Manager Greg Anderson worked in the same capacity on the \$560 million ICC-B design-build project. This successful working relationship will enable the design team to efficiently manage the design of the I-395 interchange project.

Greg Anderson, PE, who has 25 years of quality experience, will serve as the **Design Quality Manager**. He will ensure that Parsons’ QC procedures are followed by reviewing the QC documents for each submittal and tracking their

progress. Greg recently served as Design Quality Control Manager, responsible for audits and the QA/QC compliance of documents for ICC-A and ICC-B.

Dan Walsh, PE, will serve as the **Lead Structural Engineer**. He will lead the efforts to analyze the existing structure, the design for the proposed structure, and all structurally related items, including retaining walls. Dan will also be involved in the design reviews of other disciplines such as utility relocations, to avoid conflicts between designs.

DAN WALSH, PE, Lead Structural Engineer

31 Years Exp. **DB Exp.** **VDOT Exp.**

- 20 years of experience working for VDOT
- Lead Structural Engineer for the Dulles Toll Road 4th Lane
- Lead Structural Engineer for the Fairfax County Parkway, a 22-mile-long section of parkway on new and existing alignment in a highly developed corridor including 16 new bridges
- Lead Structural Engineer for the I-95/I-495/ U.S. Route 1 Interchange design-build project, including two ramp structures carrying traffic from eastbound I-95 to northbound U.S. Route 1

In addition to the personnel listed above, we have supplemented the design team with the following subconsultants, which have extensive design-build and VDOT experience: **Athavale, Lystad & Associates, Inc. (ALA)**; **Accompong Engineering Group LLC**; **Endesco, Inc.**; **Rinker Design Associates, P.C. (RDA)**; **Schnabel Engineering Consultants, Inc.**; and **Sabra, Wang & Associates, Inc.** Information on the roles of these subs is shown in **Exhibit 2**.

Andy Palahnuk, our **Construction Manager**, has a career distinguished by the successful delivery of high-profile infrastructure projects. From his early days on the Fort McHenry Tunnel in Baltimore, 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 the multilevel coordination of multiple entities. Throughout his career, Andy has repeatedly demonstrated an impressive knack for analyzing and resolving complex technical issues, examples of which include the erection of structural steel for expansion of the Raleigh-Durham International Airport (RDU) terminal building in North Carolina

and the demolition/erection for the replacement of I-95 bridge superstructures in Richmond. Andy’s VDOT experience and team-building skills will prove invaluable to the project.

ANDY PALAHNUK, Construction Manager

31 Years Exp.

✓ VDOT Exp.

- Experienced with complex heavy civil infrastructure projects
- Construction Manager for RDU terminal expansion, which required extensive coordination to ensure safe access for 25,000 passengers per day
- Construction Manager for \$68 million I-95 Bridges Reconstruction, overseeing nightly lane closures of I-95/I-64 in Richmond, two approved contractor-design VECPs, and a construction engineering effort that requires constant interaction with the VDOT designer

In keeping with the importance of public relations and stakeholder interaction on this project, we are proposing one of the best in the commonwealth to handle these sensitive issues. **John Undeland**, from Stratacomm LLC, will be our **Public Relations Manager**, and he will report directly to DBPM Brian Quinlan. In addition to dealing directly with VDOT on matters that impact the public, John will be our point of contact for interested stakeholders, such as the media, abutters, and the traveling public.

JOHN UNDELAND, Public Relations Manager

26 Years Exp.

✓ DB Exp.

✓ VDOT Exp.

- 13 years of experience assisting VDOT with public communications
- Strong relationships with VDOT NoVA Public Affairs Manager Joan Morris and Statewide Communications Director Tamara Neale
- Long-standing relationships with key officials, including Congressman Jim Moran and his staff, as well as influential external transportation groups, including AAA and the NVTA

ORGANIZATIONAL CHART NARRATIVE

The key structural components of the organizational chart, shown in *Exhibit 3* on page 10, are discussed below.

Design-Build Project Manager Brian Quinlan, PE has full authority for design and construction for the Archer Western team. He will be VDOT’s primary point of contact, and will be responsible for

project management. He will supervise the quality assurance, design, construction, safety, and public relations managers; provide constructability reviews; promote safety; oversee the quality management program, preconstruction efforts, design, and construction; and play an essential role in public outreach and third-party communication.

Quality Assurance Manager Ali Abdolahi, PE, CCM, from MBP, will report to Brian Quinlan and will have direct access to VDOT. A licensed professional engineer in Virginia, he will ensure that work is per the contract and approved-for-construction plans/specifications. He 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, he will manage an independent QA program that includes QA inspectors, QA testing technicians, and a designated QA 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 manage the design team and ensure that its work is in accordance with current VDOT policies, procedures, and guidelines. He will oversee design subconsultants; coordinate design and review schedules; develop/implement corrective measures, if needed; integrate environmental compliance measures into the design; and assign resources, as needed. He will manage the permit process and ensure that all design commitments from the National Environmental Policy Act (NEPA) document and Record of Decision (ROD) are met. It is noteworthy that, in a similar role on the ICC-B project, 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. As another part of that commitment to the construction process, he will attend progress meetings and make monthly site inspections to ensure an immediate response to construction issues.

Construction Manager Andy Palahnuk will report to Brian Quinlan and will 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 and approved-for-construction plans and specifications. 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 Tom Medeiros, Construction Quality Manager Stefan Pustam, project engineers, and the superintendent, while working with Safety Manager Jose Cortez to see that the work is done safely. He will also coordinate plan revisions and construction document reviews with Design Manager Josh Wade.

Utility Coordinator Tom Medeiros, a veteran of the design-build \$160 million Jewfish Creek Bridge Replacement project in Florida, will co-locate in the Parsons Washington, D.C., office on a full-time basis during the design phase to reinforce the connection between design and construction. During design, he will interact with Utilities Lead Prakash Patel, PE, and with utility representatives. He will also coordinate with ROW Manager Jim Moore to prioritize acquisitions. During construction, he will be the point of contact for utility relocations and for contract utility work.

Public Relations Manager John Undeland will report to Brian Quinlan and will work with Josh Wade and Andy Palahnuk. In particular, John will act as a liaison between the Archer Western Team, third-party stakeholders, the media, and the general public to facilitate communication regarding construction activities and traffic movements.

ROW Manager Jim Moore will report to Brian Quinlan and will coordinate closely with VDOT to lead ROW acquisition. Jim will also have daily interaction with Josh Wade to assist in the minimization of ROW acquisition impacts. Because evaluating the schedule impact of preconstruction activities, such as clearing parcels, and seeking appropriate tradeoffs is vital to the progress of the project, he will work proactively with the design team, VDOT, and impacted property owners to promote fair, equitable, and constructive negotiations.

Construction Quality Manager Stefan Pustam, reporting directly to Andy Palahnuk, will manage/coordinate QC activities, as he is currently doing

for the Metropolitan Washington Airports Authority (MWAA) extension of DCA Runway 1-19. This full-time effort will include the supervision of independent technicians and laboratories.

Safety Manager Jose Cortez, CSM will report to Brian Quinlan and will oversee plans and field activities to provide VDOT, construction workers, and the traveling public a safe jobsite environment. Working with Andy Palahnuk, Jose will provide safety training and assist in the development of a job-specific safety plan. Consistent with the Archer Western philosophy that safety is everyone's responsibility, Jose will also monitor management compliance with the Archer Western Safety Program, with the goal of achieving a project safety culture that enthusiastically embraces a "no one gets hurt" philosophy. Finally, while the Archer Western culture emphasizes positive feedback in an effort to promote desirable behavior and extensive training to eliminate undesirable behavior, if necessary, Jose does have the authority to stop work.

Our key personnel and design firms have worked together on previous successful projects, have positive working relationships, and are available geographically and professionally to hit the ground running.

INTEGRATED TEAM APPROACH

A successful design-build project requires that the design team work seamlessly with the construction team. It is Brian's responsibility, working with and through the Design Manager and the Construction Manager, to establish and support this team approach. The following items are elements of our team approach:

- Co-locate Design-Build Project Manager Brian Quinlan and Utility Coordinator Tom Medeiros with the design team.
- Conduct over-the-shoulder reviews by multidisciplinary, environmental, and construction personnel to ensure constructability and environmental compliance and to eliminate conflicts.
- Set up a collaborative website for document management and project coordination.
- Implement our zipper strategy, which pairs designers with their construction counterparts.

- Establish task force teams composed of representatives from Archer Western, Parsons, VDOT, and third parties to expedite the resolution of issues, enhance plan development, and improve coordination.
- Conduct construction pre-task planning and activity work plan development that will involve the design team and the construction staff.

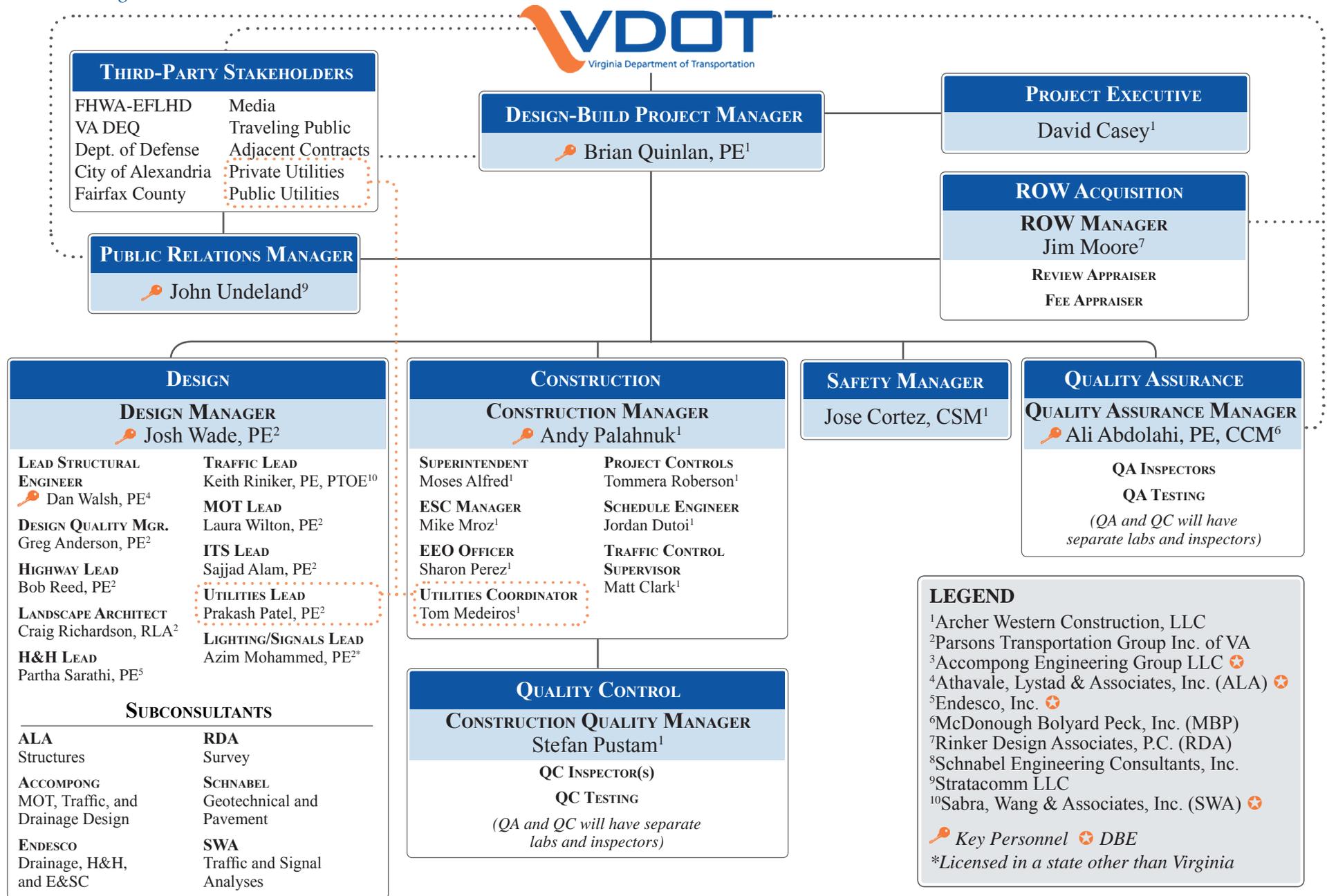


In 2007, Archer Western replaced the I-64 Bridges over the CSX ACCA Yard in Richmond. This successful \$25 million project featured construction engineering to redesign the bridge foundations in the rail yard and for the structural steel demolition and erection. Creative use of pipe layers enhanced operational safety by eliminating troublesome multi-crane picks and had a collateral positive impact on the project schedule.

Exhibit 2: Team Members

	Firm	Highlights	DBE/ SWaM
DESIGN		Dan Walsh, PE, will serve as the Lead Structural Engineer and will report to directly to Josh. Experience with Parsons: I-395/I-95/I-495 Springfield Interchange and Sycolin Road Overpass at Route 7/15 Bypass projects in Virginia.	
		Accompong is led by Conrad Scott, who is a former VDOT Design Section Manager. Conrad and his staff will report to Josh and assist with MOT, the traffic management plan (TMP), and drainage designs. Experience with Parsons: Conrad previously worked for Parsons.	
		Partha Sarathi, PE, of Endesco, will report to Josh and serve as the technical lead for the drainage engineering on this project. Experience with Parsons: ICC-A and ICC-B in Maryland.	
		Schnabel will lead all pavement design and geotechnical aspects of the job. Schnabel will report directly to Josh. Experience with Parsons: ICC-A and ICC-B in Maryland.	
		Keith Riniker, PE, PTOE, of SWA, will lead all traffic and signal analyses on the job. Experience with Parsons: ICC-A and ICC-B in Maryland.	
CONSTRUCTION		RDA is a VDOT-prequalified ROW contracting consultant and will manage the ROW efforts, including overseeing the VDOT-prequalified Fee Appraiser and VDOT-prequalified Review Appraiser. The ROW services will report directly to Brian. RDA will also provide survey support to the design team as needed. Experience with Parsons: VDOT Quality Plan Review Term Contract in the Northern Virginia District.	
		Stratacomm will provide the public relations efforts for the job and will report to Brian. Experience with Parsons: Woodrow Wilson Bridge, I-66 EIS, and Western Transportation Corridor EIS in Virginia.	
		MBP will provide the QAM, Ali Abdolahi, PE, and quality assurance inspection. Experience with Parsons: DT/MT/MLK. Experience with Archer Western: I-395/I-95/I-495 Springfield Interchange and the Dalecarlia Water Treatment Plant.	

Exhibit 3: Organizational Chart



3.

Experience of Offeror's Team



3. EXPERIENCE OF OFFEROR'S TEAM

This I-395 interchange project addresses Base Realignment and Closure (BRAC)-related increases in traffic volume for motorists from points south traveling to and from the Mark Center. The planned upgrade is twofold. First, a new reversible ramp provides a direct HOV connection to Seminary Road on the existing third-level bridge via a signalized tee intersection. Second, the widening of northbound I-395 between the Duke Street on-ramp and the Seminary Road off-ramp, and upgrades to that off-ramp, provides increased capacity and queuing capability at the existing Seminary Road interchange for the I-395 general-purpose lanes. The project also includes upgraded stormwater management facilities, the mill and overlay of existing mainline pavement, retaining walls, signs, lighting, intelligent transportation systems/active traffic management components, utility relocations, and upgraded pedestrian access across I-395.

To execute the project, the design-builder will have to build and maintain positive working relationships with key stakeholders, such as the traveling public, FHWA, the Army, various utilities, print and broadcast media, and abutters. The design-builder will also need to coordinate and cooperate with other work along the I-395 corridor, most notably with the ongoing FHWA-EFLHD contract for short- and mid-term improvements for four key intersections near the Mark Center.

The Archer Western Team is ideally suited for this challenge. In addition to Archer Western's and Parsons' impressive design-build successes in similar environments, such as the City of Atlanta I-285 Bridge Structures and the MdTA ICC contracts A and B, we have first-hand knowledge regarding work in the I-395 corridor that we gained on the I-395/I-95/I-495 Springfield Interchange. We also have recent experience working together on the replacement of the ALSF-2 Pier at nearby

Ronald Reagan Washington National Airport. Our team brings recent and highly relevant technical experience designing an I-95 ramp connection to an existing bridge structure at nearby Fort Belvoir, where FHWA-EFLHD was the client and VDOT was the owner. Furthermore, our Design-Build Project Manager and the Project Manager for the FHWA-EFLHD contract have a professional relationship and friendship that has continued to thrive for the last 20 years, from their first project together, a 1992 USACE lock and dam in Louisiana, to the Boston Central Artery, to various recent projects in the D.C. metropolitan area.

Our team experience and past successes demonstrate our proven abilities to meet project goals through teamwork, innovation, schedule management, and cost control. *Exhibit 5* highlights our team's recent experience on similar projects and supplements the Work History Forms found in *Appendix B*.



