



I-395 HOV Ramp at Seminary Road
with
I-395 NB Auxiliary Lane Extension

Project No's.: 0095-100-722 & I395-100-736
Contract ID Number: C00096261DB50

Submitted by:



Section 3.2

LETTER OF SUBMITTAL



April 26, 2012

Commonwealth of Virginia
Department of Transportation (VDOT)
Central Office Mail Center
Loading Dock Entrance
1401 E. Broad Street
Richmond, VA 23219

Attention: Brenda L. Williams

SUBJECT: I-395 HOV Ramp at Seminary Road & I-395 NB Aux. Lane Extension
Project No's.: 0095-100-722 & I395-100-736
Contract ID Number: C00096261DB50

Dear Ms. Williams:

United Infrastructure Group, Inc. (**United**) and Fort Myer Construction Corporation (**Fort Myer**) have combine resources into a single contracting entity (**Joint Venture #JV062**) to provide a Letter of Submittal for the I-395 HOV Ramp/NB Auxiliary Lane Extension Project in City of Alexandria, Virginia.

United-Fort Myer Joint Venture is a strategic alliance of two extremely capable bridge and highway builders in the Mid-Atlantic with an impeccable reputation for safely delivering complex projects ahead of schedule and under budget. They have combined their resources into a fully integrated joint venture to deliver “best in class” service and a high quality finished product to VDOT and City of Alexandria to significantly enhance the mobility of the travelling public to/from the Mark Center Complex and adjoining residents and businesses.

United Infrastructure Group, Inc. (United) - Vendor #U058 (Status: Active), formerly United Contractors, Inc., was established in 1978 as a reorganization of the precedent companies which were established in 1925 in South Carolina. United is an established prequalified, unlimited general contractor with 86 years of experience. United’s leadership in the design-build arena is founded on experience, construction and engineering expertise, financial strength, commitment to safety, innovative solutions, and unyielding dedication to quality. In the past 15 years, United **has completed 25 design-build projects totaling over \$1.5 Billion in value** and is currently completing a design-build program (in joint venture), replacing 554 bridges throughout the State of Missouri with a contract value of \$487 Million. Approximately 70% of United’s backlog and current \$150M annual volume is design-build work.

Fort Myer Construction Corporation (FMC) – Vendor #F034 (Status: Active) is dedicated to delivering superior quality projects meeting all cost and schedule needs of its customers, all while being a contractor of choice in the Virginia, Washington D.C., and Maryland area. Through it’s nearly 40 years, Fort Myer has established itself as a premier infrastructure contractor. During that time, it has constructed new, milled and re-paved public roads; constructed hundreds of miles of city streets; repaired and constructed bridges; provided the extension and construction of underground utilities, and provided streetlight and traffic signal construction and rehabilitation services. Fort Myer has worked on 6 (six) Design-Build projects, including the current reconstruction of I-66 and the reconstruction of the New York Avenue Bridge in the District of Columbia.

T.Y. Lin International ("TYLI") - United-Fort Myer, JV is excited to be partnering with T.Y. Lin International ("TYLI"), located in Alexandria, VA. Founded in San Francisco in 1954, TYLI is a multi-disciplinary architectural and transportation engineering firm with over 675 planners, scientists, and engineers sited throughout the United States, and provides the U.S. and the global infrastructure market with innovative and cost-effective engineering analysis and design. Operating from key office locations around the U.S., TYLI's staff offers a wide range of professional capabilities in the area of bridge and transportation project delivery. In partnership with transportation officials, construction and development firms, and community leaders, we create and help build unique structures while emphasizing constructability, value, and schedule. TYLI provides leadership and support on projects of varying sizes and complexities, such as: design of bridges, interchanges, highways, rail/transit, airport, and port/marine; seismic retrofit and rehabilitation of existing structures; transportation planning and traffic engineering; structural analysis, feasibility studies, and engineering consultation; general civil and structural engineering.

TYLI will lead the design effort from their Alexandria, Virginia office which has been working with VDOT since 1985. They have completed many challenging and successful projects including the Route 1 / I-95 Interchange Structures in Alexandria, Route 16 over Kettle Run in Prince William County, Route 633 over Occoquan River in Fairfax & Prince William County, Route 58 Danville Bypass in Danville, Route 218 Bridge over the CSX Railroad and Claiborne Run in Stafford County, and I- 81 over Mason Creek, N&W RR and Route 630 in Roanoke to name a few. Utilizing a proven Design Manager and Structural Engineering Lead with many years of VDOT experience, the design effort is administrated in an efficient, cost-effective, yet simplified manner. The design team assembled for this project offers proven cooperative work history and teaming experience with each other which provides complimentary skills and local familiarity. These relationships result in an established team experienced and poised to complete the design and construction support aspects of the project.

In addition to its Lead Designer, United-Fort Myer Team consist of some of the most respected engineering and public relations firms in Virginia who have worked closely with either TYLI or United-Fort Myer, JV on a number of previous assignments, thereby, eliminating any time and cost inefficiencies that exist when new team members work on their first assignment together. These firms and their brief roles on the Project are:

- **Greenhorne & O'Mara, Inc.** – Roadway Design, Utility, R/W Acquisition Lead, Supplemental Surveying and R/W Monumentation and Environmental Compliance
- **Haley & Aldrich, Inc.** – Geotechnical Engineering
- **Iteris** – ITS Design
- **Specialized Engineering** – Quality Assurance Manager (QAM)
- **Infrastructure Consulting & Engineering, PLLC (ICE)** – CEI & Construction QA Work
- **Professional Services Industries (PSI)** – Construction QC Work + Lab Testing
- **Payne Ross & Associates, Inc. (PRA)** - Public Relations Firm
- **LKA Architecture (LKA)** – PR Support, architecture and landscape design

Official Representative and Point of Contact Information: As Prime Contractor and Design-Builder, the official representative and point of contact for United-Fort Myer, JV is:

Name: *Elham Farzam, P.E.*
Title: Design-Build Project Manager
Address: 2237 33rd Street, NE, Washington, DC 20018-1594
Phone and Fax: (202) 636-9535 • FAX (202) 526-8572
Email: elham.farzam@uig.net

Principal Officer Information: The name, address, and telephone number for the Principal Officer of United-Fort Myer, JV as "Offeror", who will be executing the contract is:

Name: *James E. Triplett, P.E.*
Title: President & CEO of United
Address: 1691 Turnbull Ave., North Charleston, SC 29405
Phone: Office Phone: (843) 529-3010; Mobile Phone: (803) 513-1900;
Email: jet@uig.net

Structure of the Offeror:

United-Fort Myer, JV will be the Offeror, and will be a fully integrated equity (joint and several) joint venture and will undertake the full financial responsibility for the Project. United-Fort Myer has completed and submitted VDOT's Joint Venture Bidding Agreement and has subsequently received its Joint Venture number (JV #062) from VDOT Pre-qualification Unit. United-Fort Myer, JV has a total bonding capacity in excess of \$1 Billion, and if awarded this contract, will be offering a 100% performance and payment bond for the total contract value of the Project.

DBE Utilization Commitment:

United and Fort Myer have a long history of successful DBE Utilization Plans on our projects even when participation is not a goal or requirement. United and Fort Myer maintain relationships with numerous reputable small and disadvantaged businesses in Virginia and the southeast, and depend on their contributions for the success on all of our projects. United-Fort Myer, JV as the Lead Offeror and Design-Builder, is fully committed to achieving the 20% DBE participation for this contract.

We thank you for the opportunity to offer our services to the Commonwealth of Virginia. Should you have any additional questions or concerns, please contact me directly.

Respectfully,

UNITED-FORT MYER, A JOINT VENTURE



Elham Farzam, P.E.
Design-Build Project Manager

Section 3.3

OFFEROR'S TEAM STRUCTURE

3.3 OFFEROR'S TEAM STRUCTURE

3.3.1 KEY PERSONNEL

Completed Key Personnel Resume Forms are included in Appendix I for the following individuals:

Design-Build Project Manager

Elham Farzam, PE

United Infrastructure Group

Mr. Farzam has over thirty (30) years experience in the planning, project development, project / program management, preliminary / final design, construction, traditional bid-build as well as alternate project delivery of highway and bridge projects including PPP, Design-Build, Design-Build-Finance and CM @ Risk. His construction experience starting in 1984 includes construction layout, resident engineering, construction manager, estimator and expert witness in claims and scheduling coupled with his experience as a bridge engineer brings a unique ability to United Infrastructure Group and project team allowing him to fully understand a project from a perspective of constructability as well as engineering functionality.

Quality Assurance Manager (QAM)

Charles R. Mitchell, PE

Specialized Engineering

Mr. Mitchell offers over 26 years of experience in the Architecture/Engineering/Construction Industry. His extensive experience serving in various roles as *Quality Assurance Manager, Special Inspection Engineer of Record, Testing Agency of Record, and Registered Design Professional* on VDOT, MWAA, and WMATA projects has only strengthened his technical and project abilities on large complex construction projects involving federal, state, and local jurisdictions throughout this career. In this role specifically, he was responsible for the overall quality assurance inspection and testing of construction materials used during construction and of the work performed. This included the monitoring of contractor quality control programs while ensuring that work, materials, and procedures were performed in accordance with federal, state, and local jurisdictions, contract requirements, and the approved construction documents.

Being from and completely independent firm, Specialized Engineering, Charles Mitchell has no affiliation to the construction operations for the Project and will have the overall responsibility for the development of and adherence to the Design-Build QA/QC Plan. Mr. Mitchell will also full authority to initiate a work stoppage and be able to recommend to the Department to withhold payment for design and/or construction activities that are not acceptable.

Design Manager

Santiago Rodriguez, PE

T.Y. Lin International

Santiago Rodriguez' superb technical background combined with has 23 years of experience managing all kinds of bridge projects has enabled him to build a reputation for quick and accurate responses to time critical projects. Most recently he served as Project Manager for the design and construction support of the I-64 Widening in Kanawha County, WV. This project includes thirteen short span bridges, the new Kanawha River Bridge and the rehabilitation of the existing Kanawha River Bridge. He has also participated in other DOH projects like the I-64 Bridges over 16th Street. Rodriguez has also extensive experience with the Design-Build delivery method; both as a consultant to the owner and as designer within design build teams. His most recent design-build project is the Indian River Inlet Bridge in Delaware currently under construction. His specific experience with VDOT includes bridge designed as part of the Rte 1 / I-495 Interchange in Alexandria, VA, and the Baron Cameron Avenue Bridge in Fairfax County, VA.

Santiago Rodriguez will be responsible for the coordination of the individual design disciplines to include design subconsultants and ensuring the overall Project design is in conformance with the Contract Documents. As Design Manager, Mr. Rodriguez will establish and oversee a QA/QC program for all pertinent disciplines involved in the design of the Project, including review of design, working plans, shop drawings, specifications, and constructability of the Project. He will be responsible for implementing, monitoring and, as necessary, adjusting the processes to assure acceptable quality of the design work.

Construction Manager

Bijan H. Naderi

Fort Myer Construction Corporation

As the Construction Manager, Bijan Naderi will report directly to the Design-Build Project Manager. Mr. Naderi has over 40 years of construction management experience concentrating in bridge, structural, and roadway construction. Mr. Naderi will be responsible for managing all aspects of project construction. He will facilitate all constructability reviews, work closely with the Design Manager to plan for necessary utility relocations, and coordinate with the Right-of-Way Manager to prioritize and schedule the acquisition process to maintain the project schedule. Mr. Naderi will be responsible for coordinating with the QC Manager, Project Manager, and Superintendent to implement, examine and, as necessary, adjust the process to ensure all construction materials and activities are in accordance with the Contract Documents. Additionally, Mr. Naderi will communicate with the Design Manager to arrange for design engineer's review of construction activities through the witness and hold points. Mr. Naderi has

specific design-build experience with projects such as the Rehabilitation of New York Ave Bridge and Design Build of Lakewood Pedestrian Bridge.

Lead Structural Engineer

Amir Arab, PE

T.Y. Lin International

Amir Arab has over 14 years of industry tenure with professional experience in structural engineering and managing various technical task groups, ranging from single span bridges to major landmark structures. Also, He has worked on scores of bridge maintenance and repair projects in Northern Virginia. Amir's project management experience includes large and complex projects like the US301 Project in Delaware where he managed the review of numerous bridge structures as part of the GEC team, and the rehabilitation of the New York Avenue Bridge in Washington D.C. with Fort Myer Construction Corporation, utilizing precast concrete deck panels in order to minimize traffic impacts. TYLI was able to provide an innovative design that would address issues such as improved and accelerated constructability and schedule compressions while achieving cost effectiveness.