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

Exhibit 5: Similar Project Experience

Project Name and Location	Const. Cost	Team Members	Design-Build	Interstate Widening	Urban Interchange	HOV Lanes	Corridor Coordination	Structures	Complex MOT & Staging	High-Profile Public Relations	Stakeholder Collaboration	ROW Acquisition
I-395/I-95/I-495 Interchange, VA	\$112M	AP		☑	☑	☑	☑	☑	☑	☑	☑	☑
I-285 Bridges, GA	\$159M	A	☑	☑			☑	☑	☑	☑	☑	
I-10/I-95 Interchange, FL	\$159M	A		☑	☑		☑	☑	☑	☑	☑	
I-95 Bridges Reconstruction, VA	\$68M	A		☑	☑		☑	☑	☑	☑	☑	
DCA ALSF-2 Pier, VA	\$8M	AP						☑		☑	☑	
Western Wake Freeway, NC	\$450M	A	☑		☑			☑		☑	☑	☑
GA-400 Widening, GA	\$47M	A		☑	☑	☑	☑		☑	☑	☑	
I-85 Vance Co. Rehabilitation, NC	\$29M	A		☑				☑	☑	☑	☑	
I-95 James River Bridge, VA	\$53M	A						☑	☑	☑		
I-64 Bridges at ACCA Yard, VA	\$25M	A		☑			☑	☑	☑	☑	☑	
I-465/I-70 Interchange, IN	\$69M	A	☑	☑	☑		☑	☑	☑		☑	
I-80/I-94 Phase 3b, IN	\$55M	A	☑	☑	☑		☑	☑	☑		☑	
Jimmy DeLoach Connector, GA	\$72M	A	☑		☑			☑	☑	☑	☑	☑
SR 400/I-85 Interchange, GA	\$21M	A	☑		☑		☑	☑	☑	☑	☑	
SR 9B Highway, FL	\$68M	A	☑		☑		☑	☑	☑		☑	
SR 115/21st Street Interchange, FL	\$32M	A	☑		☑			☑	☑	☑	☑	
ICC, Contracts A & B, MD	\$1B	P	☑		☑		☑	☑	☑	☑	☑	☑
I-95 Ramp from FBNA, VA	\$2.9M*	P			☑	☑	☑	☑			☑	☑
I-15/Main Street DDI, UT	\$180M	P	☑		☑		☑	☑	☑	☑	☑	
The New I-64, MO	\$420M	P	☑	☑			☑	☑	☑		☑	
Wards 3 and 4, Roadways, D.C.	\$37M	P	☑					☑	☑	☑	☑	
Woodrow Wilson Bridge, VA/MD	\$42M*	P		☑		☑	☑	☑	☑	☑	☑	☑
VDOT Route 7/15 Widening, VA	\$3M*	P					☑	☑	☑	☑	☑	☑
VDOT I-81 Truck Lanes, VA	\$2M*	P		☑			☑	☑	☑	☑	☑	☑
DT/MT/MLK, VA	\$44M*	P	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑
Route 58, VA	\$3M*	P					☑	☑		☑	☑	
Fairfax County Parkway, VA	\$3M*	P				☑	☑	☑	☑	☑	☑	

AP = Archer Western and Parsons • A = Archer Western • P = Parsons • * Design fee only

Projects shown in **bold** are provided in *Appendix B*, Work History Forms.

4.

Project Risks



4. PROJECT RISKS

Critical Risk 1

Maintenance and Protection of Traffic/ Construction Staging

WHY THIS RISK IS CRITICAL – One of the primary goals for a successful I-395 HOV project is the efficient handling of traffic through and around construction, with the safety of the motorists, pedestrians, workers, and inspectors of the utmost concern. In addition to safety considerations, proper staging within the framework of a good MOT sequencing is essential to meet the project schedule.

HOW THIS RISK COULD IMPACT THE PROJECT – The most immediate symptom of poor traffic planning will be chronic traffic jams. A more acute symptom of a poor work zone setup will be accidents that result in personal injury or property damage, which in and of itself is unacceptable. The longest-term symptom will be the deterioration of the project schedule due to inefficient prosecution of the work. The magnitude of these impacts can multiply significantly when there are multiple projects being done in the same area.

MITIGATION STRATEGY FOR THIS RISK – Developing construction staging plans in this congested corridor takes finesse, experience, and certified professionals. Our design staff consists of traffic control design specialists certified by VDOT and the American Traffic Safety Services Association (ATSSA). Our **Highway Lead, Bob Reed, PE**, and **MOT Lead, Laura Wilton, PE**, have more than 70 years of combined design experience and have prepared several MOT plans and TMPs for VDOT. Supporting them will be Conrad Scott, of Accompong, who has extensive experience in construction staging and preparing MOT plans. Meetings will be held with the adjacent projects to ensure the MOT plans and construction phasing efforts are coordinated. When it comes to the implementation of the traffic plan, Archer Western will assign a Construction Manager, Safety Manager, Traffic Manager, and multiple other frontline supervisors who are currently verified by either VDOT in Intermediate Work Zone Traffic Control or by ATSSA as a traffic control supervisor (TCS). This level of commitment is consistent with the overall Archer Western approach to safety, which

includes a comprehensive safety plan for the entire project, written job hazard analyses for significant work activities, and written daily task hazard analyses for daily activities.

Historical safety performance provides an objective indicator of Archer Western's commitment to safety. Specific examples include a 0.73 EMR and impressive OSHA statistics.

	Archer Western	Industry Avg.
Incidence Rate	1.8	4.8
Frequency Rate	0.48	2.6

An important goal for the Archer Western Team will be to design safe, efficient, and effective construction phasing and staging that addresses the broader safety and mobility impacts of work zones and minimizes circulation, access, and mobility impacts to local communities and businesses. A basic principle of this effort will be to maximize the amount of work in long-term work zones and minimize the amount of work in lane closures. Significant features of this effort will be innovative designs that simplify the actual work required and proactive attention to public relations. While the mitigation effort will manifest itself in many ways, some specific construction-related and outreach examples include the following:

- Widen I-395 northbound before the construction of an HOV ramp to create space for construction activities.
- Determine if it is feasible for construction equipment and deliveries to use the second-level rotary bridge and the third-level Seminary Road Bridge to reduce the I-395 traffic impacts.
- The I-395 off-ramp bridge abutments and the easternmost pier of the Seminary Road Bridge are aligned with tall retaining walls adjacent to Van Dorn Street and the east end of the secondary rotary level, where new substructures must be built. To minimize the impact to the retaining walls, investigate using drilled shaft foundations adjacent to the walls, with eccentric concrete caps.

VDOT'S ROLE – It is the contractor's responsibility to design and implement effective work zones, and thereby maintain and monitor temporary traffic during construction. Our extensive experience in developing, coordinating, and implementing

construction phasing and traffic maintenance schemes will get the work done while ensuring the safety of motorists, pedestrians, workers, and inspectors. Our expertise and competence will also reduce VDOT’s role to the typical responsibilities of reviewing, commenting, and approving the design products.

Critical Risk 2 **Public Involvement/Coordination with Other Construction Projects**

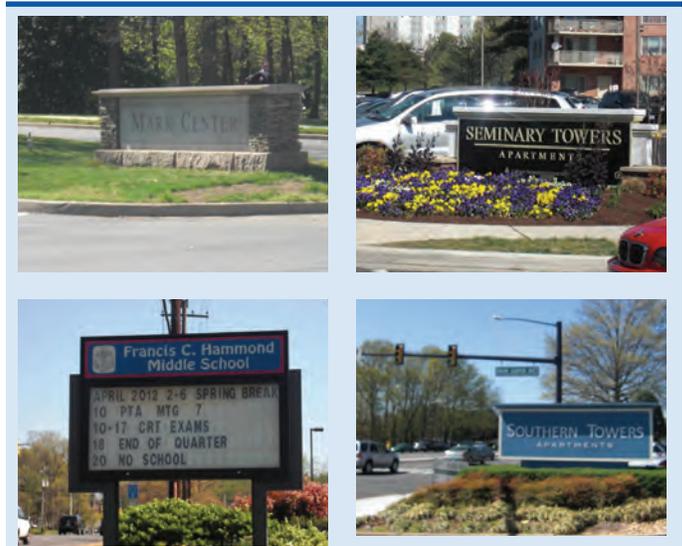
WHY THIS RISK IS CRITICAL – The success of the project rests on stakeholder buy-in. If the public perceives the project as a disjointed, perplexing, bad decision, then the project is the target of negative publicity and public rejection, even when designed and constructed soundly. There are several other projects that will be executed simultaneously, such as the short/intermediate-term improvements on Seminary Road, the Beaugard Corridor project, and the I-95/I-395 HOT lanes project. Coordination with these projects is extremely important to maintain the project schedule and minimize impacts to traffic operations.

HOW THIS RISK COULD IMPACT THE PROJECT – Project impacts may include a deluge of negative press, public rejection, and a strained relationship with third-party stakeholders. Also, lack of coordinating construction sequencing with adjacent projects will result in a significant impact on traffic operations and potential impacts to the project schedule and safety of the travelling public and project workforce.

MITIGATION STRATEGY FOR THIS RISK – We would kickstart the project by developing a comprehensive public information and outreach strategy. Our proposed mitigation includes pulling together a local team that thoroughly understands local concerns and has a good working relationship with VDOT and the City of Alexandria. Our team has designers who developed comprehensive Transportation Management Plans (TMPs) for VDOT Type C projects (Significant Projects-Project Management Category V) such as Route 27/244 and the I-95 Ramp from FBNA. The team also has Stratacomm’s John Undeland, who is an established public involvement leader for complex VDOT projects.

Our public outreach examples include the following:

- Institute a proactive, ongoing public outreach program to improve public awareness and preempt complaints. Implementation techniques would include a project website; a social media site; informational flyers; press releases; ads in the print and broadcast media; and meetings with attendees, such as the general public, abutters, utilities, trucking supervisors, Emergency Management Services personnel, local business organizations, and various transit agencies.
- During the construction phase, hold regular meetings with VDOT personnel, adjacent contracts, the Mark Center task force, and other interested abutters, to monitor traffic patterns. This is necessary because, in addition to 6,400 Mark Center employees, there will be a direct impact to other residential and commercial establishments.



The Archer Western Team will ensure abutters such as the Hilton, the Alexandria Professional Center, Hammond Middle School, Southern Towers, Seminary Towers, and, to a lesser degree, Landmark Mall and other establishments on Duke Street, are included in proposed mitigation strategies.

VDOT’S ROLE – It is the contractor’s responsibility to handle public involvement and coordination with other projects. Our extensive experience developing, coordinating, and implementing comprehensive TMPs will enable us to conduct composed discussions with the stakeholders and effectively

synchronize with other projects in the area. This will serve to insulate VDOT and reduce VDOT's role in the public involvement/ coordination aspects of the project.

Critical Risk 3 | Structural Design

WHY THIS RISK IS CRITICAL – Bridge design is a very critical part of this project. The existing bridge has to be analyzed for its compliance with current design standards. Deflection analysis has to be performed at the new “tee” joint, and the width of the bridge widening depends on the width of the pedestrian/ bicycle facility. All have to be identified and analyzed at a very early stage of the project.

HOW THIS RISK COULD IMPACT THE PROJECT – Impacts could include an unanticipated reconstruction of portions of the existing bridge that would result in construction delays, additional design and construction costs, additional design complexity, and the need for additional permits and lane closures. A design waiver may be required to use joints and details not usually used by VDOT. Detailed justification would be required along with an extended review and approval process.

MITIGATION STRATEGY FOR THIS RISK – Critical issues regarding bridge design and mitigation strategies are described below:

The proposed concept requires the widening of the existing bridge, including a connection with the new tee bridge. Due to these modifications, the existing bridge must be analyzed as part of the new design. The existing bridge was most likely designed using allowable stress design (ASD) criteria. Because of the modifications, the new bridge must be designed using the current load resistance factor design (LRFD) criteria. LRFD requires design for loading conditions not applied during ASD methodology and has sometimes produced conditions where an existing bridge does not meet LRFD criteria; therefore, additional reconstruction could result. Upon notice to proceed, we will move quickly to define anticipated modifications to the existing bridge and conduct LRFD ratings to identify potential issues.

Although connected near an existing pier, the new joint must accommodate significant deflections in the new I-395 ramp bridge and the existing Seminary Road Bridge and in several directions. For example, if the existing pier joint is not extended into the new tee bridge deck, the existing Seminary Road Bridge could have negative deflection on one side of the pier while, simultaneously, the new I-395 ramp bridge is rotating. The bridge joints must also accommodate the motions in all expected directions. The deflections and temperature movements are unknown and will only be determined when the final arrangement of the new framing and substructure is determined. Joints and other details not usually used by VDOT may be necessary to accommodate all the motions. We will consider developing a design strategy to incorporate joints not usually used by VDOT, conduct bridge deflection analyses, and determine the temperature movements under a tee bridge condition as early as possible during the RFP stage or promptly upon NTP.

The existing bridge has an open longitudinal joint along the centerline of the bridge. With the addition of the shared-use path, the through lanes would be shifted so that the centerline longitudinal joint would be positioned within a travel lane. The possible mitigation may be widening the bridge on the north side to accommodate a shared-use path or constructing a separate pedestrian bridge. Another option is to eliminate the longitudinal joint with a deck joint closure after performing a preliminary analysis of the superstructure and widening only on the south side.

Parsons, under FHWA contract, has recently completed preparing final design documents for a remarkably similar connection detail to an existing bridge over I-95 in Fort Belvoir. On the project, I-95 Ramp from FBNA, Parsons performed a 3D analysis and bridge rating of the existing flyover bridge in addition to designing the new bridge structure.

VDOT'S ROLE – Our extensive experience with similar bridge designs will enable the team to identify the issues and best course of action early and reduce VDOT's role to the typical responsibilities of reviewing, commenting, and approving the design products.

5.

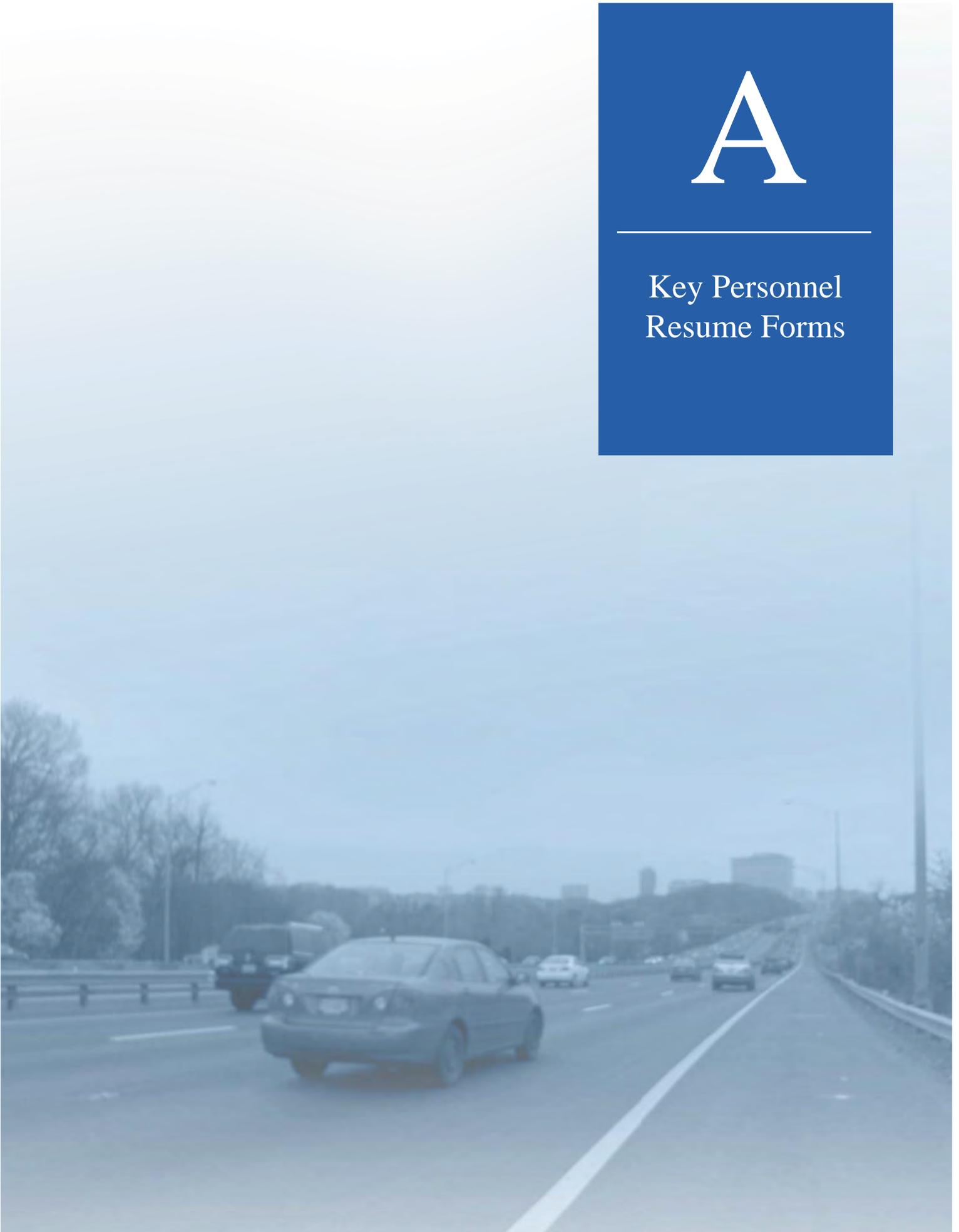
Appendices





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 <u>4</u> Years With Other Firms <u>29</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	<p>Senior Project Manager, Heavy Civil Construction, Archer Western, 2008 to Present Vice President of Operations, Heavy Civil Construction, Cherry Hill, 2005 to 2008 Vice President of Operations/Project Manager, Heavy Civil Construction, Condotte America, 1998 to 2005 Project Manager, Heavy Civil Construction, Perini, 1994 to 1998</p>																		
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	<p>MBA, University of Maryland, 2006 BS, Civil Engineering, Georgia Tech, 1979</p>																		
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	Professional Engineer VA: 1999/Civil/0402033291																		
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)	<p>VDOT I-95 BRIDGES RECONSTRUCTION, Richmond, VA</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">Name of Firm:</td> <td style="width: 30%;">Archer Western</td> <td rowspan="4" style="width: 40%; background-color: #e0f0ff; padding: 5px;">RELEVANCE: VDOT ▪ High visibility ▪ Urban setting ▪ I-95 and I-64 MOT ▪ I-95 widening ▪ I-95 bridge rehabilitation</td> </tr> <tr> <td>Dates:</td> <td>2010 – Present</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 project and supervision of the construction manager and safety manager. His specific tasks included the coordination and management of subcontract and supplier solicitation, negotiation, and award; the selection of salaried staff; the selection of the means and methods for self-performed work; cost control for self-performed work; the development of the project schedule; and problem-resolution with the VDOT Richmond District construction and engineering administrator. The purpose of the project is to reconstruct 10 pairs of existing bridges in the I-95/I-64 corridor in Richmond, including localized widening to improve corridor safety. Specific features of work included urban expressway and local street MOT, expressway bridge demolition and reconstruction, roadway construction, retaining wall construction, and a two-table casting yard. The bridgework is notable for the composite precast units for the new superstructure that require rigorous expressway traffic control for overnight installation. In addition, while not a design-build per se, this project requires extensive construction engineering, with VDOT designer participation for falsework design, shop drawings, and demolition and erection schemes.</p> <p>MdTA I-95/I-895 INTERCHANGE RECONSTRUCTION, Baltimore, MD</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">Name of Firm:</td> <td style="width: 30%;">Cherry Hill</td> <td rowspan="4" style="width: 40%; background-color: #e0f0ff; padding: 5px;">RELEVANCE: High visibility ▪ Urban setting ▪ I-95 interchange ▪ I-95 and I-895 MOT ▪ I-895 flyover ▪ Local street overpass reconstruction</td> </tr> <tr> <td>Dates:</td> <td>2006 – 2008</td> </tr> <tr> <td>Project Role:</td> <td>Vice President of Operations</td> </tr> <tr> <td>Construction Value:</td> <td>\$54 million</td> </tr> </table> <p>Brian’s specific responsibilities and authorities included oversight of the project and supervision of the construction manager and safety manager. His specific tasks included the coordination and management of subcontract and supplier solicitation, negotiation, and award; the selection of salaried staff; the selection of the means and methods for self-performed work; cost control for self-performed work; the development of the project schedule; and</p>	Name of Firm:	Archer Western	RELEVANCE: VDOT ▪ High visibility ▪ Urban setting ▪ I-95 and I-64 MOT ▪ I-95 widening ▪ I-95 bridge rehabilitation	Dates:	2010 – Present	Project Role:	Senior Project Manager	Construction Value:	\$68 million	Name of Firm:	Cherry Hill	RELEVANCE: High visibility ▪ Urban setting ▪ I-95 interchange ▪ I-95 and I-895 MOT ▪ I-895 flyover ▪ Local street overpass reconstruction	Dates:	2006 – 2008	Project Role:	Vice President of Operations	Construction Value:	\$54 million
Name of Firm:	Archer Western	RELEVANCE: VDOT ▪ High visibility ▪ Urban setting ▪ I-95 and I-64 MOT ▪ I-95 widening ▪ I-95 bridge rehabilitation																	
Dates:	2010 – Present																		
Project Role:	Senior Project Manager																		
Construction Value:	\$68 million																		
Name of Firm:	Cherry Hill	RELEVANCE: High visibility ▪ Urban setting ▪ I-95 interchange ▪ I-95 and I-895 MOT ▪ I-895 flyover ▪ Local street overpass reconstruction																	
Dates:	2006 – 2008																		
Project Role:	Vice President of Operations																		
Construction Value:	\$54 million																		

problem-resolution with the Maryland Transportation Authority project manager and the general engineering consultant partners' construction manager. The project purpose was to reconstruct the I-95/I-895 interchange just north of the harbor tunnels, 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, new expressway bridge construction, roadway construction, retaining wall construction, sound wall construction, temporary and permanent stormwater management facilities construction and maintenance, and landscaping.

MDX DESIGN-BUILD DOLPHIN EXPRESSWAY (SR 836) AND FLORIDA 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 ■ High visibility ■ Design-build ■ Expressway MOT ■ Bridge demolition ■ Bridge construction

Brian's specific responsibilities and authorities included oversight of the project and supervision of the design manager, construction manager, and safety manager. His specific tasks included the development of bid and construction design concepts; oversight of design for construction; the coordination and management of subcontract and supplier solicitation, negotiation, and award; the selection of salaried staff; the selection of the means and methods for self-performed work; cost control for self-performed work; the development of the project schedule; and problem-resolution with the MDX program manager and the PBS&J construction manager. For one of three Condotte projects that Brian supervised on this corridor upgrade program, the purpose was to reconstruct the SR 386/Florida Turnpike interchange west of Miami International Airport to increase capacity. The specific features of the work included urban expressway and local street MOT, utility relocation, expressway bridge demolition and construction, roadway construction, retaining wall construction, integral pier cap post-tensioning, 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

RELEVANCE: VDOT design-build ■ High visibility ■ I-95 interchange ■ Expressway MOT ■ Bridge and ramp construction

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 the coordination and constructability reviews of segmental bridge design; the coordination and management of construction engineering for segmental operations; the coordination and management of subcontractor and supplier solicitation, negotiation, award, and contract administration; the selection of the means and methods for self-performed work; cost control for self-performed and subcontracted work; the 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 and the VDOT on-site representative. The purpose of the project was to construct a new high-level crossing of the James River (with high-speed tolling), which included an expansion of the existing I-95/Route 150 interchange. Specific features of work included urban expressway and local street MOT, mainline and ramp bridge construction, deep foundations featuring six- and eight-foot-diameter drilled shafts, and a five-bed casting yard. The bridgework was notable for its cast-in-place segmental river crossing, balanced cantilever precast segmental approaches and span-by-span precast segmental ramps.

MHD CENTRAL ARTERY/TUNNEL C14C1 UTILITIES RELOCATION, Boston, MA

Name of Firm: Perini Corporation
Dates: 1995 – 1997
Project Role: Construction Manager
Construction Value: \$52 million

RELEVANCE: Urban setting ■ High visibility ■ Pedestrians ■ Abutter involvement ■ I-93 MOT ■ Ramp and street reconstruction

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 the coordination and management of subcontractor and supplier solicitation, negotiation, award, and contract administration; the selection of the means and methods for self-performed work; cost control for self-performed and subcontracted work; the development and maintenance of the critical-path-method construction schedule; equipment procurement; material procurement; and daily interaction with the Bechtel/Parsons Brinkerhoff Resident Engineer, utility company representatives, and various abutting property owners. The purpose of the project was to relocate a wide array of utilities to clear the footprint for the eventual construction of the new underground Central Artery, although it also included a temporary steel-beam on-ramp to the existing Central Artery and structural slurry wall for the future tunnel. The specific features of work included urban expressway and local street MOT, expressway ramp bridge construction, deep foundations featuring reinforced slurry walls, and extensive utility relocations. The utility work was notable in scope and technical requirements, including pipe-jacking, microtunneling, hand tunneling, excavator-shield tunneling, deep shafts, and street trenching for the relocation of deep storm drains, combination sewers, steam lines, gas lines, 115-kilovolt electric lines, electric duct banks, high-pressure water lines, low-pressure water lines, and various communication lines in a dense urban environment.

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>18</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.):	Senior Engineer and Project Manager, McDonough Bolyard Peck, Inc., 1993 to Present																		
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	MS, Architecture/Construction Management, Virginia Tech, 2003 BS, Construction Engineering, Florida International University, 1981																		
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	Professional Engineer VA: 1998/Civil/0402031852 Certified Construction Manager: 2006																		
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 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: #e6f2ff; padding: 5px;">RELEVANCE: <i>High visibility</i> ▪ <i>Design-build</i> ▪ <i>Urban interchanges</i> ▪ <i>Contractor QA/QC</i> ▪ <i>Bridge construction</i> ▪ <i>FHWA-EFLHD & DOD</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 Quality Assurance 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 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; the construction of interchanges; and the construction of 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, Ramp D bridge over Accotink Creek, and Boudinot Drive bridge over a branch of Accotink Creek.</p> <p>VDOT I-64/BATTLEFIELD BOULEVARD INTERCHANGE, Chesapeake, 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: #e6f2ff; padding: 5px;">RELEVANCE: <i>Urban setting</i> ▪ <i>Project planning</i> ▪ <i>Design review</i> ▪ <i>VDOT</i> ▪ <i>I-64 interchange</i></td> </tr> <tr> <td>Dates:</td> <td>2006 – 2009</td> </tr> <tr> <td>Project Role:</td> <td>Senior Engineer</td> </tr> <tr> <td>Construction Value:</td> <td>\$101 million</td> </tr> </table> <p>As Senior Engineer, Ali provided an independent plan and constructability review of the design documents. He analyzed major work sequencing and traffic staging and performed detailed takeoffs. This \$101 million project consisted of the first braided collector-distributor lanes in the Hampton Roads area. This phased construction project included nearly 6 lane-miles of concrete paving, with the expansion of I-64 from six lanes to 14 lanes, four new interstate bridges, MSE 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</p>	Name of Firm:	MBP	RELEVANCE: <i>High visibility</i> ▪ <i>Design-build</i> ▪ <i>Urban interchanges</i> ▪ <i>Contractor QA/QC</i> ▪ <i>Bridge construction</i> ▪ <i>FHWA-EFLHD & DOD</i>	Dates:	2008 – 2011	Project Role:	Quality Assurance Manager	Construction Value:	\$107 million	Name of Firm:	MBP	RELEVANCE: <i>Urban setting</i> ▪ <i>Project planning</i> ▪ <i>Design review</i> ▪ <i>VDOT</i> ▪ <i>I-64 interchange</i>	Dates:	2006 – 2009	Project Role:	Senior Engineer	Construction Value:	\$101 million
Name of Firm:	MBP	RELEVANCE: <i>High visibility</i> ▪ <i>Design-build</i> ▪ <i>Urban interchanges</i> ▪ <i>Contractor QA/QC</i> ▪ <i>Bridge construction</i> ▪ <i>FHWA-EFLHD & DOD</i>																	
Dates:	2008 – 2011																		
Project Role:	Quality Assurance Manager																		
Construction Value:	\$107 million																		
Name of Firm:	MBP	RELEVANCE: <i>Urban setting</i> ▪ <i>Project planning</i> ▪ <i>Design review</i> ▪ <i>VDOT</i> ▪ <i>I-64 interchange</i>																	
Dates:	2006 – 2009																		
Project Role:	Senior Engineer																		
Construction Value:	\$101 million																		

project received several public relations awards, an honorable mention national award through the Construction Management Association of America, and the Road and Bridge Paving Innovation Top 10 Award.

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

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

RELEVANCE: VDOT ■ Inspection ■ Overpass construction ■ Shop drawing review ■ Fabrication shop visits

As Senior Construction Manager/Inspector, Ali monitored construction activities, scheduled technicians for testing soils and concrete, reviewed the contractor's monthly pay requisition, and performed project documentation. He served as MBP's primary on-site representative, responsible for inspection, communication with Fairfax County and the contractor, the arrangement of third-party materials tests, and overall contract administration. He was also 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 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: 1996 – 2004
Project Role: Senior Engineer
Construction Value: \$3 million

RELEVANCE: Urban area ■ Inspection experience ■ Stakeholder interface ■ Utility relocation ■ ROW procurement

As Senior Inspector, Ali performed inspections and issued construction permits throughout Fairfax County on a wide range of highway, developer, and utility projects. The projects included the inspection of more than 14 miles of sound walls on Fairfax County Parkway, a Washington & Old Dominion (W&OD) arch bridge and trail improvements in Reston, traffic signal installations, subdivision acceptances, landscaping, commercial and private entrances, street tie-ins, street lights, water main installations, and underground and overhead fiber-optic installation. In addition, Ali performed the traffic engineering design review of the ultimate signage and striping for the projects. He also reviewed and inspected the construction of a new fiber-optic telecommunications network, including field coordination with various telecommunications and utility companies, and inspected and issued fiber-optic permits. Ali oversaw the review of all the Cox Communications permits for its fiber-optics installation project, throughout the Fairfax County, and assisted the VDOT permits section with the review of a utility checklist for the proposed dedicated ROW to the Commonwealth of Virginia by the developers, the contractors, and the Fairfax County Government.

VDOT MILITARY HIGHWAY, ROUTE 13, Norfolk, VA

Name of Firm: MBP
Dates: 1995 – 1999
Project Role: Senior Engineer
Construction Value: \$40 million

RELEVANCE: Urban project ■ VDOT ■ Design review ■ Bridge design ■ Utility relocation

As Senior Engineer, Ali conducted a detailed constructability review of a complex \$40 million fast-track highway, bridge, and utility reconstruction in a congested urban setting; analyzed major work sequencing and traffic staging; performed detailed takeoffs; and developed crew and equipment productions for a preconstruction estimate and schedule. The project involved the reconstruction of a 2-mile stretch of highway. The work included the demolition of the existing bridge and the construction of a three-span, 477-linear-foot steel box girder bridge; 1,800 linear feet of retaining walls; 23,000 linear feet of storm drainage and box culverts; 19,000 linear feet of 48-inch water mains; 151,000 tons of asphalt paving; and surface improvements to roadways.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.										
a. Name & Title:	JOSHUA WADE, PE, Project Manager/Design Director									
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>17</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>MDTA INTERCOUNTY CONNECTOR (ICC), CONTRACT B, Montgomery County, MD</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">Name of Firm:</td> <td>Parsons</td> <td rowspan="4" style="background-color: #e6f2ff; padding: 5px; vertical-align: top;"><i>RELEVANCE: Design-build experience ■ Similar structural, MOT, and phasing issues ■ Extensive coordination with adjacent projects</i></td> </tr> <tr> <td>Dates:</td> <td>2008 – Present</td> </tr> <tr> <td>Project Role:</td> <td>Design Manager</td> </tr> <tr> <td>Construction Value:</td> <td>\$560 million</td> </tr> </table> <p>As the Design Manager, Josh was responsible for the design efforts of the large design-build project. The project consists 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 is in some of the most sensitive environmental areas along the entire ICC alignment. The work also includes 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; MOT; ITS devices; public relations support; and environmental compliance.</p> <p>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 project management ensured full involvement, from the client to each of the disciplines, including roadway and structures, environmental, 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.</p> <p>At the peak of the project, Josh was managing more than 100 engineers on-site from Parsons and the many subconsultants, including dozens working remotely. The success of such a complex project also relied on the use of several tools and lessons learned, including the following:</p> <ul style="list-style-type: none"> ■ Discipline and/or challenge-specific task forces – Where representatives from each group (client, third parties, design disciplines, construction, and environmental) would come together on a weekly basis to work through issues on the project in an open, respectful atmosphere. 	Name of Firm:	Parsons	<i>RELEVANCE: Design-build experience ■ Similar structural, MOT, and phasing issues ■ Extensive coordination with adjacent projects</i>	Dates:	2008 – Present	Project Role:	Design Manager	Construction Value:	\$560 million
Name of Firm:	Parsons	<i>RELEVANCE: Design-build experience ■ Similar structural, MOT, and phasing issues ■ Extensive coordination with adjacent projects</i>								
Dates:	2008 – Present									
Project Role:	Design Manager									
Construction Value:	\$560 million									

- Electronic document and file control, along with ProjectWise for design file management – These tools allowed for the full management of all documentation and design development throughout the project and eliminated waste and errors caused by emailing or sending files via other methods. This not only eliminated errors by allowing users to check out and have access to design changes instantly but also eliminated any lost time spent sending CDs or record sets through the mail.
- Interdisciplinary, constructability, and environment reviews – Early and frequent reviews of the challenges and designs by each of the engineering disciplines, construction staff, and environmental personnel drastically reduced the number of field changes and issues encountered in the field later in the project. These reviews, along with the reviews of the client and third parties, helped to anticipate problems and improve the overall designs. Electronic file control, including the use of ProjectWise, assisted greatly with these reviews.
- Phased construction – The use of phased construction is one of the largest benefits of the design-build process. This allows the design-build team to get construction teams rolling sooner (as opposed to developing full plan sets prior to starting construction) and allows for adjustments to be made according to conditions in the field more fully. It also allows for a greater ability to handle critical-path elements by allowing the contractor to work around long-lead items or to innovate on means or methods, reducing costs or improving schedule times.
- Integrated schedule – An integrated schedule helps to show the impact on delays or changes to design or other elements of the project. Changes to the design schedule immediately show the impact to the construction schedule and can be used to determine staffing needs well in advance. The integrated schedule also allows you to see what the critical path is for the overall schedule (not just construction) and allows the design-build team to maximize its planning efforts, saving time and money.