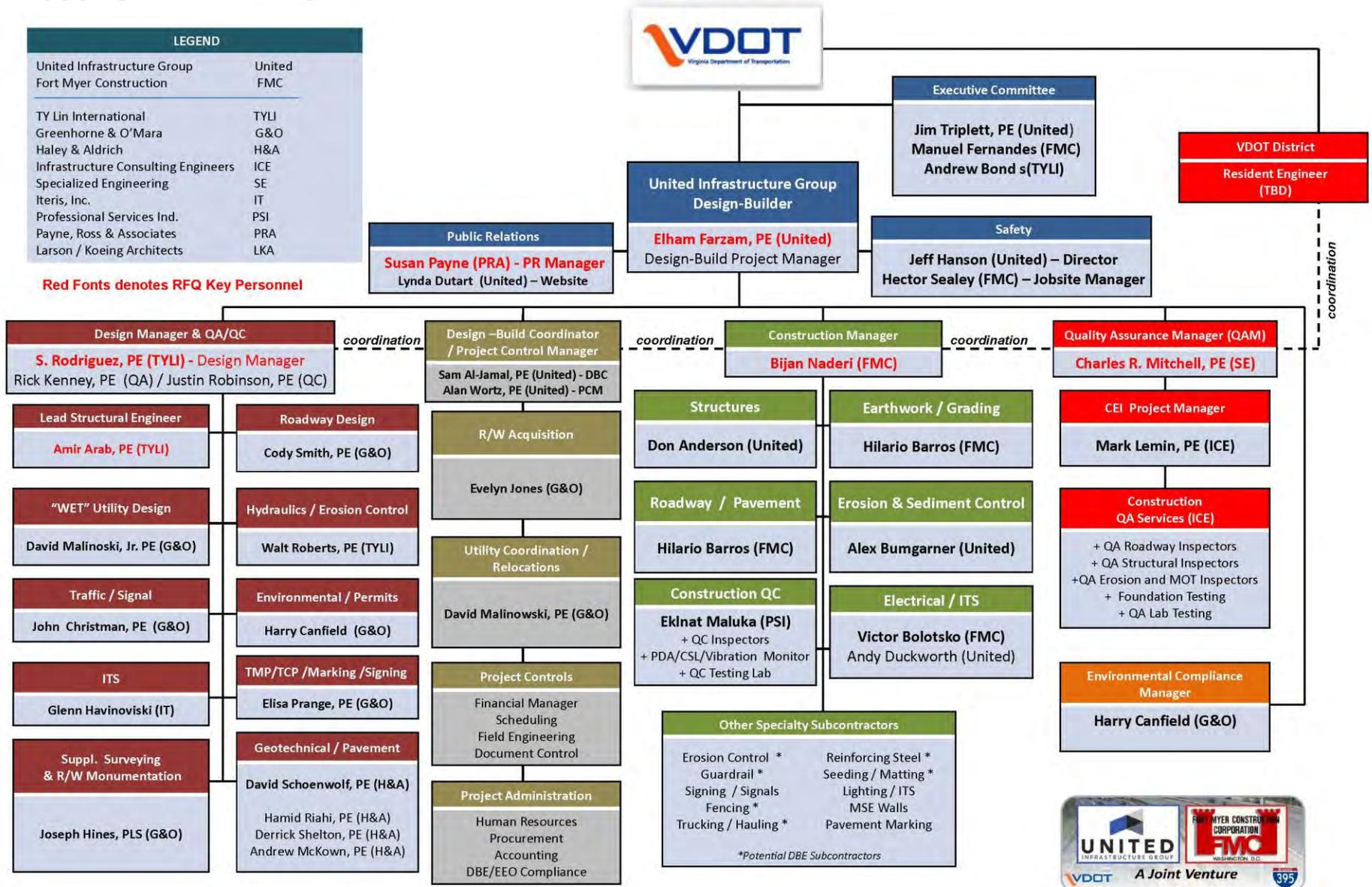
Amir Arab will be the leader for structural design of the bridges, retaining walls, sound barrier walls, support structures and foundations for ITS devices and overhead signs.

Public Relations Manager

Susan Payne

Payne, Ross & Associates

Susan Payne, president and head of marketing, began her marketing career in Hartford, CT where she served as Director of Commercial Development for a large insurance company. Today, she works with all the clients of PRA and oversees their marketing plans. She draws on her research experience to examine the spectrum of marketing vehicles available to develop advertising that not only is creative but outperforms the competition. Susan currently serves on the boards of Virginia National Bank, Charlottesville Free Clinic, Charlottesville Area Community Foundation, Emily Couric Women's Leadership Forum, and the Virginia State Tourism Board.



Functional Relationships among Participants

When identifying subconsultants United-Fort Myer Team selected highly-qualified long-term partners. Our team members have experience working with one another, VDOT, Design-Build projects, and projects with similar scope. This team is comprised of members with complementary skills and experience and will continue to work together effectively.

VDOT will have one single point of contact through-out the contract duration ensuring clear communication who will be the Design-Build Project Manager and once in construction, the Construction Manger will be taking a more active role working with VDOT's Resident Engineer / Project Manager. Other Key Personnel will be arranged in a ladder approach; all team members are aware of their counterpart on the design or construction side and open communication is encouraged.

United-Fort Myer encourages partnering at all levels, and will implement a formal partnering process to establish goals, identify stakeholders, to generate buy-in and to develop a true level of commitment to the goals of the project. The partnering process will involve all employees, and will include subcontractors and VDOT.

T.Y. Lin International (TYLI) as the Lead Designer for the Team will coordinate the design information to the subconsultants. During the initial design phase, TYLI and subconsultants will work together to establish the level of coordination and communication desired to ensure this project's success. The overall responsibility of the design, both from employees and subconsultants, lies with our Design Manager. Due to the fact that all members of the team have experience working together a rapport has been established and will prove to be advantageous.

United-Fort Myer Team has assigned a full-time Design-Build Coordinator (DBC). The main duty of this value-added position is twofold. First is to facilitate the communication between the Design Team and the Construction Team, both during the design and construction phases. During the design phase, DBC ensures that each submittal undergo a constructability review by the Construction Team prior to submission to VDOT and during the construction phase DBC will be the focal point to communicate the needs of the Construction Team to the Design Manager with respect to shop drawings review, RFI and any other changes or clarifications that may be needed. The second purpose for this position is to oversee the critical preconstruction activities including right of way acquisition and utility relocation, allowing the Design Manager to focus on the design aspect of the Project.

United-Fort Myer will also assign a Project Control Manager (PCM). He will oversee project control activities including scheduling, document control, field engineering and other administrative duties including DBE / EEO, accounting and procurement activities.

The management team will be independently overseen by its Quality Assurance Manager (QAM), Charles Mitchell, PE, who is vested with the absolute authority to suspend work

on the project should the work fall below applicable standards. Such authority will be communicated to all entities providing labor, materials and services to the Project through the inclusion of a contractual provision subordinating the entities to the regulation of the QAM. In addition to the QAM, the United-Fort Myer Safety Director will also have the authority to suspend the work of any entity providing labor, materials or services to the Project, should an unsafe condition be observed.

The proposed organizational chart shows a clear separation and independence between Quality Control (QC) which is integrated under the Construction Team and is under the supervision of Construction Manager, and Quality Assurance which is assigned to the QAM and the CEI Project Manager. This chain of command provides the necessary separation that is required between QA and QC.

Section 3.4

EXPERIENCE OF OFFERORS TEAM

3.4 EXPERIENCE OF OFFERORS TEAM

3.4.1 WORK HISTORY FORMS

Work History Forms describing three relevant projects by Lead JV Contractor and Lead Designer are included in Appendix J.



Since 1925, the UNITED family of companies has steadily grown into a leader in the transportation infrastructure industry with design, construction, quality, safety and other value added services. Our network of synergistic companies provides turnkey services in an ever changing market to deliver best-value results, both domestically and internationally, in the design-bid-build, design-build, construction management, and P3 arenas. The importance of relationships resonates at our core and is woven into the fabric of our culture, resulting in reinvestment in our people and exceptional service to our clients with an uncompromising dedication to quality and performance.



Since 1972, Fort Myer has constructed, repaired, and maintained hundreds of miles of streets, roads, bridges, and underground utilities in the District, Maryland, and Virginia. Fort Myer's operations are supported by more than 500 skilled employees, various heavy equipment, and a fleet of more than 350 trucks, including 50 tandem dump trucks, owned and operated by the company. Undeniable financial strength allows Fort Myer to work without interruption on multiple high-dollar projects simultaneously. Notwithstanding the pressures of operating such a large enterprise, safety is Fort Myer's top priority. Fort Myer's commitment to the safety of its workers, the workers of other companies, and the general public is demonstrated by the numerous awards it has received for its outstanding record of construction safety.



Founded in San Francisco in 1954, T.Y. Lin International (TYLI) is a multi-disciplinary architectural and transportation engineering firm with over 675 planners, scientists, and engineers sited throughout the United States, and provides the U.S. and the global infrastructure market with innovative and cost-effective engineering analysis and design. Operating from key office locations around the U.S., TYLI's staff offers a wide range of professional capabilities in the area of bridge and transportation project delivery. In partnership with transportation officials, construction and development firms, and community leaders, we create and help build unique structures while emphasizing constructability, value, and schedule. TYLI has been providing design-build services for more than 50 years. We understand what it means to work as an integrated team and maintain the objectivity of project goals. Knowing that design-build is a method chosen by owners for reasons such as design and cost control, risk management, schedule efficiencies and single point of delivery, we have established a reputation for defining, designing, managing and delivering superior projects that meet owner expectations every time.



A Joint Venture

Section 3.5

PROJECT RISKS

3.5 PROJECT RISKS

3.5.1 CRITICAL RISKS

The United-Fort Myer Team has conducted numerous field visits and has reviewed VDOT’s RFQ and other related technical reference documents to develop a “Project Risk Register” to identify three (3) critical risks for this Project and present mitigation strategies to enhance safety, quality and efficiency.

While each risk factor presents its own unique challenges, the overarching concern that must be addressed by the successful offeror is effective, timely and sympathetic interaction with the public. The United-Fort Myer team is acutely aware of the public attitude toward this Project, and those Projects in the vicinity. It is our goal to solve any issues with the public at the lowest possible levels and avoid unnecessary escalation, which could result in delays or resistance to vital infrastructure projects in the future. The United-Fort Myer team is experienced with frequent and direct interaction with the public. Either through alleyway reconstruction, utility improvements or roadway repairs, the Team has been exposed to the unique demands of working within residential areas as well as on major interstate highways such as I-66, Route 50, I-295 (DC), I-288 among others. These locations are often in restricted space, requiring flexible and creative means for staging work. We understand that the work we are performing is a service to the communities and will present unavoidable delays or inconveniences. Our workers are respectful, thoughtful, polite and mindful that we are guests in the neighborhood in which we work. Our work methods have been developed through extensive experience with minimizing interruption to daily lives and by working efficiently so normal routines can continue. Furthermore, the members of the design team have been handpicked according to their strength in risk assessment and required mitigation measures.

Project Risk Register		
Critical Risk Item	Impacts	Mitigation
<p><u>Risk 1: Impact to Vehicular and Pedestrian Traffic during Construction</u></p> <p>The construction of the I-395 HOV Ramp and widening of the NB I-395 auxiliary lane, in addition to significantly impacting I-395 will also impact Seminary Road, Sanger Avenue, Beauregard St. and Southern Tower Drive.</p> <p>Widening of the Seminary Road results in the closure of one of the two EB lanes, causing additional congestion on</p>	<ul style="list-style-type: none"> ▪ Traffic congestion ▪ Compromised vehicular and pedestrian safety ▪ Significant inconvenience to the public 	<ul style="list-style-type: none"> ▪ Traffic calming measures in the form of: <ul style="list-style-type: none"> → Coordination with Local Law Enforcement → Roadway restriping → Proper signage ▪ Accelerated construction techniques implemented by night-work and multiple-

<p>Seminary Road. Such as, the following stakeholders will be potentially affected:</p> <ul style="list-style-type: none"> ▪ Pedestrian traffic ▪ INOVA Health System ▪ The Emergency Response Units ▪ Neighboring residential units including Southern Towers Apartments ▪ Public Transportation including those dedicated to the Mark Center and Southern Towers Apartments ▪ Francis C. Hammond Middle School ▪ Annexed Police Station at 7-eleven 		<p>shifts construction</p> <ul style="list-style-type: none"> ▪ Dedicated tow-truck and mechanics ▪ Contingency plans for unforeseen conditions: <ul style="list-style-type: none"> → Snow storms → Emergency evacuations ▪ Close coordination with school district to reduce the impact on student pedestrian traffic ▪ Comprehensive public information campaign consisting of: <ul style="list-style-type: none"> → Project website → Social media ▪ Extensive public involvement during pre-construction and construction phases in the form of Town Hall meetings and dedicated email accounts facilitated by the Public Relations Team ▪ Intensive safety training and precautions to alleviate the effect of any "attractive nuisances" posed by the project work site.
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Project Risk Register

Critical Risk Item	Impacts	Mitigation
<p><u>Risk 2: Design Details / Geometric Constraints</u></p> <p>Tie in of the new reversible HOV ramp to the Seminary Road overpass structure (on the third level) will require innovative design to overcome a number of geometric constraints including the Seminary Road curved alignment and reverse superelevation geometry at the tie-in point.</p>	<ul style="list-style-type: none"> ▪ Design that may not meet VDOT / AASHTO standards, requiring design exceptions ▪ Potential extensive reconstruction of Seminary Road approach and 	<ul style="list-style-type: none"> ▪ Detail review of the existing information and coordination with VDOT and other related agencies ▪ Detail survey of the existing condition ▪ Developing

<p>In addition, the construction of the ramp substructure is confined within the limits of I-395 Northbound and HOV Lanes.</p> 	<p>structure overpass to eliminate the constraints</p> <ul style="list-style-type: none"> ▪ Increasing project cost and inconvenience due to delay of project completion ▪ Potential hazards to the work force and public. ▪ Complex construction staging ▪ Constructability issues ▪ Unexpected geotechnical issues ▪ Complex hydraulic features 	<p>innovative, yet cost-effective alternatives to overcome the challenges of the geometric constraints</p> <ul style="list-style-type: none"> ▪ Accelerated construction techniques to minimize the impact on traffic
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Project Risk Register

Critical Risk Item	Impacts	Mitigation
<p><u>Risk 3 – Social & Political Issues</u></p> <p>Department of Defense (DoD), FHWA-EFL, City of Alexandria and Fairfax County are key third party stakeholders. Also property owners, utility owners, and environmental resource and permitting agencies could also present potential hurdles to project completion.</p> <p>In addition, Local residences and business groups are important stake holders as parties the most affected by this project and the other neighboring construction activities. Such risks are anticipated to be elevated to higher levels such as elected officials.</p>	<ul style="list-style-type: none"> ▪ Potential delays due to Third Party control of design, construction activities and approval ▪ Consequent cost escalation ▪ Inconvenience to the local residents ▪ Local business groups are exposed to potential economic loss 	<ul style="list-style-type: none"> ▪ Close coordination with City of Alexandria ▪ Open and honest communication with local and civic groups ▪ Public hearings and town-hall meetings to emphasize on the benefits gained as the result of this project ▪ The aesthetic treatments of the two pedestrian bridges as well as innovative landscaping schemes will be treated as PR elements to give value back to the local residents at no additional cost to VDOT

		<ul style="list-style-type: none"> ▪ Official partnering with the Third Party stakeholders from the outset of the Project ▪ Comprehensive public relations on global and local levels
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ANTICIPATED ROLE BY VDOT OR OTHER AGENCIES

Risk 1: The comprehensive public information campaign will be developed in partnership with VDOT, City of Alexandria and DoD. It is desired for VDOT to take a leadership role in the review, coordination and ultimate approval and implementation of the Plan.

Risk 2: VDOT’s primary role begins in the review of the Team’s Technical Proposal and if determined as the best value proposer continues as the ultimate authority in the review and approval of the design concepts, details and approach to the Project. It is desired for VDOT to conduct its initial and final reviews of the proposed design in a partnering spirit with timely review and frank exchange of ideas, as if the design was conducted by its own forces and not treat the design-build team as a 3rd party “for-profit” entity.

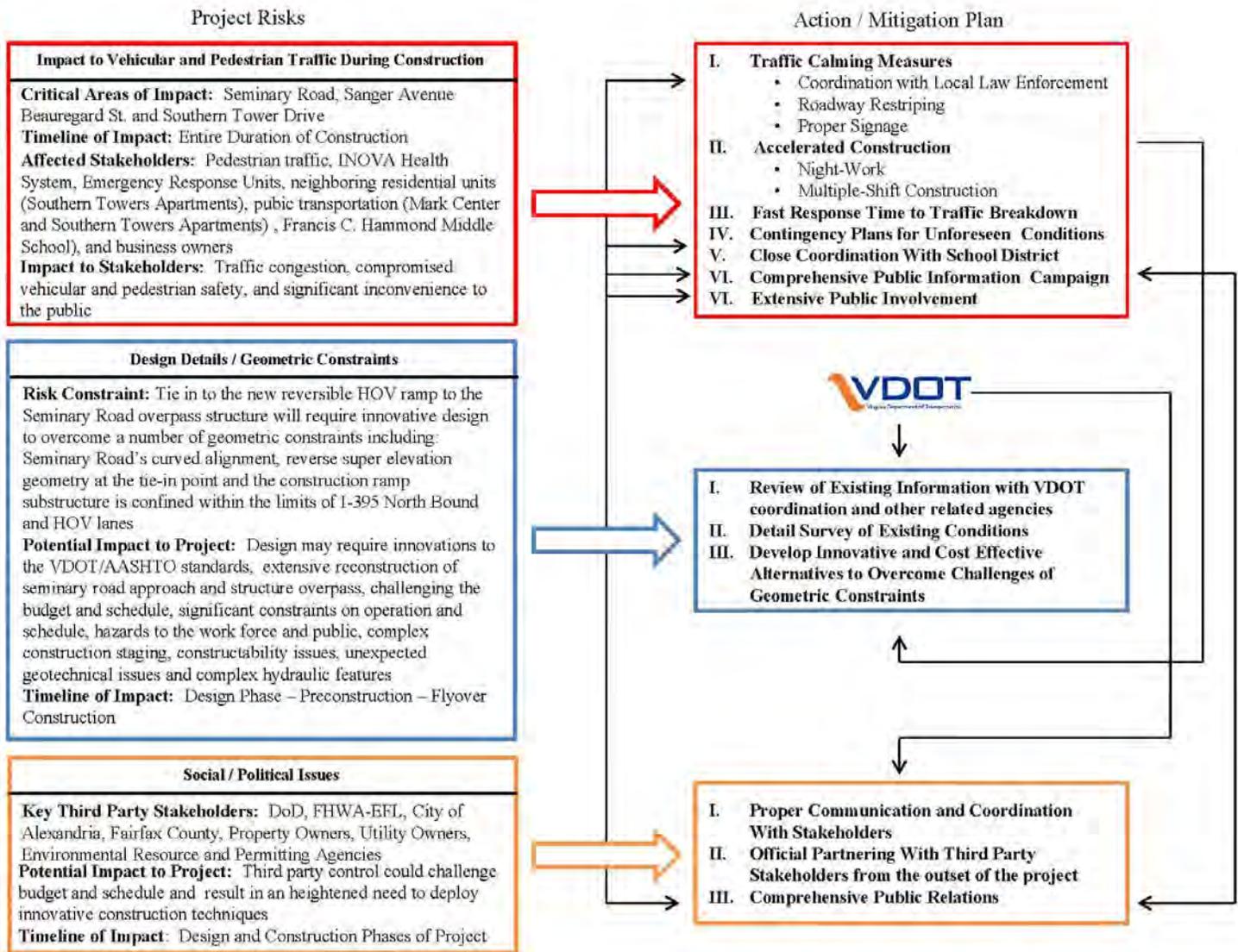
Risk 3: The Team will assist VDOT to take on a leadership role in the Third Party coordination process and eliminate as many redundant decision making points internally as possible. Through outreach efforts, the Team will advance the message that only through a spirit of teamwork between third party stakeholders and the project management will the inconveniences of the project be quickly alleviated. The Team will emphasize that it desires not an adversarial relationship but one of full cooperation and open communication. This will not be "us vs. them". Key issues will be accelerated approval of right-of-way acquisition parcels and utility relocation agreements which would have significant delay impacts on most projects.

ANTICIPATED ROLE BY VDOT OR OTHER AGENCIES

The Systematic Project Risk Framework’s primary objective is to demonstrate how The United-Fort Myer Team plans to mitigate the three critical risks on the project. In this subsection, we explore how these plans will be interrelated to form a systematic network, rather than a simple static approach. .

The left side of the framework displays three critical risks. We identify what the risk is, in which phase of the project the risk will occur, the affected party or stakeholder and the potential impact the risk may have on the overall project if it is not mitigated properly. The right side of the framework is broken out into three distinct groups. The risk items are then interlinked with one another to display how each action plan can potentially influence other within the dynamical system.

Based on the understanding gained during this process, we formulated a cooperative risk management model. The main objective of this model is to transfer the risk management from each proprietary block to a more network-level approach, where multiple risks would be managed through a collaborative effort of parties.



APPENDIX A

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 A
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendix B
Letter of Submittal (on Offeror's letterhead)				
Authorized Representative's signature	NA	Section 3.2.1	yes	3
Offeror's point of contact information	NA	Section 3.2.2	yes	3
Principal officer information	NA	Section 3.2.3	yes	3
Offeror's Corporate Structure	NA	Section 3.2.4	yes	3
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	1-2
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendix C
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendix D
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix E
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix F

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 G
SCC Registration	3.2.10	Section 3.2.10.1	no	Appendix H
DPOR Registration (Offices)	3.2.10	Section 3.2.10.2	no	Appendix H
DPOR Registration (Key Personnel)	3.2.10	Section 3.2.10.3	no	Appendix H
DPOR Registration (Non-APELSCIDLA)	3.2.10	Section 3.2.10.4	no	Appendix H
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	3-4
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix I
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix I
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix I
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix I
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.5	no	Appendix I
Key Personnel Resume – Public Relations Manager	Attachment 3.3.1	Section 3.3.1.6	no	Appendix I
Organizational chart	NA	Section 3.3.2	yes	7
Organizational chart narrative	NA	Section 3.3.2	yes	8

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
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix J
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix J
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	11-15

APPENDIX B

C-78-RFQ

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00096261DB50

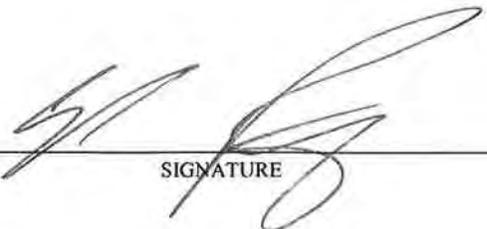
PROJECT NO.: 0095-100-722, I395-100-736

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 _____
(Date)
3. Cover letter of _____
(Date)



SIGNATURE

4/26/2012

DATE

APPENDIX C

AFFILIATED CO.

ATTACHMENT 3.2.6

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

Affiliated and Subsidiary Companies of the Offeror

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

- The Offeror does not have any affiliated or subsidiary companies.
- Affiliated and/or subsidiary companies of the Offeror are listed below. (United Infrastructure Group, Inc. and Haley & Aldrich)

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Subsidiary	United Contractors, LLC	5562 Pendergrass Blvd. Great Falls SC 29055
Subsidiary	Hanson Safety Services, LLC	101 Trade Zone Drive, Suite 16A, West Columbia, SC 29170
Subsidiary	UAMG LLC	101 Trade Zone Drive, Suite 16A, West Columbia, SC 29170
Subsidiary	Coleman Snow Consultants, LLC	1691 Turnbull Avenue, North Charleston, SC 29405
Subsidiary	United International, LLC	1601 Park Center Drive, Suite 6B, Orlando, FL 32835
Affiliate	TJC Painting, Inc.	5562 Pendergrass Blvd. Great Falls, SC 29055
Affiliate	UPG, LLC	5562 Pendergrass Blvd. Great Falls, SC 29055
Subsidiary	Haley & Aldrich of Michigan, Inc.	3840 Packard Road, Suite 100, Ann Arbor, MI 48108-2280
Subsidiary	Haley & Aldrich Design and Construction, Inc.	56 Roland Street, Boston, MA 02129
Subsidiary	Haley & Aldrich Real Estate, LLC	465 Medford Street, Suite 2200, Boston, MA 02129-1400
Subsidiary	Haley & Aldrich of New York	200 Town Centre Drive, Ste. 2, Rochester, NY 14623
Subsidiary	Haley & Aldrich, P.C.	7926 Jones Branch Drive, Suite 870, McLean, VA 22102-3363
Subsidiary	Haley & Aldrich, Inc. (Ohio)	5755 Granger Road, Ste. 320, Cleveland, OH 44131

APPENDIX D

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.

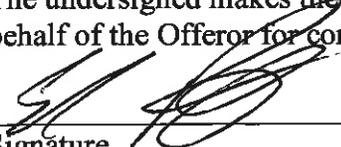
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under 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.

 4/17/2012 VICE PRESIDENT
Signature Date Title

United Infrastructure Group, Inc.
Name of Firm

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.

	April 26, 2012	Vice President of Marketing & Director
Signature	Date	Title of Estimating
Manuel E. Fernandes		
FORT MYER CONSTRUCTION CORPORATION		
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.

<u></u>	<u>04/18/2012</u>	<u>Corporate Vice President</u>
Signature	Date	Title

Greenhorne & O'Mara, 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

- 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 17, 2012

Senior Vice President

Signature

Date

Title

Haley & Aldrich, 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

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.

Walter L. Glavin 4-24-12 VP-COO
Signature Date Title

Infrastructure Consulting & Engineering, PLLC

Name of Firm

ATTACHMENT NO. 3.2.7(b)

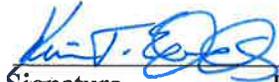
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

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.

 04/17/12
Signature Date

Director of Marketing/Business Development
Title

DIW Group, Inc. t/a Specialized Engineering
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.

	4/18/2012	Vice President and Regional Manager
Signature	Date	Title
Iteris, 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

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

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

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

<u>Christie V. Chandler</u>	<u>9/29/12</u>	<u>SENIOR P.M.</u>
Signature	Date	Title

PSI
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.

Susan J. Payne 4/24/2012 President
Signature Date Title

Payne Ross & Associates
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.

Robert S. Jones 4/25/12 PRINCIPAL
Signature Date Title

LARSON KOENIG ARCHITECTS LLC
Name of Firm

APPENDIX E

VDOT PREQUAL

Jenn Miranowicz

Subject: FW: VDOT - I-395 HOV Lane Pursuit
Attachments: image001.jpg

From: "Prequalification (VDOT)" <Prequalification@VDOT.Virginia.gov>
Date: April 24, 2012 4:01:39 PM EDT
To: Elham Farzam <elham.farzam@uig.net>
Subject: RE: VDOT - I-395 HOV Lane Pursuit

Your JV # is JV062

Suzanne Lucas

Prequalification Officer
Construction Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219
(804)-786-2941

Email: Prequalification@VDOT.Virginia.gov

Webpage: <http://www.virginiadot.org/business/const/prequal.asp>

Joint Venture Bidding Agreement

United Infrastructure Group, Inc.

And

Fort Myer Construction Corporation

This Joint Venture Bidding Agreement is entered into between United Infrastructure Group, Inc. located at 1691 Turnbull Avenue, North Charleston, SC 29405 and Fort Myer Construction Corporation, 2237 33rd St., N.E., Washington, DC 20018 as the Joint Venture Name: **United – Fort Myer**. The Joint Venture will be using the following Tax Id #57-0677291.

The purpose of this Joint Venture is to bid upon solicitation number _____, Contract No. C00096261DB50, issued by The Virginia Department of Transportation, and if successful to provide services as listed under the contract.

United Infrastructure Group, Inc., the Managing Venturer, will submit all required bid documents and act as point of contact on behalf of this Joint Venture during the bidding process.

Venturer: United Infrastructure Group, Inc.
Authorized Signature: _____
Printed Name: ELHAM FARZAM
Title: VICE PRESIDENT

VDOT Vendor #: U058
Date: April 13, 2012

Joint Venturer: Fort Myer Construction Corp.
Authorized Signature: _____
Printed Name: CHRISTOPHER M. KERNS
Title: VICE PRESIDENT / GENERAL COUNSEL

VDOT Vendor #: F034
Date: APRIL 17, 2012

District of Columbia, ss:
State of N/A
County of N/A

On this 17th day of APRIL 20 12, before me, the undersigned officer(s), personally appeared ELHAM FARZAM and CHRISTOPHER M. KERNS, known to me (or satisfactorily proven) to be the person(s) whose name(s) are subscribed to within the instrument and acknowledged that they executed the same for the purposes therein contained.

In witness whereof I hereunto set my hand and official seal.