FHWA EASTERN FEDERAL LANDS SERVICES ON-CALL, Northern Region

Name of Firm: Parsons
Dates: 2007 – Present
Project Role: Program Manager
Contract Value: \$1 million per year (design fee)

RELEVANCE: Eastern Federal Lands interaction and coordination ▪ Very similar structural experience within the I-95/I-395 Corridor

The assignments include 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 on for this contract are the following: the I-95 Ramp from Fort Belvoir North Area, Manassas National Battlefield Bypass, and Fairfax County Parkway ROW and Utilities.

VDOT U.S. ROUTE 58 DESIGN, PATRICK, Floyd, and Carroll Counties, VA

Name of Firm: Parsons
Dates: 1997 – 2006
Project Role: Project Engineer
Contract Value: \$3 million (design fee)

RELEVANCE: VDOT project with corridor implications and federal agency interaction for the Blue Ridge Parkway

As Project Engineer, Josh developed construction plans for this nearly 6-mile, limited-access section of Route 58, including the design of alignment, grading, drainage, stormwater management, erosion, and sediment control plans. Work that provided design plans for the new bridge for the Blue Ridge Parkway over Route 58 was coordinated with the FHWA.

DDOT UNION STATION BICYCLE TRANSIT CENTER, Washington, D.C.

Name of Firm: Parsons
Dates: 2005 – 2008
Project Role: Project Manager
Contract Value: \$4 million

RELEVANCE: Award-winning multi-modal project with extensive federal agency and adjacent project coordination

The bike station project, the first of its kind on the East Coast, consisted of the planning, design, and construction management of a 1,700-square-foot structure which houses 150 bicycles and adds to the multimodal options at the historic Union Station. Josh provided overall project management, including oversight of roadway, structural, systems, architecture, and construction management. This included coordination with the National Park Service, Architect of the Capital, Amtrak, Washington Metropolitan Area Transit Authority, and Union Station Redevelopment Corporation. The project received the 2010 ACEC (American Council of Engineering Companies) National Engineering Excellence Honor Award. As stated by U.S. Secretary of Transportation Ray LaHood, “This is a smart investment in truly multi-modal commuting. It is attractive; it is green; it provides what bicycling commuters need. And it is a model of the sustainable, livable mobility this nation needs now.”

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.																			
a. Name & Title:	ANDY PALAHNUK, Project Manager																		
b. Project Assignment:	Construction Manager																		
c. Name of Firm with which you are now associated:	Archer Western Construction, LLC																		
d. Years experience: With this Firm <u>6</u> Years With Other Firms <u>24</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>Project Manager, Heavy Civil Construction, Archer Western, 2005 to Present General Manager, Heavy Civil Construction, Rifenburg Construction, 2001 to 2005 Construction Consultant, Self-Employed, 1999 to 2001 Project Manager, Job Superintendent, Project Engineer, and Engineer, Kiewit Companies, 1982 to 1999</p>																		
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	<p>BS, Construction Management, Southern Polytechnic State University, Marietta, GA, 1989 AAS, Construction Engineering, Hudson Valley Community College, Troy, NY, 1982</p>																		
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	<p>DCR RLD #37556 VDOT ESCCC pending (will attain prior to NTP)</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 I-95 BRIDGES RECONSTRUCTION, Richmond, VA</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">Name of Firm:</td> <td style="width: 30%;">Archer Western</td> <td rowspan="4" style="width: 40%; background-color: #e6f2ff; padding: 5px; vertical-align: top;">RELEVANCE: <i>High visibility</i> ■ <i>Urban setting</i> ■ <i>VDOT</i> ■ <i>I-95 and I-64 MOT</i> ■ <i>I-95 widening and bridge rehabilitation</i> ■ <i>Contractor design work</i></td> </tr> <tr> <td>Dates:</td> <td>2010 – Present</td> </tr> <tr> <td>Project Role:</td> <td>Construction Manager</td> </tr> <tr> <td>Construction Value:</td> <td>\$68 million</td> </tr> </table> <p>Andy’s specific responsibilities and authorities involve providing supervision and on-site, day-to-day management of the project staff, safety manager, and subcontractors, as well as planning and coordinating with VDOT’s construction manager and team. His specific tasks included the coordination and management of subcontractors, the coordination of salaried staff, planning and coordinating of the means and methods for self-performed work, cost control for self-performed work, the development of the project schedule, and problem-resolution with the VDOT area construction engineer. The purpose of the project is to reconstruct 10 pairs of existing bridges in the I-95/I-64 corridor in Richmond, including localized widening to improve corridor safety. Specific features of work included urban expressway and local street MOT, expressway bridge demolition and reconstruction, roadway construction, retaining wall construction, and a two-table casting yard. The bridgework is notable for the composite precast units for the new superstructure, which require rigorous expressway traffic control for overnight installation. In addition, while not a design-build project per se, this project requires similar management skills for its extensive coordination of the construction engineering for falsework design, shop drawings, and demolition and erection schemes with the Archer Western engineering consultant and the VDOT designer, URS.</p> <p>RDU TERMINAL 2 BUILDING, RDU Airport, NC</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">Name of Firm:</td> <td style="width: 30%;">Archer Western</td> <td rowspan="4" style="width: 40%; background-color: #e6f2ff; padding: 5px; vertical-align: top;">RELEVANCE: <i>High visibility</i> ■ <i>Complex structural steel</i> ■ <i>Pedestrians</i> ■ <i>Abutter (airline) involvement</i> ■ <i>Contractor quality control</i></td> </tr> <tr> <td>Dates:</td> <td>2005 – 2010</td> </tr> <tr> <td>Project Role:</td> <td>Construction Manager</td> </tr> <tr> <td>Construction Value:</td> <td>\$410 million</td> </tr> </table> <p>Andy’s responsibilities and authorities were to provide supervision and on-site, day-to-day management of the staff,</p>	Name of Firm:	Archer Western	RELEVANCE: <i>High visibility</i> ■ <i>Urban setting</i> ■ <i>VDOT</i> ■ <i>I-95 and I-64 MOT</i> ■ <i>I-95 widening and bridge rehabilitation</i> ■ <i>Contractor design work</i>	Dates:	2010 – Present	Project Role:	Construction Manager	Construction Value:	\$68 million	Name of Firm:	Archer Western	RELEVANCE: <i>High visibility</i> ■ <i>Complex structural steel</i> ■ <i>Pedestrians</i> ■ <i>Abutter (airline) involvement</i> ■ <i>Contractor quality control</i>	Dates:	2005 – 2010	Project Role:	Construction Manager	Construction Value:	\$410 million
Name of Firm:	Archer Western	RELEVANCE: <i>High visibility</i> ■ <i>Urban setting</i> ■ <i>VDOT</i> ■ <i>I-95 and I-64 MOT</i> ■ <i>I-95 widening and bridge rehabilitation</i> ■ <i>Contractor design work</i>																	
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Dates:	2005 – 2010																		
Project Role:	Construction Manager																		
Construction Value:	\$410 million																		

safety manager, and subcontractors, as well as planning and coordinating with the RDU Airport Authority and its architect/engineering teams. His specific tasks consisted of managing the heavy civil work outside of the building, the building's concrete and steel structure, external curtain wall, and roof systems. This included the coordination and management of subcontractors; the coordination of salaried staff; planning and coordinating of the means and methods for self-performed work; cost control for self-performed work; the development of the project schedule; and problem-resolution with the Airport Authority, architect, and design engineers. The purpose of the project was to construct a new terminal building and adjacent ramp. The contract required extensive coordination with the Authority's staff, airfield operations, airfield security, architects, and design engineers. Specific features of work included a fuel system, water and sewer lines, storm drains, asphalt and concrete paving, retaining walls, foundation concrete, lightweight concrete floors, structural steel frame, heavy timber trusses, curtain wall, and a stainless steel roof system.

RDU GENERAL AVIATION RAMP AND TAXIWAY CONSTRUCTION, RDU Airport, NC

Name of Firm: Rifenburg Construction
Dates: 2003 – 2004
Project Role: Construction Manager
Construction Value: \$20 million

RELEVANCE: High visibility ▪ Abutter (airline) involvement ▪ Nighttime paving ▪ Utility relocation ▪ Contractor quality control

Andy's specific responsibilities and authorities were to provide supervision and on-site, day-to-day management of the project staff and subcontractors, as well as planning and coordinating with the RDU Airport Authority and the design/construction engineer. His specific tasks included the coordination and management of subcontractors, the coordination of salaried staff, planning and coordinating the means and methods for self-performed work, cost control for self-performed work, development of the project schedule, and problem-resolution with the Airport Authority and the design engineer. The purpose of the project was to construct a ramp and taxiway for the new general aviation building. The contract required extensive coordination with the Authority's staff, airfield operations, airfield security, the design engineer, and the building contractor. Specific features of work included the demolition of existing hangars, demolition of existing pavements, a storm drain system, water and sewer lines, retaining walls, site grading, 80 acres of base asphalt pavement, and 80 acres of 12" and 17" concrete pavement.

NCDOT I-85 NBL PAVEMENT OVERLAY, Granville County, NC

Name of Firm: Kiewit Companies
Dates: 1997 – 1998
Project Role: Construction Manager
Construction Value: \$13 million

RELEVANCE: I-85 MOT ▪ Nighttime paving ▪ Pedestrian bridge rehabilitation

Andy's specific responsibilities and authorities were to provide on-site, day-to-day management of the project staff, supervision, safety manager, and subcontractors, as well as planning and coordinating with NCDOT's resident engineer and team. His specific tasks included the coordination and management of subcontractors, the coordination of salaried staff, planning and coordinating the means and methods for self-performed work, cost control for self-performed work, the development of the project schedule, and problem-resolution with the NCDOT resident engineer. The purpose of the project was to overlay 10 miles of I-85 existing northbound lanes with an asphalt drainage course and new concrete pavement. Specific features of the work included traffic control (MOT) for both expressway and local streets, mainline pavement overlay consisting of 2 inches of asphalt drainage course and 8 inches of concrete pavement, a shoulder underdrain system, storm drain adjustments, shoulder grading, asphalt shoulder pavement, and approach modifications and jacking of an existing pedestrian bridge.

GDOT PRINCE AVENUE INTERCHANGE RECONSTRUCTION, Athens, GA

Name of Firm: Kiewit Companies
Dates: 1995 – 1997
Project Role: Construction Manager
Subcontract Value: \$7 million

RELEVANCE: Urban setting ▪ High visibility ▪ Highway MOT ▪ Pedestrians ▪ Overpass reconstruction ▪ Bridge widening

Andy's specific responsibilities and authorities were to provide supervision and on-site, day-to-day management of the project staff and subcontractors, as well as planning and coordinating with GDOT's resident engineer and team. His specific tasks included the coordination and management of subcontractors, the coordination of salaried staff, planning and coordinating the means and methods for self-performed work, cost control for self-performed work, the development of the project schedule, and problem-resolution with the GDOT resident engineer. The purpose of the project was to reconstruct the Prince Avenue interchange with GA SR 10 near the University of Georgia. Specific features of work included urban expressway and local street MOT, the widening five bridges, localized bridge demolition, grading and paving new on- and off-ramps, the widening existing urban streets, retaining wall construction, and the installation of a new storm drain system.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.																			
a. Name & Title:	DANIEL WALSH, PE, Vice President																		
b. Project Assignment:	Lead Structural Engineer																		
c. Name of Firm with which you are now associated:	Athavale, Lystad & Associates, Inc. (ALA)																		
d. Years experience: With this Firm <u>11</u> Years With Other Firms <u>20</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.):	Vice President, Athavale, Lystad & Associates, Inc. (ALA), 2000 to Present Senior Project Manager, Sverdrup (Jacobs), 1980 to 2000																		
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	MS, Structural Engineering, University of Maryland, College Park, MD, 1979 BS, Civil Engineering, University of Maryland, College Park, MD, 1978																		
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	Professional Engineer VA: 1995/Civil/0402026492 Professional Engineer MD: 1984/Civil/Structural Engineering/13784																		
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)	<p>VDOT I-95/I-495/ROUTE 1 INTERCHANGE, Alexandria, VA</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">Name of Firm:</td> <td>ALA</td> <td rowspan="4" style="background-color: #e0f0ff; padding: 5px;"><i>RELEVANCE: VDOT project ■ I-95 corridor ■ Complex structural design, MOT, and phasing ■ Coordination with FHWA and adjacent projects</i></td> </tr> <tr> <td>Dates:</td> <td>2006 – 2009</td> </tr> <tr> <td>Project Role:</td> <td>Structural Engineer</td> </tr> <tr> <td>Construction Value:</td> <td>\$360 million</td> </tr> </table> <p>Dan was a Structural Engineer for the design and preparation of contract documents for two ramp structures carrying traffic from eastbound I-95 to northbound U.S. Route 1. Bridge B-629 is a 180-foot-long structure with three spans at 60 feet long each. The structure consists of a reinforced concrete deck on prestressed concrete bulb-tee beams made continuous for live load supported on reinforced concrete pile bents. Geometric challenges included horizontal curve with varying deck width. Bridge B-630 is a 1,750-foot-long structure consisting of a reinforced concrete deck on prestressed concrete bulb-tee beams and AASHTO prestressed concrete beams — all made continuous for live load — and continuous curved steel girders. The structure features a reverse horizontal curve with baseline radii as low as 170 feet and variable deck width. The design and load ratings for the concrete beams and steel girders were done using CONSPAN and DESCUS, respectively.</p> <p>VDOT BRADDOCK ROAD/I-495 HOT LANES INTERCHANGE DESIGN-BUILD, Fairfax County, VA</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">Name of Firm:</td> <td>ALA</td> <td rowspan="4" style="background-color: #e0f0ff; padding: 5px;"><i>RELEVANCE: VDOT design-build project ■ Modification of an existing interchange to accommodate HOT/HOV</i></td> </tr> <tr> <td>Dates:</td> <td>2008 – Present</td> </tr> <tr> <td>Project Role:</td> <td>Lead Structural Engineer</td> </tr> <tr> <td>Construction Value:</td> <td>\$40 million</td> </tr> </table> <p>Dan was Lead Structural Engineer. His responsibilities included final design and construction document preparation for the phased, widened replacement of the Braddock Road Bridge over I-495 to accommodate the reconfigured roadway below for the addition of high-occupancy toll (HOT) lanes. The construction of the 493-foot-long widened replacement bridge on a 30-degree skew was sequenced in three stages</p>	Name of Firm:	ALA	<i>RELEVANCE: VDOT project ■ I-95 corridor ■ Complex structural design, MOT, and phasing ■ Coordination with FHWA and adjacent projects</i>	Dates:	2006 – 2009	Project Role:	Structural Engineer	Construction Value:	\$360 million	Name of Firm:	ALA	<i>RELEVANCE: VDOT design-build project ■ Modification of an existing interchange to accommodate HOT/HOV</i>	Dates:	2008 – Present	Project Role:	Lead Structural Engineer	Construction Value:	\$40 million
Name of Firm:	ALA	<i>RELEVANCE: VDOT project ■ I-95 corridor ■ Complex structural design, MOT, and phasing ■ Coordination with FHWA and adjacent projects</i>																	
Dates:	2006 – 2009																		
Project Role:	Structural Engineer																		
Construction Value:	\$360 million																		
Name of Firm:	ALA	<i>RELEVANCE: VDOT design-build project ■ Modification of an existing interchange to accommodate HOT/HOV</i>																	
Dates:	2008 – Present																		
Project Role:	Lead Structural Engineer																		
Construction Value:	\$40 million																		

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

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

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

RELEVANCE: VDOT project ■ Complex structural design ■ Interstate improvements ■ Innovative techniques to reduce time and costs

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

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

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

RELEVANCE: VDOT project ■ Complex MOT and construction phasing ■ HOV connections

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.										
a. Name & Title:	JOHN UNDELAND, Sr. Vice President									
b. Project Assignment:	Public Relations Manager									
c. Name of Firm with which you are now associated:	Stratacomm LLC									
d. Years experience: With this Firm <u>15</u> Years With Other Firms <u>11</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.):	Sr. Vice President, Stratacomm LLC, 1996 to Present Public Affairs Manager, AAA Mid-Atlantic, 1993 to 1996 Senior Writer, The White House Office of Media Affairs, 1991 to1993									
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	BA, Politics and Government, Ohio Wesleyan University, Delaware, OH, 1985									
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	Not applicable									
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 WOODROW WILSON BRIDGE PROJECT, City of Alexandria and Fairfax County, VA; Prince George’s County, MD; Washington, D.C.</p> <table><tr><td>Name of Firm:</td><td>Stratacomm</td><td rowspan="4" style="background-color: #e0f0ff; padding: 5px;"><i>RELEVANCE: High-profile VDOT project with extensive federal, state, and local coordination</i></td></tr><tr><td>Dates:</td><td>1998 – Present</td></tr><tr><td>Project Role:</td><td>Public Information Director</td></tr><tr><td>Construction Value:</td><td>\$2.5 billion</td></tr></table> <p>For more than a decade, John has assisted VDOT, MDSHA, DDOT, and FHWA with all facets of public outreach for the Woodrow Wilson Bridge project. In partnership with Parsons and other consultants, John has helped the public agencies transform the public reputation of the Woodrow Wilson Bridge project from a magnet for controversy to, arguably, the most positively perceived megaproject in the nation.</p> <p>John’s public affairs efforts on the Woodrow Wilson Bridge project include media relations, elected official liaison, stakeholder outreach, and community relations. He and his team oversee the preparation of all external communication materials, including brochures, newsletters, the website, and fact sheets.</p> <p>From 2003 to 2009, John and his team have carried out the project’s Mission Possible – Keeping You Moving program, a paid and earned media campaign promoting ridesharing alternatives and advising travelers of significant traffic changes associated with construction. He conceived of and oversaw the implementation of the first-of-its-kind ridesharing incentive program, Bridge Bucks, which provided commuters with \$50 per month toward whatever alternative worked best for the individual. The Bridge Bucks program was highly praised by key Northern Virginia elected officials, including Congressman Jim Moran.</p> <p>John’s and Stratacomm’s work was recognized with a 2010 Public Relations Society of America Thoth Award for outstanding community relations.</p>	Name of Firm:	Stratacomm	<i>RELEVANCE: High-profile VDOT project with extensive federal, state, and local coordination</i>	Dates:	1998 – Present	Project Role:	Public Information Director	Construction Value:	\$2.5 billion
Name of Firm:	Stratacomm	<i>RELEVANCE: High-profile VDOT project with extensive federal, state, and local coordination</i>								
Dates:	1998 – Present									
Project Role:	Public Information Director									
Construction Value:	\$2.5 billion									

DDOT NEW YORK AVENUE REHABILITATION PROJECTS, Washington, D.C.