Notary Public LaShawn Y. Hall [Notary Seal]
Printed Name LaShawn Y. Hall
My commission expires April 14, 2013
Revision 12/28/2010

LaShawn Y. Hall
Notary Public, District of Columbia
My Commission Expires 4/14/2013



APPENDIX F

SURETY LETTER



Wells Fargo
Insurance Services USA, Inc.
6100 Fairview Road, Suite 800 (28210)
Post Office Box 220748
Charlotte, NC 28222

Tel: 704 366 8834
Toll Free: 800 868 8834
www.wellsfargo.com/wfis

April 17, 2012

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

RE: Our Client: United Infrastructure Group, Inc.
Project: Request for Qualifications I-395 HOV Ramp at Seminary Road with
I-295 NB Auxiliary Lane Extension, City of Alexandria, Virginia
State Project No: 0095-100-722, I395-100-736
Contract ID No: C00096261DB50
Estimated Contract Value: \$74,000,000.00

Dear Ms. Williams:

We are pleased to write to you concerning our relationship with the above contractor. We have had the privilege of providing surety bonds for United Infrastructure Group, Inc. for many years. They are an outstanding contractor with an excellent reputation in the construction industry.

Through the years, United Infrastructure Group, Inc. has established an enviable performance record. They are properly equipped, capably staffed and well financed. We have been pleased to provide bonds on multi-million dollar contracts for this contractor and their bonding capacity is currently in the \$400 million range.

Should United Infrastructure Group, Inc. be awarded the above project and enter into a contract which is satisfactory to all parties, we will be pleased to provide a 100% performance bond and a 100% payment bond on their behalf, said bonds to cover the project and any warranty periods. Issuance of said bonds shall be conditioned upon normal underwriting considerations at the time of the request including, but not limited to a satisfactory review of contract terms and conditions, warranty requirements, and bond forms.

Liberty Mutual Insurance Company carries an A. M. Best rating of "A", Financial Size Category "XV", and is listed on the U.S. Treasury Department's Listing of Approved Sureties (2005 Department Circular 570). If we may provide any additional information on this fine contractor, please do not hesitate to call.

Sincerely,

LIBERTY MUTUAL INSURANCE COMPANY


John D. Leak, III
Attorney-in-Fact

JDL3/wel
cc: File

Together we'll go far



THIS POWER OF ATTORNEY IS NOT VALID UNLESS IT IS PRINTED ON RED BACKGROUND.

This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

**LIBERTY MUTUAL INSURANCE COMPANY
BOSTON, MASSACHUSETTS
POWER OF ATTORNEY**

KNOW ALL PERSONS BY THESE PRESENTS: That Liberty Mutual Insurance Company (the "Company"), a Massachusetts stock insurance company, pursuant to and by authority of the By-law and Authorization hereinafter set forth, does hereby name, constitute and appoint ANGELA D. RAMSEY, DONNA K. ASHLEY, WENDY E. LAHM, JENNIFER C. HOEHN, WILLIAM J. QUINN, JOHN D. LEAK, III, G. TIMOTHY WILKERSON, JOHN F. THOMAS, ALL OF THE CITY OF CHARLOTTE, STATE OF NORTH CAROLINA, each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations in the penal sum not exceeding FIVE HUNDRED MILLION AND 00/100***** DOLLARS (\$ 500,000,000.00*****) each, and the execution of such undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents, shall be as binding upon the Company as if they had been duly signed by the president and attested by the secretary of the Company in their own proper persons.

That this power is made and executed pursuant to and by authority of the following By-law and Authorization:

ARTICLE XIII - Execution of Contracts: Section 5. Surety Bonds and Undertakings.

Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

By the following instrument the chairman or the president has authorized the officer or other official named therein to appoint attorneys-in-fact:

Pursuant to Article XIII, Section 5 of the By-Laws, David M. Carey, Assistant Secretary of Liberty Mutual Insurance Company, is hereby authorized to appoint such attorneys-in-fact as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

That the By-law and the Authorization set forth above are true copies thereof and are now in full force and effect.

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Company and the corporate seal of Liberty Mutual Insurance Company has been affixed thereto in Plymouth Meeting, Pennsylvania this day of 15th day of June 2011.



LIBERTY MUTUAL INSURANCE COMPANY

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

COMMONWEALTH OF PENNSYLVANIA ss
COUNTY OF MONTGOMERY

On this 15th day of June, 2011, before me, a Notary Public, personally came David M. Carey, to me known, and acknowledged that he is an Assistant Secretary of Liberty Mutual Insurance Company; that he knows the seal of said corporation; and that he executed the above Power of Attorney and affixed the corporate seal of Liberty Mutual Insurance Company thereto with the authority and at the direction of said corporation.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at Plymouth Meeting, Pennsylvania, on the day and year first above written.



Notarial Seal
Teresa Pastella, Notary Public
Plymouth Twp., Montgomery County
My Commission Expires Mar. 28, 2013
Member, Pennsylvania Association of Notaries

By Teresa Pastella
Teresa Pastella, Notary Public

CERTIFICATE

I, the undersigned, Assistant Secretary of Liberty Mutual Insurance Company, do hereby certify that the original power of attorney of which the foregoing is a full, true and correct copy, is in full force and effect on the date of this certificate; and I do further certify that the officer or official who executed the said power of attorney is an Assistant Secretary specially authorized by the chairman or the president to appoint attorneys-in-fact as provided in Article XIII, Section 5 of the By-laws of Liberty Mutual Insurance Company.

This certificate and the above power of attorney may be signed by facsimile or mechanically reproduced signatures under and by authority of the following vote of the board of directors of Liberty Mutual Insurance Company at a meeting duly called and held on the 12th day of March, 1980.

VOTED that the facsimile or mechanically reproduced signature of any assistant secretary of the company, wherever appearing upon a certified copy of any power of attorney issued by the company in connection with surety bonds, shall be valid and binding upon the company with the same force and effect as though manually affixed.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seal of the said company, this 17th day of April, 2012.



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

Not valid for mortgage, note, loan, letter of credit, bank deposit, currency rate, interest rate or residual value guarantees.

To confirm the validity of this Power of Attorney call 1-610-832-8240 between 9:00 am and 4:30 pm EST on any business day.

CNA SURETY

Maryland Branch

Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

April 26, 2012

Re: Fort Myer Construction Corporation/I-395 HOV Ramp at Seminary Road, State
Project No. 0095-100-722, I395-100-736, Request for Qualifications No.
C00096261DB50

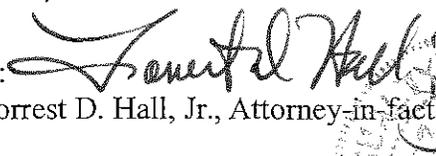
Dear Sir or Madam:

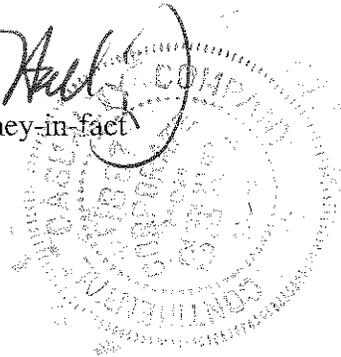
As surety for Fort Myer Construction Corporation, Western Surety Company and Continental Casualty Company, C N A companies, with A.M. Best Financial Strength Ratings of A and Financial Size Category of IX is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount 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.

Very truly yours,
Western Surety Company

Continental Casualty Company

By: 
Forrest D. Hall, Jr., Attorney-in-fact

By: 
Forrest D. Hall, Jr., Attorney-in-fact



Western Surety Company

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That WESTERN SURETY COMPANY, a South Dakota corporation, is a duly organized and existing corporation having its principal office in the City of Sioux Falls, and State of South Dakota, and that it does by virtue of the signature and seal herein affixed hereby make, constitute and appoint

Forrest D Hall Jr, Joseph G Delaney, Karen M Earp, Individually

of Potomac, MD, its true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on its behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

and to bind it thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of the corporation and all the acts of said Attorney, pursuant to the authority hereby given, are hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law printed on the reverse hereof, duly adopted, as indicated, by the shareholders of the corporation.

In Witness Whereof, WESTERN SURETY COMPANY has caused these presents to be signed by its Senior Vice President and its corporate seal to be hereto affixed on this 28th day of February, 2012.

WESTERN SURETY COMPANY

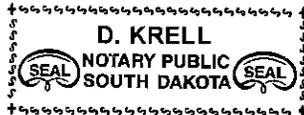


Paul T. Bruflat
Paul T. Bruflat, Senior Vice President

State of South Dakota }
County of Minnehaha } ss

On this 28th day of February, 2012, before me personally came Paul T. Bruflat, to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is the Senior Vice President of WESTERN SURETY COMPANY described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said corporation and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said corporation.

My commission expires
November 30, 2012



D. Krell
D. Krell, Notary Public

CERTIFICATE

I, L. Nelson, Assistant Secretary of WESTERN SURETY COMPANY do hereby certify that the Power of Attorney hereinabove set forth is still in force, and further certify that the By-Law of the corporation printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said corporation this 26th day of April, 2012.



WESTERN SURETY COMPANY

L. Nelson
L. Nelson, Assistant Secretary

Authorizing By-Law

ADOPTED BY THE SHAREHOLDERS OF WESTERN SURETY COMPANY

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the shareholders of the Company.

Section 7. All bonds, policies, undertakings, Powers of Attorney, or other obligations of the corporation shall be executed in the corporate name of the Company by the President, Secretary, and Assistant Secretary, Treasurer, or any Vice President, or by such other officers as the Board of Directors may authorize. The President, any Vice President, Secretary, any Assistant Secretary, or the Treasurer may appoint Attorneys in Fact or agents who shall have authority to issue bonds, policies, or undertakings in the name of the Company. The corporate seal is not necessary for the validity of any bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation. The signature of any such officer and the corporate seal may be printed by facsimile.

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company (herein called "the CNA Companies"), are duly organized and existing insurance companies having their principal offices in the City of Chicago, and State of Illinois, and that they do by virtue of the signatures and seals herein affixed hereby make, constitute and appoint

Forrest D Hall Jr, Joseph G Delaney, Karen M Earp, Individually

of Potomac, MD, their true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on their behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

and to bind them thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of their insurance companies and all the acts of said Attorney, pursuant to the authority hereby given is hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law and Resolutions, printed on the reverse hereof, duly adopted, as indicated, by the Boards of Directors of the insurance companies.

In Witness Whereof, the CNA Companies have caused these presents to be signed by their Senior Vice President and their corporate seals to be hereto affixed on this 19th day of July, 2011.



Continental Casualty Company
National Fire Insurance Company of Hartford
American Casualty Company of Reading, Pennsylvania

Signature of Stathy Darcy
Stathy Darcy Senior Vice President

State of Illinois, County of Cook, ss:

On this 19th day of July, 2011, before me personally came Stathy Darcy to me known, who, being by me duly sworn, did depose and say: that she resides in the City of Glenview, State of Illinois; that she is a Senior Vice President of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company described in and which executed the above instrument; that she knows the seals of said insurance companies; that the seals affixed to the said instrument are such corporate seals; that they were so affixed pursuant to authority given by the Boards of Directors of said insurance companies and that she signed her name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance companies.



My Commission Expires September 17, 2013

Signature of Eliza Price
Eliza Price Notary Public

CERTIFICATE

I, Mary A. Ribikawskis, Assistant Secretary of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that the By-Law and Resolution of the Board of Directors of the insurance companies printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said insurance companies this 26th day of April, 2012.



Continental Casualty Company
National Fire Insurance Company of Hartford
American Casualty Company of Reading, Pennsylvania

Signature of Mary A. Ribikawskis
Mary A. Ribikawskis Assistant Secretary

Authorizing By-Laws and Resolutions

ADOPTED BY THE BOARD OF DIRECTORS OF CONTINENTAL CASUALTY COMPANY:

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the Board of Directors of the Company.

"Article IX—Execution of Documents"

Section 3. Appointment of Attorney-in-Fact. The Chairman of the Board of Directors, the President or any Executive, Senior or Group Vice President may, from time to time, appoint by written certificates attorneys-in-fact to act in behalf of the Company in the execution of policies of insurance, bonds, undertakings and other obligatory instruments of like nature. Such attorneys-in-fact, subject to the limitations set forth in their respective certificates of authority, shall have full power to bind the Company by their signature and execution of any such instruments and to attach the seal of the Company thereto. The Chairman of the Board of Directors, the President or any Executive, Senior or Group Vice President or the Board of Directors, may, at any time, revoke all power and authority previously given to any attorney-in-fact."

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company at a meeting duly called and held on the 17th day of February, 1993.

"Resolved, that the signature of the President or any Executive, Senior or Group Vice President and the seal of the Company may be affixed by facsimile on any power of attorney granted pursuant to Section 3 of Article IX of the By-Laws, and the signature of the Secretary or an Assistant Secretary and the seal of the Company may be affixed by facsimile to any certificate of any such power and any power or certificate bearing such facsimile signature and seal shall be valid and binding on the Company. Any such power so executed and sealed and certified by certificate so executed and sealed shall, with respect to any bond or undertaking to which it is attached, continue to be valid and binding on the Company."

ADOPTED BY THE BOARD OF DIRECTORS OF AMERICAN CASUALTY COMPANY OF READING, PENNSYLVANIA:

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the Board of Directors of the Company.

"Article VI—Execution of Documents"

Section 3 Appointment of Attorney-in-Fact. The Chairman of the Board of Directors, the President or any Executive or Senior Vice President may, from time to time, appoint by written certificates attorneys-in-fact to act in behalf of the Company in the execution of policies of insurance, bonds, undertakings and other obligatory instruments of like nature. Such attorneys-in-fact, subject to the limitations set forth in their respective certificates of authority, shall have full power to bind the Company by their signature and execution of any such instruments and to attach the seal of the Company thereto. The Chairman of the Board of Directors, the President or any Executive or Senior Vice President or the Board of Directors may at any time revoke all power and authority previously given to any attorney-in-fact."