Name of Firm: Stratacomm
Dates: 2009 – Present
Project Role: Public Information Manager
Construction Value: \$15 million

RELEVANCE: Extensive coordination with the public through multiple techniques and methods

In collaboration with DDOT, John is leading the development and deployment of an extensive outreach campaign to alert the traveling public about traffic changes associated with improvements to New York Avenue. Prior to the reduction of New York Avenue from six to four lanes on a bridge over railroads in spring 2011, Stratacomm engaged in a proactive, earned and paid media campaign to raise awareness and encourage the use of alternate routes and modes. John is also assisting DDOT in the creation and implementation of a ridesharing incentive program that will offer New York Avenue commuters \$50 per month, modeled on the successful Bridge Bucks program for the Wilson Bridge project, noted above. A month of advance notice raised awareness among commuters, to the degree that even with a one-third reduction in capacity, New York Avenue traffic initially moved better than it had previously.

DDOT FREDERICK DOUGLASS MEMORIAL BRIDGE REHABILITATION/ SOUTH CAPITOL STREET IMPROVEMENTS, Washington, D.C.

Name of Firm: Stratacomm
Dates: 2006 – 2008
Project Role: Public Information Manager
Construction Value: \$10 million

RELEVANCE: Extensive coordination with the public through multiple techniques and methods

In coordination with DDOT, John led the creation of a multifaceted “Douglass Bridge Extreme Makeover” public awareness campaign for the DDOT’s Frederick Douglass Memorial Bridge rehabilitation and South Capitol Street Improvements, which entailed a two-month total closure of the heavily used river crossing. John’s team helped ensure the success of the earned and paid media program to raised awareness with the traveling public, public officials, and the neighboring community. John assisted DDOT in implementing a variant of the Wilson Bridge project’s Bridge Bucks ridesharing incentive program, which provided \$50 per month in fare media to commuters. The program met its goal of 1,500 participants just as the closure began. Key results of the outreach campaign included the following:

- At least 48.5 million people were reached through news stories, equivalent to every resident in the greater Washington, D.C., area receiving the message 10 times
- An estimated \$1.5 million in TV and radio message value from earned media efforts

DDOT ANACOSTIA WATERFRONT INITIATIVE/11th STREET BRIDGE REPLACEMENT, Washington, D.C.

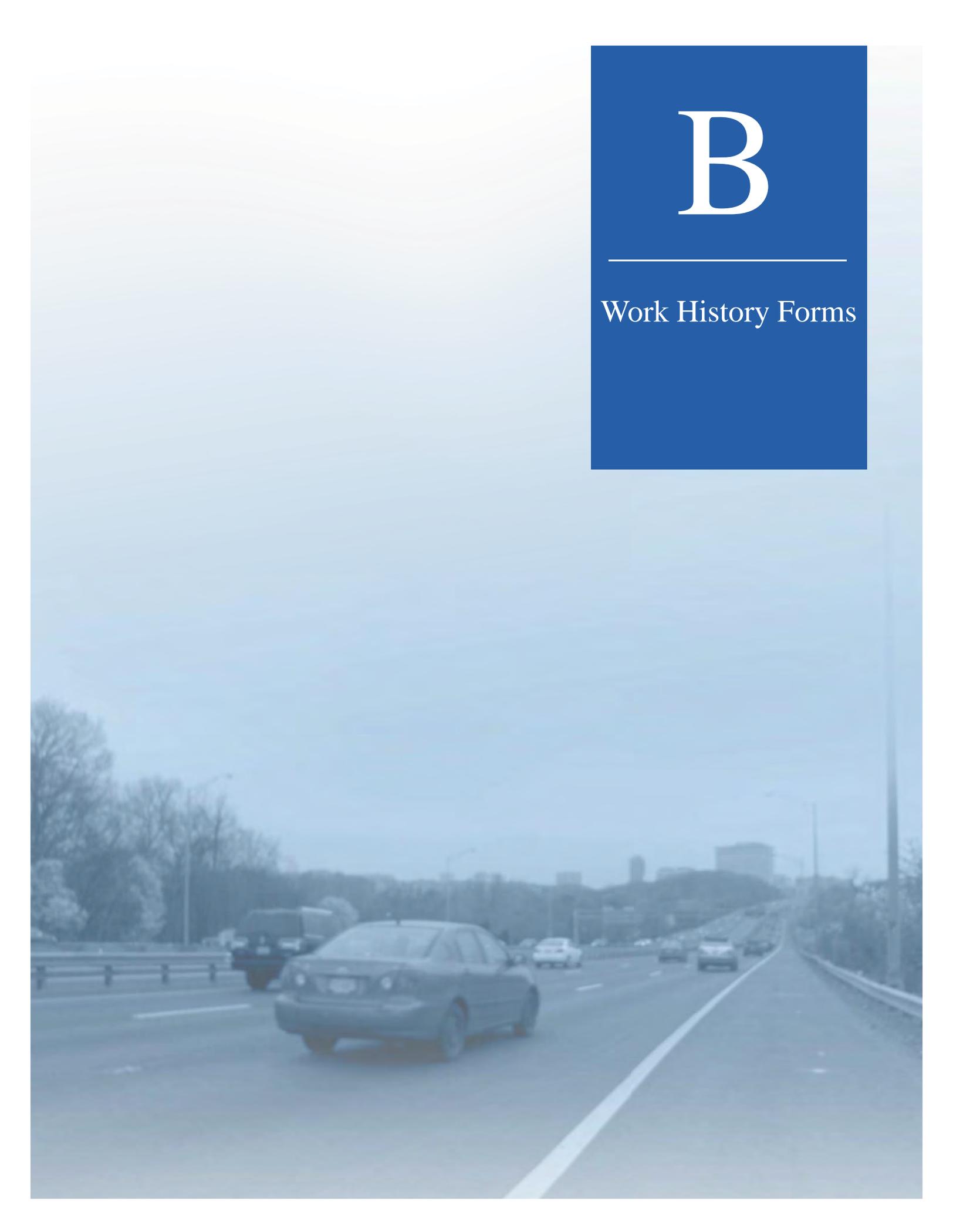
Name of Firm: Stratacomm
Dates: 2009 – Present
Project Role: Public Information Manager
Construction Value: \$1.5 billion

RELEVANCE: Extensive coordination with the public through multiple techniques and methods

In support of DDOT, John and his team are providing a wide range of outreach services for the Anacostia Waterfront Initiative, with transportation improvements serving as the spine upon which the renaissance of the waterfront can thrive. The 11th Street Bridge project is the largest project in DDOT history and a linchpin to the renaissance of the Anacostia Waterfront. Services include creating and leading a community stakeholder panel, developing web content and other project collateral, and media relations.

John and his team orchestrated and promoted a news briefing to mark the start of construction in late December 2009 that drew substantial, highly favorable news coverage. Highlights included an estimated audience of 1.3 million — the rough equivalent of twice D.C.’s population — through at least 18 TV stories, 16 print/online stories, and several stories on WTOP-FM and WAMU-FM. Subsequent media outreach, coordinated with DDOT’s communications staff, earned major placements in the *Washington Post’s* “Dr. Gridlock” column and elsewhere. The *Washington City Paper* rated the 11th Street Bridge project as the 2009 Construction Project of the Year.

Over a three-week period, John and his team led the creation and execution of DDOT’s AWI 10-Year Anniversary Transportation Day, on September 9, 2010, raising awareness of AWI’s accomplishments to date and its pending goals. Created and led by Stratacomm, in coordination with DDOT, the project’s 11CCC (11th Street Bridge Community Communications Committee) has earned high praise from external stakeholders as a model for other DDOT projects, including from the Capitol Hill Restoration Society, turning around perceptions of an influential constituency that earlier brought suit to halt the 11th Street Bridge project.

The background of the page is a photograph of a multi-lane highway with several cars driving away from the viewer. The image is faded and has a light blue tint. In the upper right corner, there is a solid blue rectangular box containing the text 'B' and 'Work History Forms'.

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	
I-395/I-95/I-495 SPRINGFIELD INTERCHANGE Springfield, VA	HNTB and Parsons	Virginia Department of Transportation Phone: (804) 786-4798 Project Manager: Darrell Roach Phone: (804) 225-2447 Email: Darrell.roach@vdot.virginia.gov	07/18/2007	06/30/2007 <i>(18 days early)</i>	\$99,800	\$112,000	\$80,000

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly.

<p>Firm's Role: Archer Western was the prime contractor for the reconstruction of the Mixing Bowl, which is one of the busiest interchanges in the country.</p>  	<p>Project Narrative: The purpose of the project was to reconstruct the Northern Virginia interchange at the juncture of I-395, I-95, and I-495. Archer Western was responsible for the construction of phases 6 and 7 for the final contract in a \$676 million program to untangle and streamline an area that was notorious for traffic jams and accidents.</p> <p>The scope of work included 14 new bridge structures that served as ramps, flyovers, and mainline bridges for the general-purpose and high-occupancy vehicle (HOV) lanes. The bridges were primarily steel, although several were precast bulb-tees. Other significant features of work included 7 miles of new roadway, shoulders, MSE walls, bridge demolition, utility relocations, drainage improvements, and signage. The majority of the foundation work was performed in long-term work zones, while all of the long-span steel erection was performed during lane or roadway closures during nights and weekends. Daytime, off-rush-hour lane closures were required throughout the project for interface work.</p> <p>The project was completed 18 days early and on budget.</p> <p>Relevance to I-395 Interchange Project:</p> <ul style="list-style-type: none"> ▪ Interstate reconstruction project with highly complex, multiphase MOT plan that included significant work restrictions and service-level requirements ▪ Urban interchange with large traffic volumes (440,000 vehicles per day) ▪ Required the coordination of schedule and work hours with multiple agencies and municipalities, including VDOT HOV operations ▪ Included participation in and compliance with an innovative congestion management plan created by VDOT ▪ A project within the I-95/I-395 corridor ▪ Previous experience working as contractor (Archer Western) and designer (Parsons) 	<p>Lessons Learned:</p> <ul style="list-style-type: none"> ▪ Mobilization activities for complicated projects must be expedited to build stakeholder confidence and to avoid late-term expenditures on schedule improvements. ▪ Maintaining control of the schedule is facilitated by self-performing critical items of work on the project, examples of which include steel erection, pile-driving, and structural concrete. ▪ Comprehensive work plans for construction activities, developed with owner input, are an important tool to ensure quality work is completed within allowable time slots. ▪ Work force participation is essential to a positive safety environment, which Archer Western encourages by monthly safety inspections by teams composed of management, craft, and subcontractor personnel. ▪ Work efficiency is maximized by increasing the ratio of productive time to set up time for work in temporary work zones (lane closures), which often makes weekend work an attractive alternative. ▪ The relationship between the sizing of static work zones and the number of lane closures is often inversely proportional, meaning that minimizing one will lead to increases in the other, so the key is to seek a reasonable balance. ▪ Positive protection, such as precast concrete barriers or truck-mounted attenuators, is a best practice for protecting workers near live traffic, and its use should be maximized.
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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	
I-285 BRIDGES Atlanta, GA	Name: Parsons Brinkerhoff with Heath & Lineback as the Structural Engineers	City of Atlanta Hartsfield Jackson International Airport Phone: (404) 530-5500 Project Manager: Kathy Masters Phone: (404) 530-5662 Email: Kathryn.Masters@atlanta-airport.com	10/2006	10/2006	\$159,500	\$159,500	\$112,000

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly.

Firm's Role:

Archer Western was the prime contractor for the construction of three bridges over the I-285 Atlanta beltway and the realignment of the beltway, with the unique aspect of the bridges being runway and taxiway bridges for airplane traffic from Hartsfield-Jackson International Airport.



Project Narrative:

The purpose of this design-build project was to construct three new bridges crossing I-285 for a new runway, taxiway, and a non-licensed vehicle road for Hartsfield-Jackson International Airport.

The scope of work included a new 1,200-foot-wide bridge for the skewed crossing of a 500-foot-wide runway, and a 500-foot-wide bridge for the skewed crossing of a 220-foot-wide taxiway, plus the widening and realignment of I-285. In addition to maintaining all 10 lanes of I-85 throughout construction, the project also provided capacity for two future three-lane collector roads. The size of the bridges also created a unique situation in that code requirements mandated that the underlying roadway be treated as a tunnel environment with all the associated special safety provisions.

The project was completed on time and more than 30 percent below the engineer's estimate.

Relevance to the I-395 Interchange Project:

- David Casey was the Design-Build Project Manager for this project and is now the I-395 Project Executive.
- Archer Western-proposed alternate technical concepts for the bridge piers and superstructure, which resulted in large cost savings
- Expressway widening project with multiphase MOT plan that included significant work restrictions and service-level requirements
- Urban expressway with large traffic volumes (200,000 vehicles per day)
- Required coordination of the schedule and work hours with multiple agencies, including GDOT and the airport
- Required extensive utility relocations to accommodate one of the world's largest runway bridges

Awards:

- 2006 Award of Excellence for Transportation Infrastructure

Lessons Learned:

- Thinking creatively on design issues can result in significant cost and time savings, as evidenced by the alternate technical concept adopted for the design of the structure.
- When dealing with large prefabricated structural elements, delivery routes are an important element in the preplanning of means and methods.
- Weekly design meetings attended by the owner and construction and design personnel are essential to producing a timely design.
- Routine, one-on-one management interaction with craft personnel on safety matters helps foster a team approach to our goal that "no one gets hurt," which is the basis for the Archer Western REAP (Review Employee's Actions and Performance) safety process.
- Detailed planning is the key to productivity in tight work zones, especially where large equipment is involved.



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	
I-10/I-95 INTERCHANGE PROJECT Jacksonville, FL	URS Corporation	Florida Department of Transportation Phone: (904) 360-5457 Project Manager: Kenneth Hill Phone: (904) 360-5563 Email: kenneth.hill@dot.state.fl.us	10/2010	03/2011	\$148,011	\$159,033	\$110,000

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly.

Firm's Role:

Archer Western was the prime contractor for safety and capacity improvements to the highly complex I-10/I-95 interchange, in downtown Jacksonville, Florida.



Project Narrative:

The project included 17 bridges (both new and widened), 848,000 cubic yards of embankment, 264,000 square feet of MSE wall, 165,000 square yards of concrete paving, 27,000 lineal feet of drainage pipe, 60,000 lineal feet of concrete piles, and 40,000 cubic yards of structural concrete. The work was accomplished in multiple phases, under stringent MOT criteria.

The project was completed six months ahead of the final approved contract duration because of an Archer Western-proposed alternate MOT plan that reduced the project from 10 phases to eight. The increase in contract value was primarily due to FDOT-initiated change order work.

Relevance to I-395 Interchange Project:

- Complex, phased construction with stringent MOT criteria
- Interchange reconstruction project with multiphase MOT plan that included significant work restrictions and service-level requirements
- Urban expressway with large traffic volumes (148,000 vehicles per day)
- Required the coordination of the schedule and work hours with multiple agencies
- Required extensive utility relocations

Awards:

- 2011 Grand Prize Award from AASHTO, the Florida Transportation Builder's Associations Award for best interchange
- 2011 Southeastern Association of State Highway and Transportation Officials Southeast Region Award for the on-time category.

Lessons Learned:

- Simplification of project phasing through innovative MOT planning will result in a significant time savings, to the project's benefit.
- 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 is of paramount importance. That was especially true on this highway project, which included improvements to the FDOT Urban Office first-floor offices and parking lot.