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company at a meeting duly called and held on the 17th day of February, 1993.

"Resolved, that the signature of the President or any Executive, Senior or Group Vice President and the seal of the Company may be affixed by facsimile on any power of attorney granted pursuant to Section 2 of Article VI of the By-Laws, and the signature of the Secretary or an Assistant Secretary and the seal of the Company may be affixed by facsimile to any certificate of any such power and any power or certificate bearing such facsimile signature and seal shall be valid and binding on the Company. Any such power so executed and sealed and certified by certificate so executed and sealed shall, with respect to any bond or undertaking to which it is attached, continue to be valid and binding on the Company."

ADOPTED BY THE BOARD OF DIRECTORS OF NATIONAL FIRE INSURANCE COMPANY OF HARTFORD:

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the Board of Directors of the Company.

"Article VII—Execution of Documents"

Section 3. Appointment of Attorney-in-Fact. The Chairman of the Board of Directors, the President or any Executive or Senior Vice President may, from time to time, appoint by written certificates attorneys-in-fact to act in behalf of the Company in the execution of policies of insurance, bonds, undertakings and other obligatory instruments of like nature. Such attorneys-in-fact, subject to the limitations set forth in their respective certificates of authority shall have full power to bind the Company by their signature and execution of any such instruments and to attach the seal of the Company thereto. The Chairman of the Board of Directors, the President or any Executive, Senior Vice President or the Board of Directors, may, at any time, revoke all power and authority previously given to any attorney-in-fact."

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company at a meeting duly called and held on the 17th day of February, 1993.

"RESOLVED: That the signature of the President, an Executive Vice President or any Senior or Group Vice President and the seal of the Insurance Company may be affixed by facsimile on any power of attorney granted pursuant to the Resolution adopted by this Board of Directors on February 17, 1993 and the signature of a Secretary or an Assistant Secretary and the seal of the Insurance Company may be affixed by facsimile to any certificate of any such power, and any power or certificate bearing such facsimile signature and seal shall be valid and binding on the Insurance Company. Any such power so executed and sealed and certified by certificate so executed and sealed, shall with respect to any bond or undertaking to which it is attached, continue to be valid and binding on the Insurance Company."

APPENDIX G

SCC / DPOR INFO.

ATTACHMENT 3.2.10

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

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
United Infrastructure Group, Inc.	F145781-3	Professional Corporation	Active				
Fort Myer Construction Corporation	0150814-2	Professional Corporation	Active	2237 33rd St NE Washington, DC 20018	Contractor Type A	2701 015396	08-31-12
T.Y. Lin International	F038827-4	Professional Corporation	Active	5285 Shawnee Rd, Suite 210 Alexandria, VA 22312	ENG	0405 000362	12-31-13
Greenhorne & O'Mara	F051099-2	Professional Corporation	Active	6110 Frost Pl Laurel, MD 20707	ENG	0407 005462	12-31-13
				4460 Brookfield Corporate Drive Suite G Chantilly, VA 20151	ENG	0411 000598	02-28-14
Haley & Aldrich	F108818-8	Professional Corporation	Active	10800 Midlothian Tnpk Suite 310 Richmond, VA 23235	ENG	0411 000611	02-28-13
				7926 Jones Branch Drive, Suite 870 McLean, VA 22102	ENG	0407 003076	12-31-14
Infrastructure Consulting Engineers	T048243-2	PLLC	Active	3900 Westerre Pkwy Suite 300 Richmond, VA 23233	ENG	0413 000376	12-31-13
DIW Group, Inc. (dba: Specialized Engineering)	F128190-8	Foreign Corporation	Active	4845 International Blvd., #104, Frederick, MD 21703	ENG	0407 004748	12-31-13

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
Iteris, Inc.	F161054-4	Professional Corporation	Active	107 Carpenter Dr Suite 230 Sterling, VA 20164	ENG	0407 005884	12-31-13
Professional Services Industries, Inc.	F044982-9	Professional Corporation	Active	2930 Eskridge Rd Suite A Fairfax, VA 22031	ENG	0411 000149	2-28-14
Larson / Koenig Architects, LLC	S041704-0	LLC	Active	2107 Mt Vernon Ave Suite 200 Alexandria, VA 22301	ARC	0407 003909	Registered since 1999 - renewal pending
Payne Ross & Devins, Inc.	02336782	Professional Corporation	Active	n/a			

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
United Infrastructure Group	Elham Farzam	Columbia, SC	PO Box 5805 Columbia, SC 29250	PE	032754	6-30-12
DIW Group, Inc. (dba: Specialized Engineering)	Charles Mitchell	Frederick, MD	21601 Avens Court Broadlands, VA 20148	PE	020050	7-31-13
T.Y. Lin International	Santiago Rodriguez	Alexandria, VA	5285 Shawnee Rd, Suite 210 Alexandria, VA 22312	PE	034240	10-31-12
T.Y. Lin International	Amir Arab	Alexandria, VA	13314 Hound Run Dr Fairfax, VA 22033	PE	042390	5-31-12
Greenhorne & O'Mara	Evelyn Jones	Midlothian, VA	321 Northbrooke Ave Suffolk, VA 23434	Real Estate Appraiser	4001 003487	11-30-13

APPENDIX H

SUPPORTING DOCS

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That United Infrastructure Group, Inc., a corporation incorporated under the law of South Carolina, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on February 1, 2001; and

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

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

April 17, 2012

Joel H. Peck

Joel H. Peck, 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 FORT MYER CONSTRUCTION CORPORATION is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is February 11, 1974;

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:
December 1, 2011*

Joel H. Peck

Joel H. Peck, Clerk of the Commission

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, August 5, 2009

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

T.Y. Lin International, Incorporated (Used in VA by: T.Y. Lin International)

Qualification Date: June 29, 1981

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



State Corporation Commission

Attest:

Joel H. Beck

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, April 25, 2011

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

GREENHORNE & O'MARA, INC.

**(Formerly known as G & O VIRGINIA, INC. (USED IN VA. BY:
GREENHORNE & O'MARA, INC.)**

(Date of qualification – May 30, 1986)

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



State Corporation Commission

Attest:

Joel H. Peck
Clerk of the Commission

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, October 24, 1991

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

HALEY & ALDRICH, INC.

a corporation organized under the laws of MASSACHUSETTS 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

F102218-3

Clerk of the Commission

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, November 1, 2011

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

Infrastructure Consulting & Engineering, PLLC

a limited liability company organized under the laws of SOUTH CAROLINA and the said company is authorized to transact business in Virginia, subject to all Virginia laws applicable to the company and its business.



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission



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Business Entities

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Additional Services

Welcome to SCC eFile Business Entity Details

DIW GROUP, INC.

SCC ID: F1281908
 Business Entity Type: Foreign Corporation
 Jurisdiction of Formation: MD
 Date of Formation/Registration: 1/30/1997
 Status: Active
 Shares Authorized: 2000000

Principal Office

4845 INTERNATIONAL BLVD.
 #104
 FREDERICK MD 21703

Registered Agent/Registered Office

CHARLES MITCHELL
 21601 AVENS CT
 ASHBURN VA 20148
 LOUDOUN COUNTY 153
 Status: Active
 Effective Date: 1/30/1997

Screen ID: e1000

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- Quickly access online filing history

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Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, December 13, 2004

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

Iteris, Inc.

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



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That PROFESSIONAL SERVICE INDUSTRIES, INC., a corporation incorporated under the law of Delaware, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on February 23, 1984; and

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

Nothing more is hereby certified.

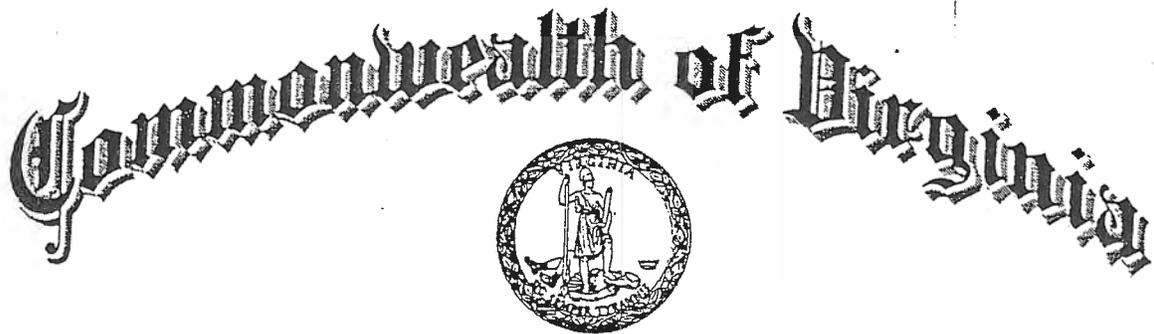


Signed and Sealed at Richmond on this Date:

October 26, 2011

Joel H. Peck

Joel H. Peck, Clerk of the Commission



STATE CORPORATION COMMISSION

Richmond, September 16, 1982

This is to Certify that the certificate of incorporation of
Payne, Ross and Devins, 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 the laws of the State applicable to
the corporation and its business.*

State Corporation Commission

William C. [Signature]
Chief of the Commission

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, September 23, 1999

This is to Certify that a certificate of organization of

LARSON/KOENIG ARCHITECTS, 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 the laws of the State applicable to the company and its business.



State Corporation Commission

Attest:

Joel H. Peck

Clerk of the Commission

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
08-31-2012

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 887-8500

NUMBER
2701-045896A

BOARD FOR CONTRACTORS
CLASS A CONTRACTORS LICENSE

FORT MYER CONSTRUCTION CORP

2237 33RD ST NE

WASHINGTON DC 20018 1594

CLASSIFICATIONS ELE BLD H/H

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.



Gordon N. Dixon
Gordon N. Dixon, Director

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

NUMBER
0405000362

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

PROFESSIONS: ENG

T Y LIN INTERNATIONAL
5285 SHAWNEE RD
SUITE 210
ALEXANDRIA, VA 22312



Gordon N. Dixon
Gordon N. Dixon, Director

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

(POCKET CARD)

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
0407005462

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

PROFESSIONS: ENG

GREENHORNE & O'MARA INC
120 S CENTRAL AVE
ATTN: CT CORP
CLAYTON, MO 63105



Gordon N. Dixon
Gordon N. Dixon, Director

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Virginia **DPOOR** DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION

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APELSCIDLA Business License

APELSCIDLA Business License	
BUSINESS NAME:	GREENHORNE & O MARA INC.
TRADING NAME:	
ADDRESS:	10800 MIDLOTHIAN TNPK STE 310 RICHMOND, VA 23235-0000
BUSINESS TYPE:	BUS ENTITY BRANCH OFFICE
REGISTRATION NO.:	0411000611
INITIAL CERTIFICATION DATE:	JULY 20, 2009
EXPIRATION DATE:	FEBRUARY 28, 2014

For the professions offered by this office, please see below.

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

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Virginia **DPOOR** DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION

Home > APELSCIDLA Business License Contact Us |

APELSCIDLA Business License

APELSCIDLA Business License	
BUSINESS NAME:	GREENHORNE & O MARA INC.
TRADING NAME:	
ADDRESS:	4460 BROOKFIELD CORPORATE DRIV SUITE G CHANTILLY, VA 20151-0000
BUSINESS TYPE:	BUS ENTITY BRANCH OFFICE
REGISTRATION NO.:	0411000598
INITIAL CERTIFICATION DATE:	
EXPIRATION DATE:	FEBRUARY 28, 2014

For the professions offered by this office, please see below.

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

**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 0407003076
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**BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION**

PROFESSIONS: ENG

HALEY & ALDRICH, INC
7926 JONES BRANCH DRIVE
SUITE 870
MC LEAN, VA 22102



Gordon N. Dixon
Gordon N. Dixon, Director

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

12-31-2013

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

NUMBER

0413000376

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
PROFESSIONAL LIMITED LIABILITY COMPANY

PROFESSIONS: ENG

INFRASTRUCTURE CONSULTING & ENGINEERING, PLLC
3900 WESTERRE PKWY
STE 300
RICHMOND, VA 23233



Gordon N. Dixon
Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

12-31-2013

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

NUMBER

0407004748

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

PROFESSIONS: ENG

DIW GROUP INC
SPECIALIZED ENGINEERING
4845 INTERNATIONAL BLVD
#104
FREDERICK, MD 21703



Gordon N. Dixon
Gordon N. Dixon, Director

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER
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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

12-31-2013

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

NUMBER

0407005884

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

PROFESSIONS: ENG

ITERIS, INC
107 CARPENTER DR
STE 230
STERLING, VA 20164



Gordon N. Dixon
Gordon N. Dixon, Director

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
02-28-2014

NUMBER
0411000149

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

PROFESSIONS: ENG

PROFESSIONAL SERVICE INDUSTRIES INC
2930 ESKRIDGE RD
SUITE A
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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
06-30-2012

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

NUMBER
0402032754

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

ELHAM FARZAM
PO BOX 5805
COLUMBIA, SC 29250-5805



Gordon N. Dixon
Gordon Dixon, Director

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

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
07-31-2013

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

NUMBER
0402020050

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

CHARLES ROBERT MITCHELL
21601 AVENS COURT
BROADLANDS, VA 20148



Gordon N. Dixon
Gordon N. Dixon, Director

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER
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(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
10-31-2013

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

NUMBER
0402034240

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

SANTIAGO RODRIGUEZ-GOMEZ
T Y LIN INTERNATIONAL
5285 SHAWNEE ROADVE
SUITE 210
ALEXANDRIA, VA 22312



Gordon N. Dixon
Gordon N. Dixon, Director

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER
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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
05-31-2012

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

NUMBER
0402042390

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

AMIR AHMAD ARAB
13314 HOUND RUN DR
FAIRFAX, VA 22033



Jan W. DeBoer
Jan W. DeBoer, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
08-31-2013

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

NUMBER
4008 001550

REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION

GREENHORNE & O'MARA INC
10800 MIDLOTHIAN TURNPIKE SUITE 310
RICHMOND VA 23235



Gordon N. Dixon
Gordon N. Dixon, Director

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APPENDIX I

KEY RESUMES

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: ELHAM FARZAM, PE Vice President
b. Project Assignment: Design-Build Project Manager
c. Name of Firm with which you are now associated: 
d. Years experience: With this Firm <u>1.25</u> Years With Other Firms <u>28</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): June 1984 – December 2010, Senior Vice President / Partner The LPA Group Incorporated: Began as Project Engineer designing structures, highways, and aviation projects and rose through the rank into project management, business line manager and ultimately as the senior vice president responsible for marketing, management and pursuit of nearly \$75-95 Million of consulting fees on an annual basis working on major program management, construction management, as well as, pursuit and execution of design-build and PPTA Projects ranging in size from \$2 Million to over \$500 Million. Jan 2011 to Present VP - Business and Project Development United Infrastructure Group: Working closely with internal engineering staff, outside engineering firms, estimating group and construction contractor partners, pursuing, executing and managing design-build and PPTA projects throughout the Mid-Atlantic and Southeast US. Mr. Farzam has over thirty (30) years experience in the planning, project development, project / program management, preliminary / final design, construction, traditional bid-build as well as alternate project delivery of highway and bridge projects including PPP, Design-Build, Design-Build-Finance and CM @ Risk. His construction experience starting in 1984 includes construction layout, resident engineering, construction manager, estimator and expert witness in claims and scheduling coupled with his experience as a bridge engineer brings a unique ability to United Infrastructure Group and project team allowing him to fully understand a project from a perspective of constructability as well as engineering functionality.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: NC State University / MS / 1984 / Civil Engineering - Structures NC State University / BS / 1981 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1998 / Professional Engineer / VA Registration # 0402032754

- g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*
 2. *Note whether experience is with current firm or with other firm.*
 3. *Provide beginning and end dates for each assignment.*

(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)

MoDOT Safe & Sound Program, MO

Deputy Design-Build Project Manager for this \$487 Million Project involving replacement of 554 bridges throughout the State of Missouri. This is one of a kind system-wide “bundled” bridge replacement program. The total closure days at each site must be 45 days or less on average. Anticipated major quantities include: 368,500 LF of piling; 492,800 LF of prestressed, precast concrete beams; 8,040,000 LB of structural steel; 43,000 CY of structural concrete with 8,509,000 LB of reinforcing steel. Project has received several awards and accolades for its innovative approach in project delivery and design-build contracting. Mr. Farzam’s role on this project is complete. As of Dec. 31, 2011, 437 bridges have been replaced and the program is on target to be completed by the December 2012, more than a year ahead of schedule. (UIG, June 2009 – Dec.2012)

Skidaway Narrows Bridge, Chatham County, GA

Design-Build Project Manager. This bridge replacement project is a 3,000-foot long, \$22.5 Million design-build project over Atlantic Intracoastal Waterway (AIWW). This project involves 1.25 miles of roadway construction and includes the replacement of an existing 2 lane bascule bridge over the Skidaway Narrows/Intracoastal Waterway with a new high level 2-lane bridge and approaches. United leads the Design-Build Team and provides the contractual relationship with GDOT, in addition to being responsible for all construction services, including roadway, maintenance of traffic, bridge and wall construction, drainage, erosion and sediment control, and grading. Mr. Farzam’s role in the project is limited at this time and will be ending completely in August. (UIG, Jan 2009 – Aug 2012)

I-85 Widening, Mecklenburg County, NC

Project Director for Widening of an 8-mile section of I-85 from US 29/NC 49 Connector to Charlotte Speedway from a 4-lane to 9/10-lane section (median and outside shoulder) with an estimated cost of \$84 Million. Project received several innovation and quality awards from regional and national trade organization in including Southeastern Construction and Carolinas AGC. (LPA, Jan 2004 – Dec 2007)

I-85 Widening, Rowan County, NC

Project Director for widening of a 4-mile section of I-85 to an 8-lane section (median and outside shoulder) with an estimated cost of \$88 Million. Project received several innovation and quality awards from regional and national trade organization in including Southeastern Construction and Carolinas AGC. (LPA, Jan 2005 – Dec 2008)

US 64 Knightdale Bypass, Wake County, NC

The Project consists of a new 10-mile section of the US 64 Bypass east of Raleigh, NC at a cost of \$131 Million with North Carolina Constructors, LLC (JV of Flatiron and Lane Construction). As Design Manager Mr. Farzam was very instrumental in overseeing the development of plans and quantities as well as the Technical and Cost Proposal for this project. The design of this project was completed in less than eight (8) months including twenty eight (28) structures and three (3) major roadway packages. Project received several innovation and quality awards from regional and national trade organization in including Southeastern Construction and Carolinas AGC. (LPA, Jan 2003 – Dec 2006)

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: CHARLES R. MITCHELL, PE
b. Project Assignment: Quality Assurance Manager
c. Name of Firm with which you are now associated: 
d. Years experience: With this Firm <u>16</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.): 1984 – 1996 – Branch Manager w/ Froehling & Robertson: Served as managing professional of engineering, construction testing and inspections, laboratory testing, and drilling for northern Virginia branch location. 1996 – Current – Vice President and Principal w/ Specialized Engineering: Serves as lead engineering professional and Quality Assurance Manager firm-wide. Provides overall contract project management in accordance with project plans and specifications and local, county, state regulatory requirements.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: George Washington University, Washington, DC / MS / 1991 / Engineering Management West Virginia University, Morgantown, WV / BS / 1984 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1989 / Professional Engineer / VA Registration #0402 020050
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) Maryland Intercounty Connector (ICC) – A, B & C The Intercounty Connector (ICC) links existing and proposed development areas between the I-270/I-370 and I-95/US 1 corridors within central and eastern Montgomery County and northwestern Prince George's County with a state-of-the-art, multi-modal east-west highway that limits access and accommodates the movement of passengers and goods. Mr. Mitchell is serving as Specialized Engineering's Principal In-Charge and QA officer. His responsibilities include contract negotiations, attending site meetings, reviewing test results, ensuring that the project is being constructed in accordance with specifications, invoicing and principal level management. (SE, 2008-2011)

State Highway Administration Open-end Materials Testing, Statewide (Maryland)

The Maryland State Highway Administration (SHA) awarded Specialized Engineering this contract consecutively since 2006, providing Materials Testing for concrete, soils, hot-mix asphalt, binder, emulsion and aggregates for the Office of Materials Technology (OMT). Specialized Engineering is performing the full array of materials tests required by OMT at its two AASHTO accredited Maryland laboratories, and at MBE subcontractor EBA's laboratory. Mr. Mitchell is currently serving as QA, Contract Manager and Laboratory Manager of the Frederick area laboratories. Along with Quality Assurance his responsibilities include oversight of Specialized Engineering's Frederick laboratory, invoicing, contract negotiations, attending monthly meetings, attending Partnering sessions, attending HMA pay factor meetings, reviewing test results, and maintaining laboratory accreditations. Mr. Mitchell has been instrumental in Specialized Engineering's achievement of 99.9% turnaround time success with HMA box samples in 2008 and 2009 (through June). At no additional cost to SHA in May 2009 Mr. Mitchell was able to reduce turnaround times on HMA box samples to less than the 5-day contractual requirement. (SE, 2006 – ongoing)

Multiple Runway, Building, Roadway and Bridge Improvement Projects, National Airport and Dulles International Airport – MWAA

Mr. Mitchell served in various capacities during major construction phases at National and Dulles Airports. He provided quality assurance of inspections and testing for concrete, caisson foundations and structural steel during construction of the International Arrival Facility (FIS) building at Dulles. He was the Principal Engineer-in-Charge of more than 20 MWAA projects, including night runway pavement projects at National, a bridge flyover of the Dulles Access Road (constructed in accordance with VDOT guidelines), and construction of new taxiway aprons. (F&R, 1986-1996)

Dulles Toll Road Extension (DTRE), now the Dulles Greenway

Mr. Mitchell served as the Principal Engineer-in-Charge for the eastern third of the original construction of the Dulles Toll Road Extension (now the Dulles Greenway), the first privately financed toll road constructed under the Virginia Highway Corporation Act of 1988. This section of the privately funded toll road represents \$41 million in construction and includes 3 miles of roadway, 13 bridges, and 8 high-speed ramps. Mr. Mitchell provided quality assurance for the materials testing and inspections for soil, concrete, and asphalt in accordance VDOT specifications. (F&R, 1992-1996)

Battlefield Parkway

The Battlefield Parkway project consists of a 1,208-meter section of new lane roadway as well as an over 400-meter four lane bridge. Specialized Engineering provided geotechnical consulting services and was also responsible for performing inspection and testing services which included concrete laboratory testing, soil density testing, base stone density testing, asphalt density testing, concrete field testing and sampling, foundation bearing capacity, reinforcing steel inspections, poof roll inspections, and monitoring undercuts and excavation. Specialized Engineering also performed soils permeability of the Storm Water Management (SWM) pond and concrete permeability of the new bridge. Mr. Mitchell serviced as the Principal Engineer-In-Charge. His responsibilities include contract negotiations, attending site meetings, reviewing test results, ensuring that the project is being constructed in accordance with specifications and Virginia Department of Transportation (VDOT regulations and specifications, invoicing and principal level management. (SE, 2008-2009)

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: SANTIAGO RODRIGUEZ, SE, PE Associate Vice President
b. Project Assignment: Design Manager
c. Name of Firm with which you are now associated: TYLIN INTERNATIONAL
d. Years experience: With this Firm <u>21</u> Years With Other Firms <u>4</u> Years Please list chronologically your employment history, position and general experience or fields of practice for the last fifteen(15) years: 1990-1992 - Design Engineer w/ TYLI: Responsible for aiding in the planning and design of Transportation related projects, including Project Studies and plans, specifications, and estimate (PS&E) documents. 1993-1997 - Project Engineer w/ TYLI: Responsible for planning and scheduling of engineering work and performing more advanced design in the field of bridge engineering. 1998 - 2004 - Senior Project Engineer w/ TYLI: Lead Design Engineer and Project Manager for transportation structures. Responsible for project delivery and technical expertise related to bridge design. Served as Lead QA/QC reviewer and Independent Checker for bridge projects. 2005 – Present - Senior Associate w/ TYLI: Structural Technical Leader and Project Manager for the Design of Transportation Projects. Supervisor and mentor for junior engineers. 2006 - Present - Associate Vice President w/ TYLI: Project Manager for multidisciplinary design teams including Design-Bid-Build and Design-Build procurement. Managed design teams and subconsultants working on accelerated design schedules. QA/QC Manager for bridge projects. Santiago Rodriguez has 23 years of design experience in transportation projects including concept development, type studies, and preparation of contract documents. During the last 13 years he has worked in Virginia and he is very familiar with VDOT's policies and procedures and he has managed the design of complex bridge and roadway projects. Mr. Rodriguez has also extensive experience with the Design-Build delivery method; both as a consultant to the owner and as designer within design build teams. His Design Management experience and knowledge of the VDOT procedures makes him well prepared to manage the design.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Princeton University, Princeton, NJ / MSE / 1990, / Structural Engineering Polytechnic University, Madrid, Spain / BS, MS / 1986 / Civil and Structural Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1992 / Professional Engineer / VA Registration #0402 034240

- g. Document the extent and depth of experience and qualifications relevant to the Project.
1. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*
 2. *Note whether experience is with current firm or with other firm.*
 3. *Provide beginning and end dates for each assignment.*

(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)

I-64 Widening, Kanawha County, WV

Project Manager responsible for the widening of approx. 4.35 miles along I-64 near Charleston. The design and construction services included the ramp realignment of 3 interchanges, widening and redecking of 13 bridges, reconstruction in place of one bridge, study and design of a major bridge spanning the Kanawha River on a new alignment, rehabilitation of the existing Kanawha River Bridge, detailed maintenance of traffic plans, storm drainage, final signing and pavement marking plans, and right of way plans. The project is split into nine construction contract on a fast track schedule. Project subconsultants within the design team included geotechnical, surveying, lighting and electrical. The total construction cost for was \$150 Million. (TYLI, 2005-2011).

Indian River Inlet Bridge (Design-Build), Bethany Beach, Delaware

Mr. Rodriguez was the Project Manager for TYLI acting as the Owner's consultant for the Design-Build Procurement, Design and Construction of a 1,000-foot span cable-stayed concrete bridge. The project included the review or the RFP. Review of proposals from design-Build Teams, design review of the selected proposal and construction engineering and inspection during construction. The project scope included bridge engineering, roadway design, geotechnical and electrical engineering.