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
INTERCOUNTY CONNECTOR (CONTRACTS A AND B) DESIGN-BUILD Montgomery and Prince George's Counties, MD	ICC-A: Granite, Corman and Wagman ICC-B: Kiewit, Corman and Wagman	Maryland Dept. of Transportation/State Highway Administration Phone: (410) 545-0300 Project Manager: Melinda Peters Phone: (301) 586-9265 Email: MPeters@sha.state.md.us	ICC-A: 04/2007 ICC-B: 11/2011	ICC-A: 12/2008 (design); 06/2011 (post-design services) ICC-B: 11/2011	ICC-A: \$478,000 ICC-B: \$560,000	ICC-A: \$478,000 ICC-B: \$560,000	ICC-A: \$44,200 ICC-B: \$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 Intercountry Connector (ICC). Both were performed on an accelerated schedule through a design-build delivery process. Parsons' offices in Beltsville and Rockville, Maryland, performed the design work.</p> <p>ICC-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; MOT; intelligent transportation devices; public relations support; and environmental compliance.</p> <p>ICC-B: Parsons was responsible for the overall design of this toll road, including ITS, electronic toll collection (ETC), traffic signals, signing and pavement marking, more than 80 acres of reforestation, hiker and biker trails, and the relocation of six side roads.</p>	<p>Project Narrative: ICC-A: The 7.2-mile project consisted of the first segment of the 18-mile toll road that connects Montgomery and Prince George's counties in Maryland. Parsons, as part of a design joint venture, widened six lanes, designed three new interchanges, and designed 18 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. Other notable features include 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.</p> <p>ICC-B: The 6.9-mile project consisted of a six-lane, controlled-access toll road, including a diamond interchange, a single-point interchange, and 10 new bridges. Other project features included traffic signals, signing and pavement marking, stream restoration, more than 80 acres of reforestation, miles of hiker and biker trails along the roadway, and the relocation of six side roads.</p> <p>The project also included extensive ITS and ETC components. The ITS elements included integration with the existing administration's Authority Operations Center (AOC) and Coordinated Highways Action Response Team (CHART) program. These elements also consisted of closed-circuit television (CCTV), dynamic message signs (DMS), 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. This portion of the toll road is through a sensitive environmental area of the county and crosses through two important watersheds.</p> <p>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>Relevance to the I-395 Interchange Project:</p> <ul style="list-style-type: none"> ▪ Complex MOT and construction phasing ▪ Extensive public involvement coordination including meetings, website development, and HOA coordination. ▪ Federal agency coordination ▪ Adjacent project coordination ▪ Structural design and construction at the MD 650 interchange allowing for the bridge to be built in two sections with the second section being joined much like what is proposed on the I-395 HOV ramp ▪ Roadway widening and interstate involvement ▪ Pedestrian access including shared use trails on and along the roadway 	<p>Innovations: ICC-A:</p> <ul style="list-style-type: none"> ▪ Reconfiguring an interchange from a fully directional arrangement to a trumpet-style configuration, eliminating four major bridges, reducing environmental impacts, simplifying MOT, and reducing required embankment ▪ Including 5 miles of sound walls and berms, reducing the visual and noise impacts from the ICC <p>ICC-B:</p> <ul style="list-style-type: none"> ▪ Designing bridges and sound barriers with aesthetics to harmonize with the surroundings ▪ Using landscaping, and privacy walls to minimize impacts to neighborhoods as well as historic sites ▪ Using drilled shaft foundations to reduce impacts to floodplains, wetlands, and streams <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 design file management allowed for full control of design development and eliminated waste and errors. ▪ Early and often interdisciplinary, constructability, and environment reviews of the designs drastically reduced the number of field changes and field issues. ▪ 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.
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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)	
I-95 RAMP FROM FORT BELVOIR NORTH AREA (FBNA) Springfield, VA	Pending selection.	Federal Highway Administration Phone: (703) 404-6296 Project Manager: Robert Morris Phone: (703) 404-6302 Email: Robert.Morris@dot.gov	TBD	TBD	TBD	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, responsible for the final design of the I-95 Ramp from 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.

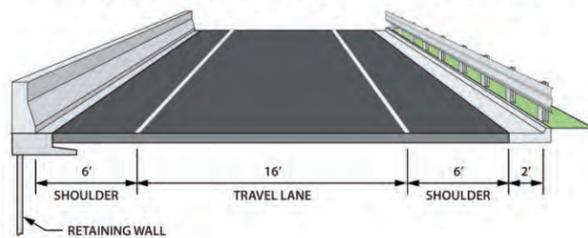
Project Narrative:
The project is located along the I-95 corridor just north of Fairfax County Parkway. The proposed ramp will connect the existing I-95 HOV flyover ramp to Heller Road within Fort Belvoir, Virginia, which will be henceforth be referred to as Phase 1. Presently, the existing HOV flyover 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 additional to the existing lane, which is providing access to the northbound general-purpose lanes from the HOV lanes.

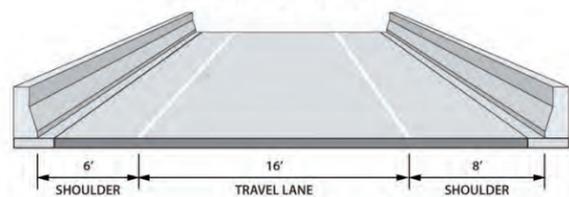
Lessons Learned:

- 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

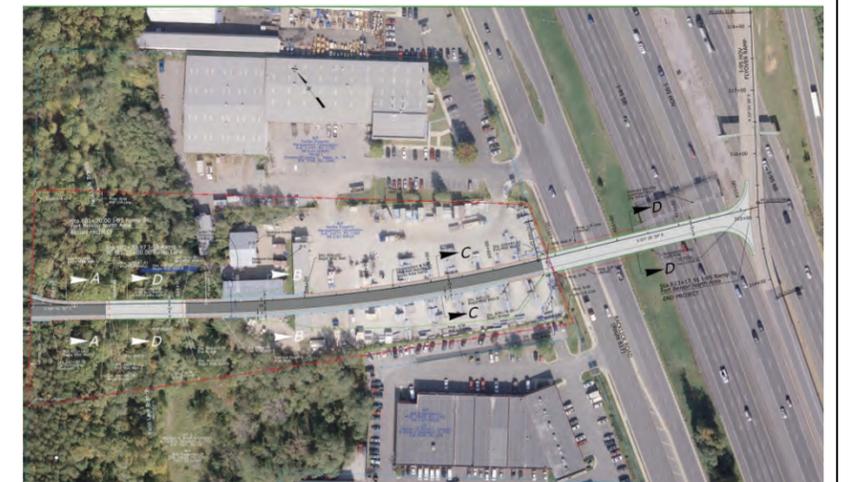


Verifiable Evidence of Good Performance:

- Conducted NEPA studies on an accelerated schedule
- Extensively coordinated with the U.S. Army Corps of Engineers, Fort Belvoir, VDOT, Fairfax County Department of Public Works, and VDOT MegaProjects
- Provided input for overall interchange justification report

Relevance to I-395 Interchange Project:

- Design of a bridge over an interstate "teeing" into an existing bridge
- Coordination with multiple agencies and stakeholders, including MegaProjects GEC
- Within the I-95/I-395 corridor
- Analysis of condition and adequacy of existing bridge structure
- Involved HOV operations



ATTACHMENT 3.4.1(b)

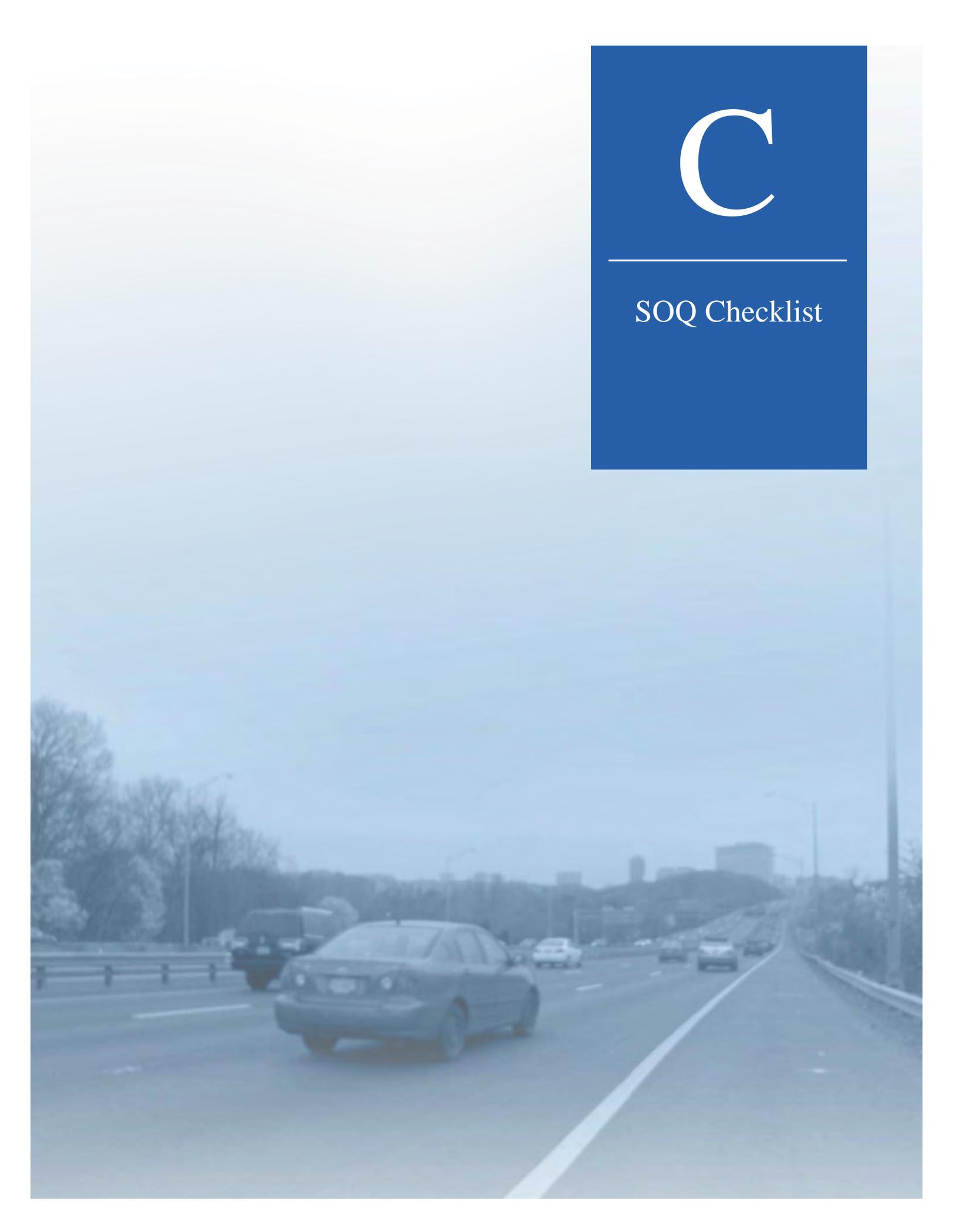
LEAD DESIGNER - WORK HISTORY FORM

(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)	
I-15/MAIN STREET DDI DESIGN-BUILD American Fork, UT	Kiewit Western Co. and W.W. Clyde	Utah Department of Transportation Phone: (801) 965-4000 Project Manager: Bryan Adams Phone: (801) 631-2054 Email: bryanadams@utah.gov	08/2010	08/2010	\$180,000	\$180,000	\$18,642

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 was lead designer, design manager, and subconsultant to the construction joint venture. The design work was performed from Parsons' South Jordan, Utah; Denver, Colorado; Ontario, California; and Minneapolis, Minnesota, offices. The project featured major elements of work, including maintaining traffic during construction, promoting revegetation within construction limits, providing positive drainage via accepted methods (e.g., ditches, culverts, and detention ponds), installing an automated traffic management system (ATMS), coordinating with UDOT's third-party public involvement management team and the region's three public involvement coordinators, obtaining necessary environmental permits and authorizations, providing quality management (an independent quality firm was required for this project), maintaining the roadway during construction, and providing geometric design and traffic analysis.</p>	<p>Project Narrative: The interchange with I-15 was originally conceived of by UDOT as a single-point urban interchange, or SPUI. The design-build team, with Parsons as design manager and lead designer, submitted the diverging diamond interchange (DDI) concept as an alternative technical concept (ATC), providing the necessary traffic modeling analysis that supported the concept. This approved ATC also provided the benefit of a significant cost advantage to the project, approximately \$20 million.</p> <p>The project involved the design and construction of approximately 6 miles of a five-lane urban arterial on a new alignment in northern Utah County. In addition, the project included a new DDI for I-15 and American Fork Main Street. Main Street was realigned to cross over I-15 and aligned north of the railroad, then cross over to south of the railroad at Mill Pond. The \$180 million project consisted of 6 miles of a new arterial connection between two major development centers in Utah County and 1 mile of reconstruction of I-15, just south of Salt Lake City. The new roadway serves a significantly growing community within the cities of American Fork, Lehi, and Saratoga Springs. The jewel of this new connector is its interchange with I-15 — the second DDI in the United States — which opened in August 2010.</p> <p>The Parsons-led design team worked in close coordination with UDOT to develop the criteria required to ensure FHWA approval of the concept. Upon project initiation, a workshop was held to familiarize UDOT with the DDI design and operational benefits, to highlight previous lessons learned, and to identify implementation concerns.</p> <p>The project employed accelerated bridge construction for the DDI bridges. During nighttime closures, both spans of the eastbound structure over I-15 that were constructed off-site were moved into place during a single weekend. Both spans of the westbound structure were similarly moved into place during the weekend of June 5, 2010. At the time of construction, the project held the record for the longest and heaviest concrete girder spans moved in the United States using self-propelled modular transporters (SPMTs).</p>	<p>Lessons Learned:</p> <ul style="list-style-type: none"> Signal head placements are significant design elements because they were not visible to drivers until the beginning of the crossover curve, giving limited time to react. This DDI also had higher design speeds for the crossover movements, i.e., larger radii, which may have contributed to the signal head placement issues. Signal heads must be checked and be incorporated in the geometric design of the interchange. Teams needed to be ready to hit the ground running. With an aggressive construction schedule, it's important to have an early full notice to proceed verses limited notice to proceed. There may be ROW issues that affect design. It is important to clearly understand the schedule for acquisition/right-of-entry of parcels and how this will affect early construction activities, particularly with respect to early geotechnical investigation. Teams need to have a comprehensive understanding of the scope of utilities to provide adequate resources to address early utility relocations. Submit the draft quality management plan (QMP) to the owner for approval early to ensure that it does not delay design package submittals. It is also important to follow up with the complete QMP submittal.
	<p>Relevance to I-395 Interchange Project:</p> <ul style="list-style-type: none"> Complex MOT and construction phasing Extensive third-party coordination, including adjacent projects Construction over an existing interstate Complex bridge design and construction techniques Extensive utility relocations 	<p>Awards:</p> <ul style="list-style-type: none"> 2010 ACEC Grand Award Winner, transportation category, from American Council of Engineering Companies (ACEC) 2010 Transportation Project of the Year, from Associated General Contractors of Utah Top 10 Road Project for 2010, from <i>Roads & Bridges</i> magazine
	<p>Innovations:</p> <ul style="list-style-type: none"> Proposing a DDI that reduced ROW requirements and increased safety for the traveling public. The innovative DDI solution, which used the existing roadway alignment, provided sustainability benefits by significantly reducing the project footprint and resulting impacts. Designing and building the longest and heaviest documented precast, prestressed spans moved into place using SPMTs in the United States. Parsons met 100 percent of its environmental design commitments, promoting revegetation within the construction area and providing the client, consumers, and the environment with an interchange built with care. 	

The background of the page is a photograph of a multi-lane highway with several cars driving away from the viewer. The image is faded and has a light blue tint. In the upper right corner, there is a solid blue rectangular box containing a large white letter 'C' and the text 'SOQ Checklist' below it.

C

SOQ Checklist

ATTACHMENT 3.1.2

Project: 0095-100-722, I395-100-736

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, C-1 – C-3
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	4
Offeror's point of contact information	NA	Section 3.2.2	yes	2
Principal officer information	NA	Section 3.2.3	yes	2
Offeror's Corporate Structure	NA	Section 3.2.4	yes	3
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	3
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendix E, E-1
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendix F, F-1 – F-10
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix G, G-1
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix H, H-1 – H-3

ATTACHMENT 3.1.2

Project: 0095-100-722, I395-100-736

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.10	no	Appendix J, J-1 – J-17
SCC Registration	3.2.10	Section 3.2.10.1	no	Appendix I, I-1 – I-2
DPOR Registration (Offices)	3.2.10	Section 3.2.10.2	no	Appendix I, I-1 – I-2
DPOR Registration (Key Personnel)	3.2.10	Section 3.2.10.3	no	Appendix I, I-3
DPOR Registration (Non-APELSCIDLA)	3.2.10	Section 3.2.10.4	no	Not Applicable
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	3
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	5 – 7
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix A, A-1
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix A, A-2
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix A, A-3
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix A, A-4

ATTACHMENT 3.1.2

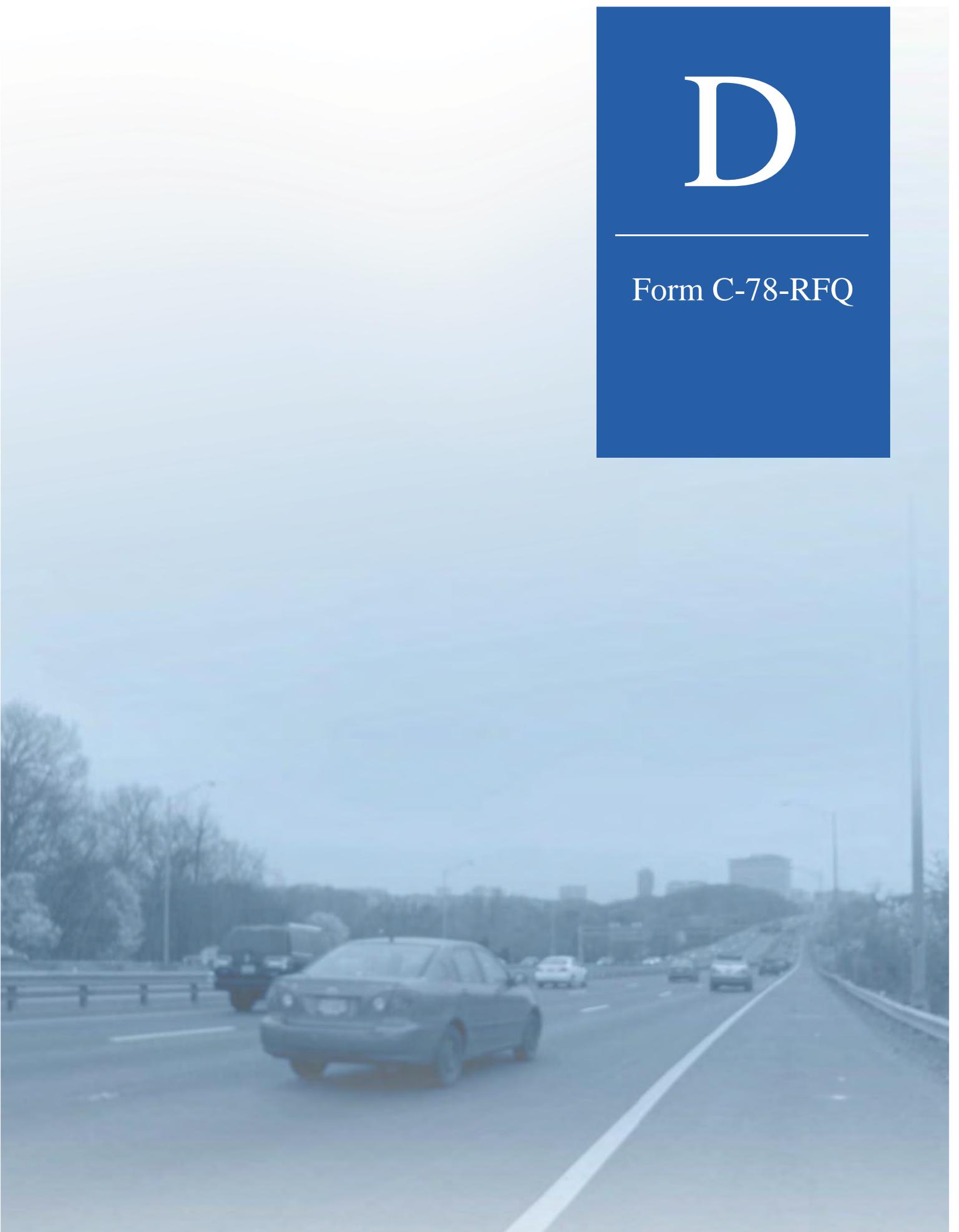
Project: 0095-100-722, I395-100-736

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.5	no	Appendix A, A-5
Key Personnel Resume – Public Relations Manager	Attachment 3.3.1	Section 3.3.1.6	no	Appendix A, A-6
Organizational chart	NA	Section 3.3.2	yes	10
Organizational chart narrative	NA	Section 3.3.2	yes	7 – 8
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix B, B-1 – B-3
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix B, B-4 – B-6
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	13 – 15

D

Form C-78-RFQ



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

RFQ NO. C00096261DB50
 PROJECT NO.: 0095-100-722, 1395-100-736

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 03/07/2012
(Date)
2. Cover letter of RFQ Q&A 04/06/12
(Date)
3. Cover letter of _____
(Date)



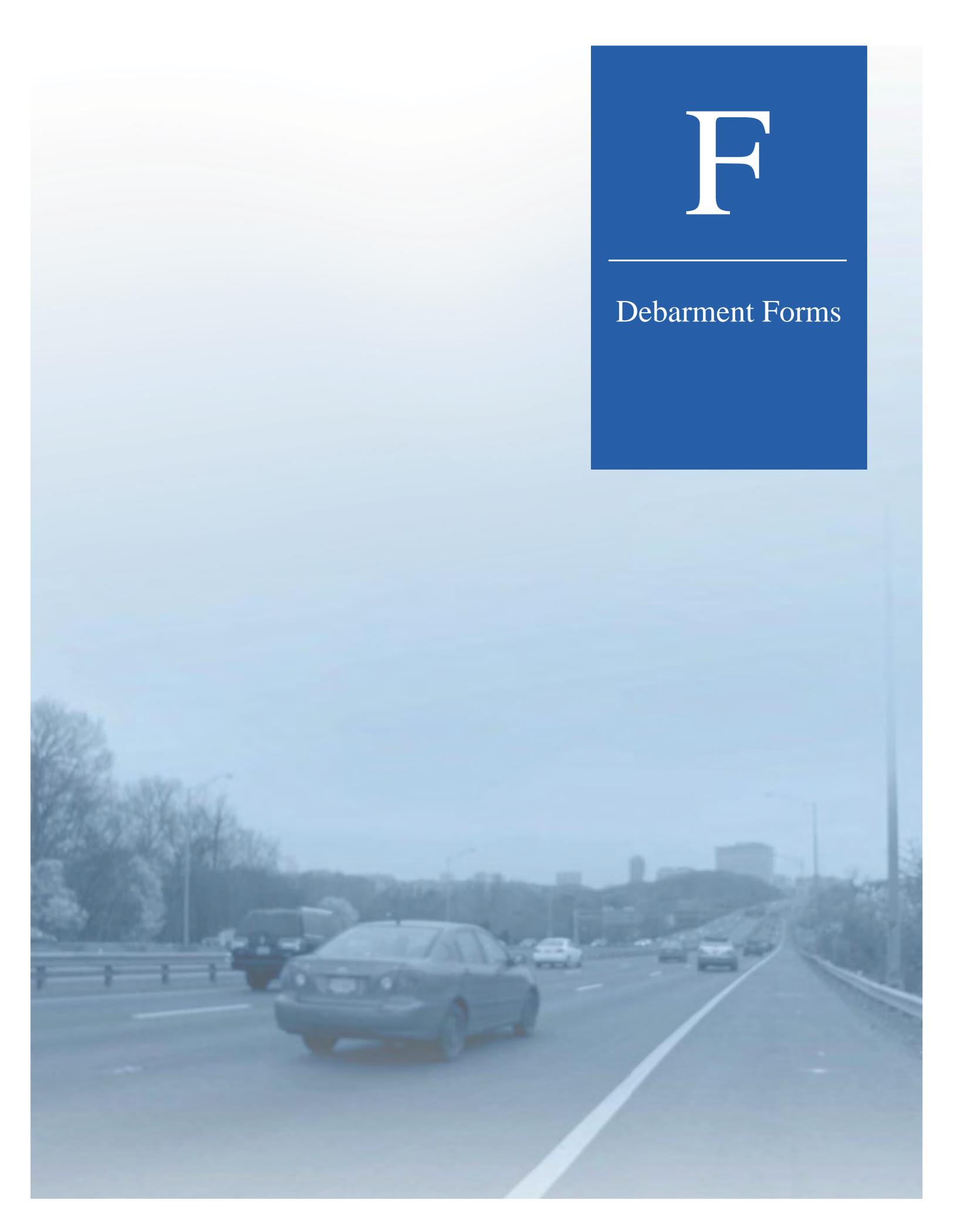
 SIGNATURE

4/27/12

 DATE

E

List of Affiliated and Subsidiary Companies



F

Debarment Forms

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0095-100-722, I395-100-736

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

4/27/2012
Date

David B. Casey, Vice President
Title

Archer Western Construction, LLC.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-100-722, I395-100-736

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.



April 27, 2012

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.: 0095-100-722, I395-100-736

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



April 27, 2012

President

Signature

Date

Title

Accompong Engineering Group

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-100-722, I395-100-736

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

<u>Todd Iyos</u>	<u>March 29, 2012</u>	<u>President</u>
Signature	Date	Title

Athavale, Lystad & Associates, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-100-722, I395-100-736

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	April 27, 2012	President
Signature	Date	Title

Endesco, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-100-722, I395-100-736

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

	April 27, 2012	Senior Vice President/Regional Manager
Signature	Date	Title

McDonough Bolyard Peck, Inc., (d/b/a MBP)

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-100-722, I395-100-736

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



Signature

April 9, 2012

Date

Director of Transportation

Title

RINKER DESIGN ASSOCIATES, P.C.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-100-722, I395-100-736

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

	April 27, 2012	Principal
Signature	Date	Title
Sabra, Wang & Associates, Inc.		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-100-722, I395-100-736

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

	April 9, 2012	Principal
_____ Signature	_____ Date	_____ Title
Schmabel Engineering Consultants, Inc.		
_____ Name of Firm		

ATTACHMENT NO. 3.2.7(b)

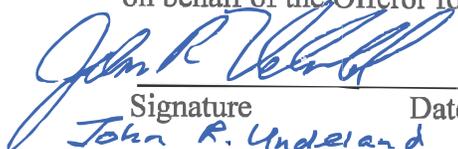
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-100-722, I395-100-736

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April 27, 2012

Senior Vice President and Partner

Signature

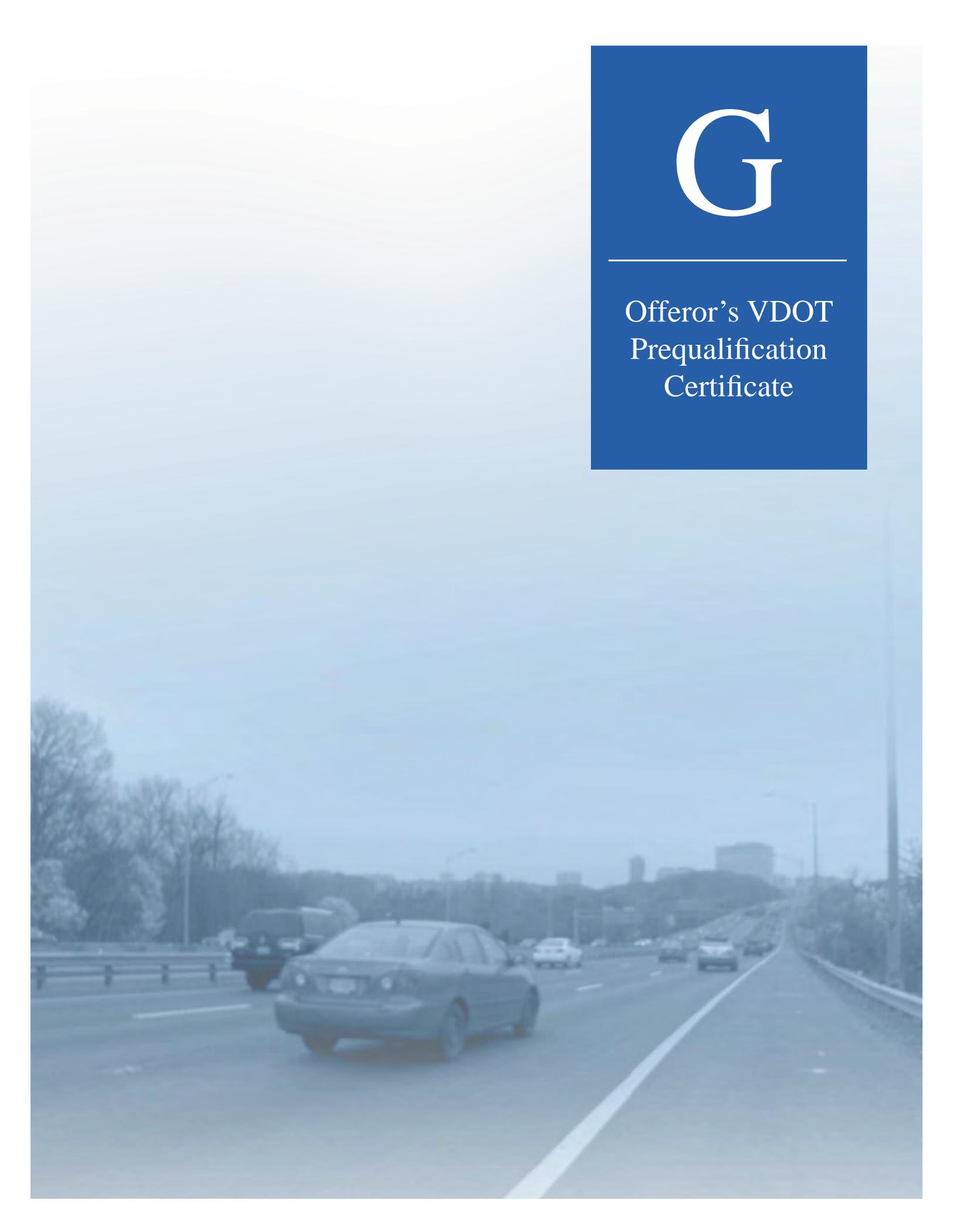
Date

Title

John R. Underland

Stratacomm LLC

Name of Firm

The background of the entire page is a faded, blue-tinted photograph of a multi-lane highway. Several cars are visible on the road, including a dark sedan in the foreground and a white car further ahead. The sky is overcast, and some buildings are visible in the distance. A solid blue rectangular box is positioned in the upper right corner of the page, containing the letter 'G' and the title text.

G

Offeror's VDOT
Prequalification
Certificate

=====

A210
ARCHER WESTERN CONSTRUCTION, LLC
EMPLOYER ID: 27-0887868
PREQ. EXP : 01/31/2013

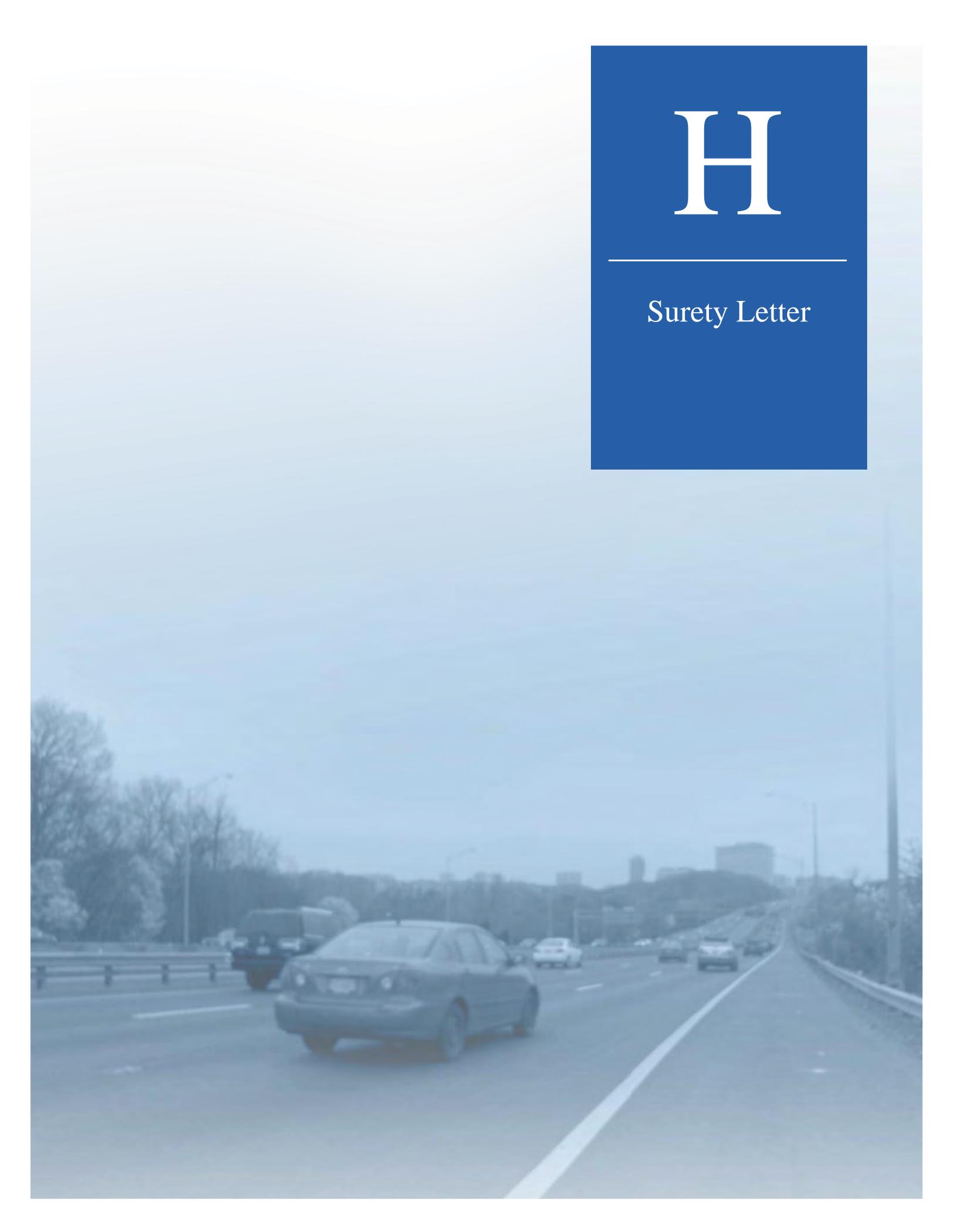
--PREQ ADDRESS -----	-- WORK CLASSES -----
2410 PACES FERRY ROAD	002 - GRADING
SUITE 600	003 - MAJOR STRUCTURES
ATLANTA, GA 30339	006 - PORTLAND CEMENT CONCRETE PAVING
PHONE : 404-495-8700	007 - MINOR STRUCTURES
FAX : 404-495-8701	

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

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

DBE TYPE : N/A
DBE CONTACT: N/A
DBE/WBE EXP: N/A

=====



H

Surety Letter



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

April 5, 2012

**RE: Virginia Department of Transportation
I-395 HOV Ramp at Seminary Road
From: Sanger Avenue
To: Seminary Road with I-395 NB Auxiliary Lane Extension
From: Duke Street To: Sanger Avenue
State Project No.: 0095-100-722, I395-100-736
Contract ID Number: C00096261DB50**

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.