The current Indian River Inlet Bridge on SR 1 provides a critical link on the Eastern seaboard between Bethany Beach and Dewey Beach. Due to severe scour experienced in the area, the bridge was scheduled for replacement with a new structure that will have an overall length of 2,600 feet and a main span of 1,000 feet. The segmental cable-stayed main span unit allows the bridge to cross the inlet without any piers in the water and provides for the future potential widening of the inlet. (TYLI, 2006-2011)

Veteran's Memorial Bridge (Design-Build), Portland to South Portland, ME

Mr. Rodriguez served as QA/QC Manager for the independent design check of a seven span, dual-segmental box girder bridge replacement. This bridge replacement project was awarded through a design-build contract which included a new alignment, interchange coordination, widening of a separate bridge, and large coordination efforts among civil engineering disciplines. Primary responsibilities included managing the independent design team to verify compliance with the contract requirements. (TYLI, 2010 – 2011)

I-95 / Route 1 Interchange, Alexandria, VA

Design Manager for the I-95 / Route 1 Interchange segmental alternative. This interchange was part of the Woodrow Wilson Memorial Bridge replacement project, and included design improvements to the existing interchange to accommodate the new 12-lane Beltway configuration. The three-level interchange features extensive construction staging and requires maintenance of eight lanes of Beltway traffic at all times. Other project constraints included tight right-of-way restrictions and construction in wetlands, waterways, and tidal flats. Mr. Rodriguez led the design team that developed a segmental concrete alternate with more than 700,000 square feet of bridges. He was a Technical Advisor for the design of the girder bridges selected for construction. (TYLI, 1999-2008)

Bridges over Chechessee and Broad Rivers (Design-Build), Beaufort/Jasper Counties, SC

As Design Manager Mr. Rodriguez developed the preliminary design for these two bridges in this design build project. The bridges have a total of 73 spans designed with precast girders. Typical span length is 147 ft, the main span is 180 ft long. (TYLI, 1999)

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: BIJAN H. NADERI Senior Project Manager
b. Project Assignment: Construction Manager
c. Name of Firm with which you are now associated: 
d. Years experience: With this Firm <u>12</u> Years With Other Firms <u>32</u> Years Please list chronologically your employment history, position and general experience or fields of practice for the last fifteen(15) years: 1968 - 1996 - Assistant Project Manager: <ul style="list-style-type: none">• J.A.Boyd & Associates – Scheduler (proving CPM Service to contactors)• Jacobs Associates – Designer (design of temporary structure services to contractors)• Horn Construction Co. – Designer (designing temporary structure for projects)• Perini Corporation – Project Engineer (Field Engineer at Shady Grove Metro Station in MD)• Bavand Consultants Engineers – Project Manager (managing numerous project in Tehran) 1997 – 1999 - Project Manager w/ Industrial Construction Corporation (Gaithersburg, MD): Field Management of rehabilitation of Endor Bridge and related approach road project. 1999-current - Senior Project Manager w/ Fort Myer Construction Corporation (FMC) (Washington, DC): Responsible for providing managerial, technical, and administrative support for assigned projects. Also responsible to coordinate with regulatory agencies, sub-contractors, contract compliance, scheduling, change order negotiation and issuance, and invoicing.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: San Jose State University, CA / BS / 1973 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Bijan Nader will hold all necessary certifications prior to the commencement of construction.
g. Document the extent and depth of experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) Southwest Freeway, Washington, DC Project Manager for the large scale highway and bridge construction project which included reconstruction of 1.5 miles of divided highway, including six bridges and the construction of a new bridge. Project Management duties included scheduling, technical support, material submittals and ordering, and coordination with Subcontractors and field staff. (FMC, 1999 – 2002)

Rehabilitation of Anacostia Freeway, Washington, DC

Project Manager for 2 Phase construction of reconstruction of the 1 mile of roadway, rehabilitation of 2 bridges (substructures & superstructures) and construction of retaining walls (reinforced concrete with form liner) Other work included a new 16" water line and storm drain system, street lighting/traffic signal system, and three art structures with special lighting. As PM performed duties such as scheduling, technical support, material submittals and ordering, and coordination with Subcontractors and field staff which lead to minimized delays to nearly 130,000 daily commuters by employing a movable barrier system to maintain three lanes in one direction at any time during construction. (FMC, 2002 – 2004)

Reconstruction of Kenilworth Avenue, Washington, DC

Senior Project Manager for 5 Phase construction which included rehabilitation of 3 bridges (substructures & superstructures) and construction of over 1500 linear feet of cast-in-place concrete retaining walls with architectural stone liner finish, and full depth widening and resurfacing of nearly 2 miles of the Anacostia Freeway. Innovative roadway elements were utilized in this project, including overhead variable message signs and weigh-in-motion stations. As PM performed duties including scheduling, technical support, material submittals and ordering, and coordination with Subcontractors and field staff. (FMC, 2007 – 2009)

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: AMIR ARAB, PhD, PE Senior Structural Engineer
b. Project Assignment: Lead Structural Engineer
c. Name of Firm with which you are now associated: TYLIN INTERNATIONAL
d. Years experience: With this Firm <u>3</u> Years With Other Firms <u>12</u> Years Please list chronologically your employment history, position and general experience or fields of practice for the last fifteen(15) years: 1995 – 1997 – Graduate Research Assistance w/ Southern Illinois University - Edwardsville: Research assistance for development of a finite element procedure to investigate the rules and regulations of steel coil truck transport in the state of Illinois, using ABAQUS finite element modeling and nonlinear time history analysis. 1997 – 2004 – Project Engineer w/ Horner & Shifrin, Inc. (St. Louis, MO): Served as Project Engineer responsible for a variety of structural analysis and design tasks including design of bridges, buildings, and special structures in addition to finite element modeling and seismic design/retrofit of new and existing structures. 2004 – 2005 – Civil Engineer II w/ The Department of President - Board of Public Service (BPS) (City of St. Louis, MO): Served Civil Engineer II with the following responsibilities: i) Technical Review of design and construction bid documents prepared by engineering consultants, ii) Design and preparation of construction documents for civil and structural engineering projects completed by the BPS Design Division, iii) Performing feasibility studies and preparation of project reports during planning and programming phase, iv) Participating in development of quality control procedures for engineering projects, v) Performing routine and special bridge inspections, and vi) Performing structural evaluation of buildings and other facilities owned by the City of St. Louis, Missouri. 2005 – 2006 – Senior Structural Engineer w/ Site-Blauvelt Engineers, a TRC Company (Vienna, VA): Served as Senior Structural Engineer with the following responsibilities: i) National Practice Leader for Seismic Design firm wide, ii) Senior level technical management and execution of projects, iii) Performing finite element analysis of conventional and complex bridges and special structures, and iv) QA/QC Branch Manager . 2006 – 2009 – Senior Structural Engineer w/ HDR, Inc. (Alexandria, VA): Served as Senior Structural Engineer responsible for variety of tasks including: i) Seismic engineering, ii) Toll-Way structures, iii) Design, rating and rehabilitation of railroads structures including existing trusses, and iv) Design of various tasks pertaining to highway structures including sign structures and fiber reinforced concrete deck slabs. 2009 – current – Senior Structural Engineer w/ TYLI: The Senior Structural Engineer will perform and oversee structural design and analysis for bridge and transportation related structures in accordance with design specifications and guidelines and manage production of contract documents including plans, specifications, quantities, and cost estimates. 2009 – current - Project Manager w/ TYLI: Serve as lead staff person and provide management and coordination for the design and construction support phases of transportation projects. Amir Arab, PE joined T.Y. Lin in 2009 with 12 years of industry tenure with professional experience in structural engineering and managing various technical task groups, ranging from single span bridges to major landmark structures. Experienced with design, rating, and rehabilitation of vehicular and pedestrian bridges, including complex truss configurations, bascular bridges, and fracture critical structures.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: George Washington University, Washington, DC / PhD / 2012 / Structural Engineering with Minor in Engineering Mechanics and Applied Sciences Southern Illinois University, Edwardsville, IL / MS / 2001 / Structural Engineering Southern Illinois University, Edwardsville, IL / BS / 1995 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2006 / Professional Engineer / VA Registered #0402 042390

- g. Document the extent and depth of experience and qualifications relevant to the Project.
1. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*
 2. *Note whether experience is with current firm or with other firm.*
 3. *Provide beginning and end dates for each assignment.*

(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)

Rehabilitation of New York Ave, Washington, DC

Project Manager for the superstructure replacement and substructure rehabilitation of the existing West and East Bound bridges located at New York Avenue, spanning over Amtrak, CSX transportation and WMATA railroads. TYLI provided an innovative design that would address issues such as improved constructability and schedule compressions while achieving cost effectiveness. The proposed design includes retrofitting and re-engaging the existing substructure and foundations units to support a new multi-girder superstructure system with post-tensioned precast concrete panels with deck cantilevers over 12 feet. In addition to the structural complexities, other challenges include the maintenance of traffic, coordination with railroad, and the complex geometric layout of the existing structure. (TYLI, 2010-2013 est.)

VDOT, Proposed Bridge Replacement on CSX Transportation Railroad Over Route 340 (North Delphine Avenue)

Sr. Structural Lead. Mr. Arab led a Value Engineering Team for Abernathy Construction Corporation for this project. The value engineering included reducing the three-span structure as originally proposed by the Engineer of Record to a single thru-plate girder system. The new abutments were constructed behind the existing abutment, eliminating any significant interruption to Delphine Avenue. (HDR, 2009)

VDOT Martin Luther King Freeway Extension, City of Portsmouth, VA

Project Manager. TYLI assisted contractor with audit of the traffic study provided to VDOT and VDOT's independent traffic studies, and audit of Design-Build and Operations-and-Maintenance Cost estimates. The proposed extension of MLK Freeway will serve as a direct freeway-to-freeway access between I-264 and Midtown Tunnel, connecting cities of Portsmouth and Norfolk, Virginia, while offering an alternate route for I-264 traffic between Downtown and Midtown Tunnels. The MLK Freeway is comprised of extending the existing US 58 which requires construction of a new interchange at I-264. (TYLI, 2011)

VDOT, Region IV Bridge Maintenance & Repair Design, Northern Virginia

Served as Sr. Structural Engineer for the completion of various design and rehabilitation tasks included with the open-end contract with Virginia Department of Transportation Region IV at estimated construction cost of \$1,800,000. The project included rehabilitation of a stone arch bridge, a dual three-span prestressed concrete bridge in addition to superstructure replacement of a three-span bridge (TRC, 2005-2006)

Louisiana I-10 Bridges over Lake Pontchartrain, Louisiana Department of Transportation and Development, LO

Served as Sr. Structural Engineer for the preliminary and final design of 34 high level piers part of a 5-mile bridge replacement with a precast segmental bridge. The high level piers were designed for conventional loads as well as vessel collision and hurricane surge in accordance to AASHTO LRFD Specifications. The construction cost was estimated at \$180,000,000 (TRC, 2005-2006)

ATTACHMENT 4.3.1.6

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:
SUSAN PAYNE
President

b. Project Assignment:
Public Relations Manager

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



d. Years experience: With this Firm 3 Years With Other Firms 12 Years

Please list chronologically your employment history, position and general experience or fields of practice for the last fifteen(15) years:

1982 – current – President, Payne, Ross & Associates: As President and head of marketing, Susan began her career in Hartford ,CT where she served as Director of Commercial Development for a large insurance company. Today, she works with all the clients of PRA and oversees their marketing plans. She draws on her research experience to examine the spectrum of marketing vehicles available to develop advertising that not only is creative but outperforms the competition.

Current Board Positions

- Charlottesville Area Community Foundation
- Virginia National Bank
- The Charlottesville Free Clinic
- Virginia Tourism Corporation
- Downtown Business Association of Charlottesville
- WVPT–Public Television

Previous Board Positions

- Museum of American Frontier Culture
- Piedmont Virginia Community College
- Nelson County Community Development Foundation
- Tuckahoe School
- Wintergreen Performing Arts
- Virginia Discovery Museum
- Virginia Piedmont Technology Council (VPTC)
- Emily Couric Leadership Forum

Recognition

- Downtown Business Association of Charlottesville – 2008-2009 Commitment Award
- Business Person of the year – Charlottesville/Albemarle Chamber of Commerce
- American Marketing Association – First Place/Campaigns
- Distinguished Leaders – The Charlottesville Daily Progress
- Charlottesville Business Leaders – Top 20 – CVILLE

e. Education: Degree(s)/Year/Specialization:
Bachelor of Arts / 1972 / Marketing

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
N/A

g. Document the extent and depth of experience and qualifications relevant to the Project.

1. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*
2. *Note whether experience is with current firm or with other firm.*
3. *Provide beginning and end dates for each assignment.*

(List at least three (3), but no more than five (5) relevant projects for which you have performed a

Arlington Mill Community Center, Arlington, VA:

Campaign manager for the PR for the construction of the Arlington Mill Community Center. This project is the result of a long-term collaboration with the community to bring together on a single site a mixed-used facility and affordable housing. Tasks include external communications including websites, brochures, newsletters and advertising. (PRA, 2010-current)

UVA, Charlottesville, VA:

Campaign manager for PRA. Perform external communications including websites, brochures, newsletters and advertising. Susan has worked closely with UVA on branding and positioning of new products. (PRA, 1996-current)

City of Charlottesville, Charlottesville, VA:

Campaign manager for the City on its rollout of a new computer system, coordinating press events, internal communications for City staff and external public communication. Susan worked with the City on market strategy and local planning. (PRA, 2006-current)

Downtown Business Association, Charlottesville, VA:

Campaign manager for annual market planning, devises creative and coordinates execution of the marketing plan as well as press relations. Susan serves on the board of the DBAC, and in addition to the time provided by Payne, Ross, she provides leadership and direction. (PRA, 1996-current)

Southside Planning District Commission, Charlottesville, VA:

Campaign manager, PRA worked with the Commission on market strategy, highlighting the advantages of opening a business in Southside VA. This included peripherals like brochures in addition to coordinated marketing campaign. (PRA, 2003-2005)

APPENDIX J

WORK HISTORY FORMS

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

a. Project Name & Location	b. Name of 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. Estimated 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	
Route 288 Bypass Richmond, Virginia PPTA/Design-Build	CH2M Hill Richmond, Virginia Attn: Kevin Slack, PE	Virginia Department of Transportation 1401 E. Broad Street Richmond, Virginia 23219 Jim Farris, PE (804) 786-2998	December 2003	August 2004 (Completion date was extended due to hurricane. No LDs were issued.)	\$236,000	\$236,000	\$84,000
					PRIMARY ACTIVITIES: New Location Interstate	PRIMARY ACTIVITIES: New Location Interstate	PRIMARY ACTIVITIES: <ul style="list-style-type: none"> • Structures (25 each) • Grading/Earthwork • Project Management

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.