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. 224347

Certificate No. 004762248

KNOW ALL MEN BY THESE PRESENTS: That St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company and St. Paul Mercury Insurance Company are corporations duly organized under the laws of the State of Minnesota, that Farmington Casualty Company, Travelers Casualty and Surety Company, and Travelers Casualty and Surety Company of America are corporations duly organized under the laws of the State of Connecticut, that United States Fidelity and Guaranty Company is a corporation duly organized under the laws of the State of Maryland, 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

Kathleen C. O'Rourke, 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 9th day of March, 2012.

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]
George W. Thompson, Senior Vice President

On this the 9th day of March, 2012, before me personally appeared George W. Thompson, 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 5 day of April, 20 12

WARNING: THIS POWER OF ATTORNEY IS INVALID WITHOUT THE RED BORDER

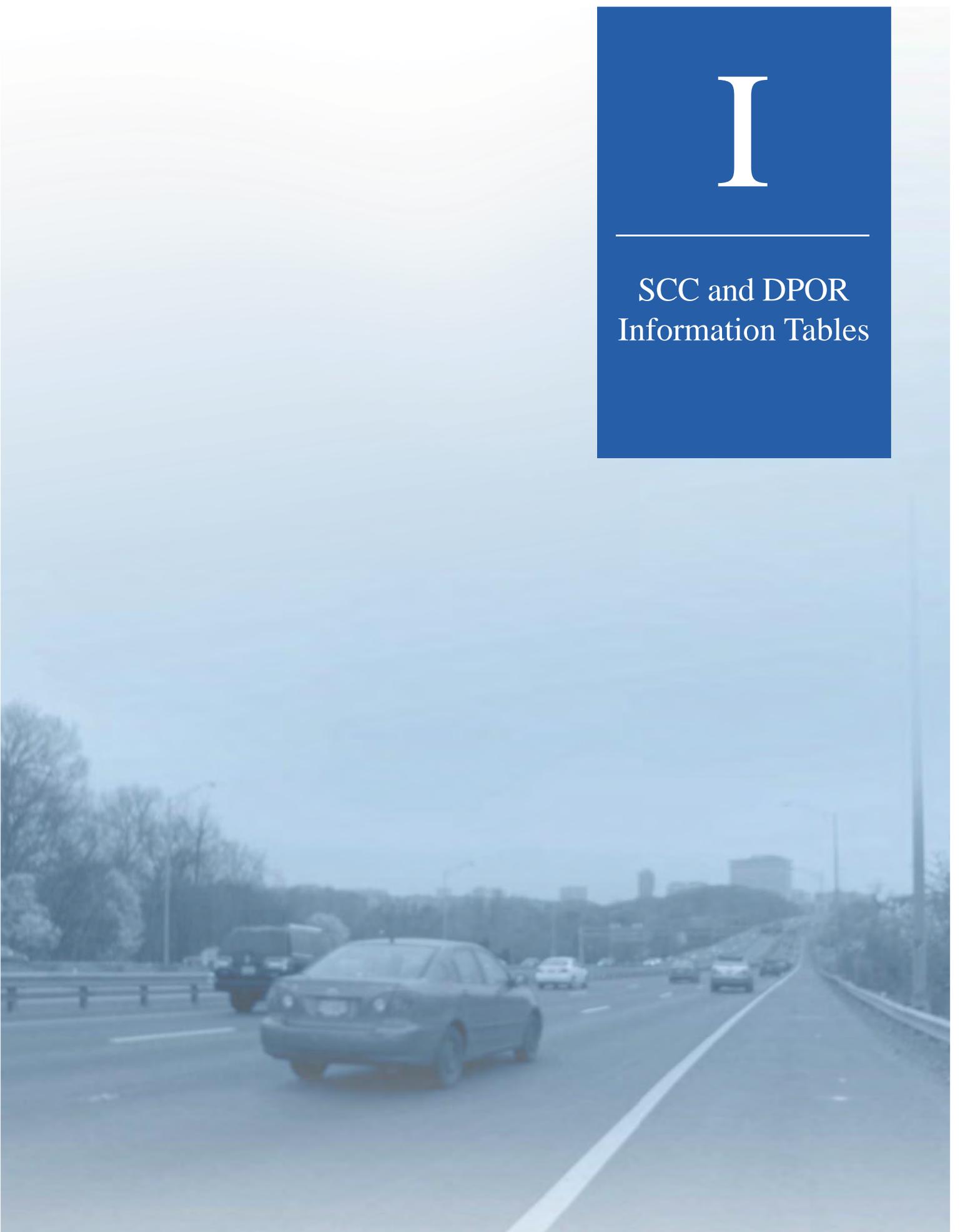

Kevin E. Hughes, Assistant Secretary



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. 0095-100-722, 1395-100-736

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 3.2.9 and that all businesses and individuals listed are active and in good standing.

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.9.1 and 3.2.9.2)							
Business Name	SCC Information (3.2.9.1)			DPOR Information (3.2.9.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Archer Western Construction, LLC	T043700-6	Foreign LLC	Active	N/A	N/A	N/A	N/A
Parsons Transportation Group Inc. of Virginia	0162617-5	Corporation	Active	3926 Pender Dr. Suite 100 Fairfax, VA 22030	Engineering	0405001589	12/31/2013
Accompong Engineering Group LLC	S283521-5	LLC	Active	100 M Street SE Washington, DC 20003	Engineering	0410000214	02/28/2014
Athavale, Lystad & Associates, Inc.	F060584-2	Foreign Corporation	Active	9510 Iron Bridge Rd. Chesterfield, VA 23832	Engineering	0407005442	12/31/2012
Endesco, Inc.	F133736-1	Foreign Corporation	Active	8180 Greensboro Drive Suite 550 McLean, VA 22102	Engineering	0407002804	12/31/2013
McDonough Bolyard Peck, Inc.	0351800-8	Corporation	Active	438 N. Frederick Ave. Suite 455 Gaithersburg, MD 20877	Engineering	0407005431	12/31/2013
				3040 Williams Drive Suite 300 Fairfax, Virginia 22031	Engineering	0407002955	12/31/2013

ATTACHMENT 3.2.10

State Project No. 0095-100-722, 1395-100-736

SCC and DPOR Information

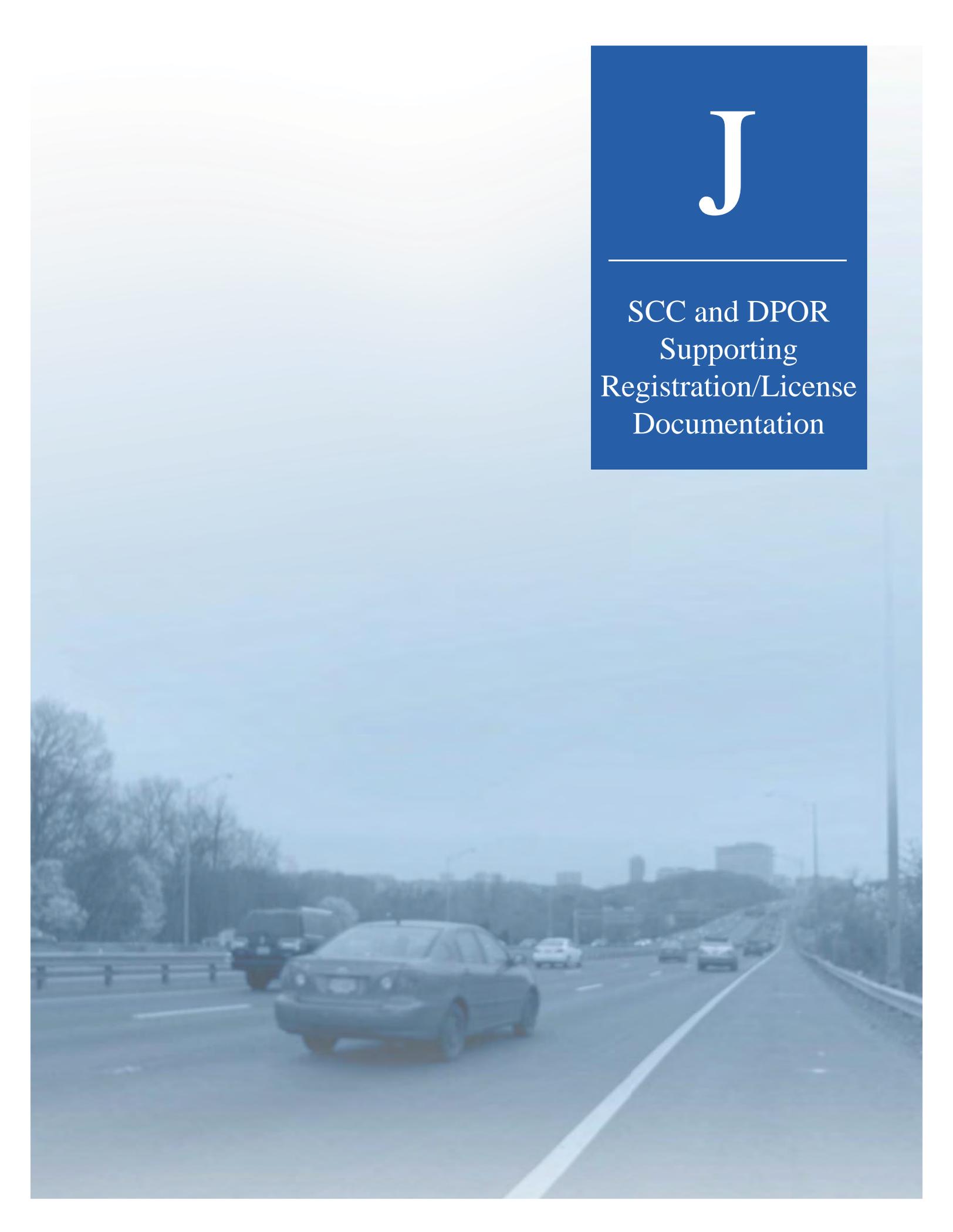
SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.9.1 and 3.2.9.2)							
Business Name	SCC Information (3.2.9.1)			DPOR Information (3.2.9.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Rinker Design Associates, P.C.	0227062-7	Corporation	Active	9300 W. Courthouse Road, Suite 300 Manassas, VA 20110	Engineering LS	0405000502	12/31/2013
Sabra, Wang & Associates, Inc.	F134320-3	Foreign Corporation	Active	9300 W. Courthouse Road, Suite 300 Manassas, VA 20110	Real Estate Appraiser Board	4008001684	02/28/2013
Schnabel Engineering Consultants, Inc.	0712674-1	Corporation	Active	101 West Broad Street Suite 301 Falls Church, VA 22046	Engineering	0407005636	12/31/2013
Stratacomm LLC	T041110-0	Foreign LLC	Active	46020 Manekin Plaza Suite 110 Sterling, VA 20166	Engineering	0411000701	02/28/2014
				N/A	N/A	N/A	N/A

ATTACHMENT 3.2.10

State Project No. 0095-100-722, I395-100-736

SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.9.3 and 3.2.9.4)						
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
McDonough Bolyard Peck, Inc.	Ali Abdolahi	Fairfax, VA	3040 Williams Drive, Suite 300 Fairfax, VA 22031	Engineering	0402031852	01/31/2014
Parsons Transportation Group Inc. of Virginia	Joshua Wade	Washington, DC	43346 Riverpoint Dr. Leesburg, VA 20176	Engineering	0402032924	01/31/2013
Athavale, Lystad & Associates	Daniel Walsh	McLean, VA	17333 Lafayette Dr. Oliney, MD 20832	Engineering	0402026492	11/30/2013

The background of the slide is a photograph of a multi-lane highway with several cars driving away from the viewer. The image is faded and has a blue tint. In the upper right corner, there is a solid blue rectangular box containing the letter 'J' and the title text.

J

SCC and DPOR
Supporting
Registration/License
Documentation



SCC eFile
SCC eFile Home Page
Business Entity Search
Certificate Verification
Log In
FAQs
Give Us Feedback
Business Entities
UCC or Tax Liens
Court Services
Additional Services

Welcome to SCC eFile Business Entity Details

Archer Western Construction, LLC

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

Quick Links

- [Division Home](#)
- [Division Contact](#)
- [Laws & Regulations](#)
- [Bulletin Archive](#)
- [External Links](#)



Principal Office

929 W ADAMS ST

CHICAGO	IL	60607-0000
---------	----	------------

Registered Agent/Registered Office

CORPORATION SERVICE COMPANY

Bank of America Center, 16th Floor

1111 East Main Street

RICHMOND	VA	23219-0000
----------	----	------------

RICHMOND CITY 216

Status: Active

Effective Date: 4/29/2011

Users are encouraged to create an SCC eFile account to:

- Conveniently monitor business entities through the use of a "Fav"
- Perform easy step-by-step online transactions for certain types of such as registered agent changes
- Quickly access online filing history

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We provide external links throughout our site.

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- [Excel \(.xls\) Viewer](#)
- [PowerPoint \(.ppt\) Viewer](#)
- [Word \(.doc\) Viewer](#)

Commonwealth OF Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

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

The date of incorporation is November 07, 1975.

Nothing more is hereby certified.



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

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

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, February 17, 2009

This is to certify that the certificate of organization of

Accompong Engineering Group, LLC

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



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission

Commonwealth of Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

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

The certificate was issued on March 02, 1989.

Nothing more is hereby certified.



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

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

Commonwealth of Virginia



STATE CORPORATION COMMISSION

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



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That McDonough Bolyard Peck, Inc. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is December 29, 1989;

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:
September 26, 2011*

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



Commonwealth of Virginia
State Corporation Commission

[SCC Home](#) |
[Contact SCC](#) |
[Site Map](#) |
[Search](#)



[Virginia.gov](#)

CISM0180

CORPORATE DATA INQUIRY

03/27/12

11:03:58

CORP ID: 0227062 - 7 STATUS: 00 ACTIVE STATUS DATE: 04/22/91
 CORP NAME: **Rinker Design Associates, P.C.**

DATE OF CERTIFICATE: 02/24/1982 PERIOD OF DURATION: INDUSTRY CODE: 70
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: JOHN S WISIACKAS

STREET: ODIN FELDMAN & PITTLEMAN AR RTN MAIL:
 9302 LEE HWY STE 1100
 CITY: FAIRFAX STATE : VA ZIP: 22031 6054
 R/A STATUS: 4 ATTORNEY EFF. DATE: 08/28/03 LOC : 129
 ACCEPTED AR#: 212 01 8537 DATE: 01/05/12 FAIRFAX COUNTY
 CURRENT AR#: 212 01 8537 DATE: 01/05/12 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 12 190.00 20,000

Commonwealth of Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

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

The certificate was issued on June 30, 1998.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
March 4, 2010*

Joel H. Peck

Joel H. Peck, Clerk of the Commission

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, August 12, 2009

This is to certify that the certificate of incorporation of

Schnabel Consultants, Inc.

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



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF FACT

I Certify the Following from the Records of the Commission:

That STRATACOMM LLC, a limited liability company organized under the law of Delaware, obtained a certificate of registration to transact business in Virginia from the Commission on July 30, 2009; and

That it is registered to transact business in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.

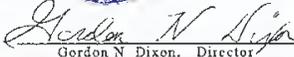


*Signed and Sealed at Richmond on this Date:
April 13, 2012*

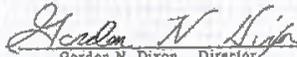
Joel H. Peck

Joel H. Peck, 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>		

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

Accompong Engineering Group LLC

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

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

EXPIRES ON
12-31-2013

NUMBER
0407005442

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

PROFESSIONS: ENG

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



Gordon N. Dixon
Gordon N. Dixon, Director

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

Athavale, Lystad and Associates Inc.

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

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

EXPIRES ON
12-31-2013

NUMBER
0407002804

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

PROFESSIONS: ENG

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



Gordon N. Dixon
Gordon N. Dixon, Director

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

Endesco, Inc.

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

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

EXPIRES ON
12-31-2013

NUMBER
0407005431

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

PROFESSIONS: ENG

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



Gordon N. Dixon
Gordon N. Dixon, Director

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

McDonough Bolyard Peck, Inc.

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

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

EXPIRES ON
12-31-2013

NUMBER
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

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

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

(POCKET CARD)

(DETACH HERE)

Rinker Design Associates, P.C.

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

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

EXPIRES ON
12-31-2013

NUMBER
0405000502

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

PROFESSIONS: ENG, LS

RINKER DESIGN ASSOCIATES PC
9300 WEST COURTHOUSE RD
STE 300
MANASSAS, VA 22110



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

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

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

EXPIRES ON
02-28-2013

NUMBER
4008 001684

REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION

RINKER DESIGN ASSOCIATES PC
9300 W COURTHOUSE RD STE 300
MANASSAS VA 20110



Gordon N. Dixon
Gordon N. Dixon, Director

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Design Manager - Joshua Wade, PE

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Lead Structural Engineer - Daniel Walsh, PE

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Construction Manager - Andy Palahnuk

**COMMONWEALTH OF
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