For this \$236 million design-build Public-Private-Transportation-Act Project, United Infrastructure Group, as the Bridge Development and Delivery Manager and At-Risk Subcontractor, was responsible for the development, management, design, construction, safety, and warranty necessary to complete 25 bridges with a total length of 15,170 LF and deck area of 737,000 SF. United played an integral role from early development phases to final implementation, as well as enhanced quality control processes and long-term warranties. Teamwork with all stakeholders was essential to the success of this project with 10 consulting firms, 50 contractors, 100 suppliers, and an enormous amount of equipment and human resources working simultaneously on the project site. The 25 bridge structures included two 3,660' crossings over the James River and Norfolk Southern Railway, numerous grade separations and stream crossings, as well as a three-level braided interchange at I-64 with 252' curved structural steel spans and 70' tall MSE abutment walls. The **bridges were completed ahead of an original 30-month schedule** for a lump sum fee with no claims, disputes, or violations. Additionally, the project received several accolades including an environmental stewardship award and several project safety awards.

Cost Breakdown:

- Grading/Earthwork/Drainage (including rock excavation): \$50 Million
- Structures/Retaining Wall Packages: In excess of \$85 Million
- Base/Paving Work: \$45 Million
- Extended Warranty: \$10 Million



ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

a. Project Name & Location	b. Name of 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. Estimated 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	
Bobby Jones Expressway / I-20 / I-520 Interchange Augusta, Georgia Design-Bid-Build	Georgia Department of Transportation Bridge Design Office One Georgia Center 600 West Peachtree NW Atlanta, GA 30308	Georgia Department of Transportation One Georgia Center 600 West Peachtree NW Atlanta, GA 30308 Rusty Merritt, PE (478) 522-4303	July 2010	October 2009	\$194,000	\$194,000	\$135,800
					PRIMARY ACTIVITIES: Widening/Replacement of Interstate I-20 / I-520	PRIMARY ACTIVITIES: Widening/Replacement of Interstate I-20 / I-520	PRIMARY ACTIVITIES: <ul style="list-style-type: none"> • Project Supervision/Management • Grading • Structures • Paving

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.

This complex urban interchange improvement and interstate widening project involved 5 significant bridges, 7 miles of roadway widening/construction, and reconstruction of I-20/I-520 interchange including 3,655 LF/234,000 SF of bridge, 200,000 SF of retaining/sound walls at 21 locations, 300,000 SY of concrete pavement, and 300,000 Tons of asphalt pavement. Value engineering and innovative scope management saved GADOT over \$4 million and **project was completed 9 months ahead of schedule and under budget with no claims, disputes, or violations** despite very limited work space and located near several environmentally sensitive wetlands and streams leading into Augusta National Golf Course.

Key Similar Features and Cost Data:

- Flyover Structure over I-20
- Extensive MOT
- Structures in excess of \$65 Million
- Utility Relocation in excess of \$5 Million
- Extensive Public Involvement (Business and Residential)



ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

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	
Kenilworth Avenue NE & I-295 Washington, DC	Fort Myer Construction Corporation is the Contractor. Legion Design / Campbell & Associates was Prime designer.	Name of Client.: DC Department of Transportation/ IPMA Project Manager: Mr. Ali Shakeri, PE, Program Manager, Wards 5 & 6 Phone: 202-671-4612 Email: ali.shakeri@dc.gov	2009	2010	\$32,983	\$37,141	\$37,141

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.

Five-phase bridge and roadway reconstruction project on Kenilworth Avenue (I-295) in northeast Washington, DC. Major work included three single-span bridges over Watts Branch Creek, one two-span bridge crossing over Nannie Helen Burroughs Avenue NE, and 1/2 mile of roadway reconstruction and rehabilitation of Kenilworth Avenue NE and the adjacent east and west service roads. Successful completion of this project required drilling caissons for bridge piers, driving steel H-piles for the abutment foundations, ground improvement by compaction grouting to stabilize bridge and retaining wall foundations, and constructing 1500 linear feet of Mechanically Stabilized Earth (MSE) walls. Other work included a new 16" water line and storm drain system, street lighting/traffic signal system, and three art structures with special lighting.

Fort Myer Construction minimized delays to nearly 130,000 daily commuters by employing a movable barrier system to maintain three lanes in one direction at any time during construction.

Project Significance:

- * Multiple Bridge replacement
- * Heavily traveled/highly congested roadway
- * MSE walls and Utility relocation



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

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)	
New York Avenue, NE from Florida Avenue/4th, Penn and Neal Streets Washington, DC	TYLI - Alexandria, VA is the Prime Designer-of-Record for DB Contract Change order #2. Name: Fort Myer Construction Corporation is the Contractor.	Name of Client.: DC Department of Transportation/ IPMA Project Manager: Mr. Ali Shakeri, PE, Program Manager, Wards 5 & 6 Phone: 202-671-4612 Email: ali.shakeri@dc.gov	2012	2013 est.	\$25,000	\$32,000	\$800
			Initial design performed by 3 rd party. Different site conditions found and amended design required to address constructability issues, approval process by the Railroads and elimination of the entire catenary relocation as included in the original Design-Bid-Build contract.				

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.

New York Avenue, NE includes a value engineering alternative completed by T.Y. Lin International – Alexandria, VA, consisting of superstructure replacement and substructure rehabilitation of the existing West and East Bound bridges located at New York Avenue, spanning over Amtrak, CSX transportation, WMATA, Marc and VRE railroads. With concurrent improvement projects occurring on other DC roads, limiting traffic impacts on the already-congested New York Avenue corridor is a top goal of DDOT. Additional goals of the project include upgrade of existing utility infrastructure, upgrade of superstructure using accelerated construction techniques, repair of bridge piers and abutments, improvements to approach roadways, improvements to pedestrian sidewalks and improvements to roadway lighting features as well as aesthetic treatment of the bridges and approaches including two gateway monuments. The main intent of the project is to add redundancy to the existing two-girder superstructure with minimal impacts on the railroads catenary systems attached to the existing girders.

Specifically this design-build project involves the demolition, removal, lowering and reconstruction of the twin-span New York Avenue bridge superstructure, rehabilitation of piers, widening of existing abutments and construction of two independent piers to support two gateway monuments. Construction includes removal of the existing bridge deck, barriers, lighting, girders, beams, bracing, piers and bearings; new beam seats backwall as well as pier columns and post-tensioned cap beams; reinforced concrete deck and joints at each abutment; design, installation and removal of temporary structures to support construction and safety protection of construction personnel working over high-voltage wires and rail tracks. Electrical work includes rehabilitating or replacing bridge and roadway lighting; and pavement restoration to New York Avenue to match the elevation change of the bridge abutments. The entire construction is affected by the railroads and requires close coordination with Third Parties including railroads, private property owners and other stakeholders.

FMCC engaged TYLI to provide an innovative design that would address issues such as improved constructability and schedule compressions while achieving cost effectiveness. The proposed value engineering includes retrofitting and re-engaging the existing substructure and foundations units to support a new multi-girder superstructure systems. In addition to the structural complexities, other challenges include the maintenance of traffic, coordination with railroad, and the complex geometric layout of the existing structure. TYLI was responsible for conceptual, preliminary and final design of both the paved trail and bridges, project management, environmental assessment, oversight of subconsultants, coordination with the client, construction cost estimates, utility coordination and drainage design.

Recently, at the project site, FMC and TYLI hosted a toured for representatives from FHWA and DDOT as an ARRA funding success story.

Project Significance:

- * Bridge replacement * Heavily traveled/highly congested roadway * Concurrent adjacent improvement projects * Public Awareness
- * Team of Fort Myer Construction Corporation with T.Y. Lin International



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

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)	
Route 1 / I-95 Interchange Structures Alexandria, Virginia	TYLI Alexandria, VA was the lead structural design firm. HNTB was Engineer-of-Record. R.R. Dawson Bridge Company was the Contractor for VA5. Skanska was the Contractor for VA6/7.	Owner: Virginia Department of Transportation Name of Client.: HNTB Corporation Phone: (703) 824-5100 Project Manager: Daniel L. Staron, P.E. Email: DStaron@hntb.com	2009	2009	TOTAL: VA5: \$38,400 VA6/7: \$147,000	TOTAL: VA5: \$46,500 VA6/7: \$147,000	\$2,361 for Lead Structural Designer

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.

In conjunction with the Woodrow Wilson Memorial Bridge replacement project, the I-95 / Route 1 Interchange project comprised design improvements to the existing interchange to accommodate the new 12-lane Beltway configuration. T.Y. Lin International - Alexandria VA was the lead structural design firm responsible for Stage I design studies as well as significant portions of two final design contracts. The project includes over 25,000 lineal feet of bridge and viaduct structure. The three-level interchange features extensive construction staging and requires maintenance of eight lanes of Beltway traffic at all times. Other project constraints include tight right-of-way restrictions and construction in wetlands, waterways, and tidal flats.



The Bridge Concept Report submitted to the Virginia Department of Transportation identified the structure types and details for the final design for 29 different structure locations. For the more visible high-level flyover structures, the chosen alternative was curved steel plate girders on hammerhead piers. For the less visible low-level structures, primarily located in wetland and waterway regions, the chosen alternative was pre-cast, prestressed concrete bulb-T girders on pile bents. Top-down construction for these concrete structures was utilized in many locations.

Final Design Considerations for VA5 Advance Bridge include:

- Constrained bridge construction because of MOT and environmental considerations
- The need to expedite construction to meet scheduling requirements for overall project
- Construction access restricted by adjacent contracts and neighborhoods.

Contract VA6/7, known as US Route 1 Interchange Contract included reconstruction and widening of US Route 1 from Fort Hunt Road to Huntington Avenue. Specifically, widening roadway mainline, constructing remaining bridges and interchange ramps, mainline roadway pavement, ground improvement, noise barriers, drainage systems, utility relocations, traffic systems, signs, roadway lighting and landscaping. TYLI was responsible for the design and construction services of one bridge structure and worked closely with other team members to develop MOT and final alignment.

The pedestrian bridge is part of the Route 1/Interstate 95 interchange for the Woodrow Wilson Bridge project. It carries a pedestrian walkway /bikeway (multi-purpose trail) over Hunting Creek. The structure is a four span continuous 226 feet long curved bridge that is 16 feet wide. The pedestrian bridge was constructed using 45-inch deep precast prestressed concrete girders spanning approximately 56'-6".

Contract VA-5 2005 VDOT Construction Quality Award "for the quality and effectiveness of overall project design and plans and overall responsiveness to resolve construction related issues."

Project Significance:

- * Interstate Design and Construction * Three-level Interchange * Coordination with adjacent projects * Critical Maintenance of Traffic

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

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-64 Widening Kanawha County West Virginia	TYLI – Alexandria, VA was the Engineer-of-Record. Brayman Construction Corporation held the largest contract. There were a total nine construction contracts.	Name of Client.: West Virginia Department of Transportation Division of Highways Project Manager: Ahmed Mongi, PE Phone: (304) 558-9739 Email: ahmed.n.mongi@wv.gov	2012	2012	\$140,000	\$140,000	\$12,000

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.



As the Engineer-of Record, T.Y. Lin International – Alexandria, VA, lead a multi-disciplinary team to provide expertise in a variety of fields including long-span and conventional bridge design and rehabilitation, complex roadway widening and re-alignment, retaining walls, hydraulics, maintenance-of traffic, and Right-of-Way impacts. The subconsultants successfully managed included surveyors, geotechnical consultants, electrical engineers and material suppliers.

The project required adding a third travel lane in each direction to approximately 4.53 miles of an existing four-lane divided interstate highway. The roadway portion improved three interchanges by converting existing taper-type deceleration and acceleration ramps to parallel-type ramps and adding a fourth, auxiliary lane between two of the three interchanges. The additional third lane is accommodated in the 40-foot wide median area by constructing full-depth pavement, a concrete median, and introducing a closed drainage system. The fourth lane, an auxiliary lane, is being constructed outside of the existing four-lane interstate highway and requires a combination of retaining walls and reconstructed embankments. Due to the footprint of the existing bridges and the profile grade difference of the proposed redecked and new bridges within the three presently designed interchanges, a detailed maintenance of traffic plan was developed to ensure that all ramp movements remained open at all times.

Two of the four road projects were nominated for the Engineering Excellence Award for Small Bridge and Small Roadway Category and the other the WVDOT Engineering Excellence Award for Small Roadway Category and the West Virginia ACEC Gold Award in the Transportation Category.

The project also included design for the redecking and widening of 12 structures, reconstruction of two structures to provide clearances and widening, and a new bridge over the Kanawha River. Eastbound traffic will travel on the new bridge and westbound traffic will remain on the existing bridge after rehabilitation is complete. The new \$82M Kanawha River Bridge is a record-setting segmental box girder structure built as part of the I-64 Widening Project in Kanawha County, West Virginia. The bridge carries I-64 eastbound traffic consisting of three through lanes, one auxiliary lane, and shoulders. The overall bridge length is 2,975-ft, including a record 760-ft main span, which is the longest box girder span in the U.S. The structure crosses over railroad tracks, the Kanawha River back channel, Wilson Island, the Kanawha River main channel, and three roads.

The Kanawha River Bridge is a recipient of the National Recognition Award, 2011, American Council of Engineering Companies (ACEC); Grand Award, 2011, American Council of Engineering Companies of Metropolitan Washington (ACEC-MW); No. 1 in Top 10 Bridges List, 2009 Roads and Bridges; and Engineering Excellence Award for Large Bridges, 2007 West Virginia Division of Highways.

TYLI performed design studies, prepared final design plans, construction documents and right-of-way plans, and provided construction services for the widening of I-64 from west of the Institute Interchange to east of the McCorkle Interchange. Contracts completed within the project limits include

- Contract 02: Institute Interchange to Dunbar Interchange: Roadway median construction between interchanges
- Contract 05: Institute Interchange to Dunbar Interchange: Interchanges, bridges and unfinished roadway work
- Contract 05: Dunbar Interchange to Westmoreland Bridges roadway and Westmoreland Bridge
- Contract 06: Eastbound Kanawha River Bridge Retaining Walls, West abutment and partial mainline structure
- Contract 04: Davis Creek Bridge, mainline roadway and MacCorkle Interchange Ramps
- Contract 12: Demolition of a building within the Right-of-Way
- Contract 10: Eastbound Kanawha River Bridge, Concrete Alternative
- Contract 11: Rehabilitation of the Existing Bridge for Westbound Traffic

