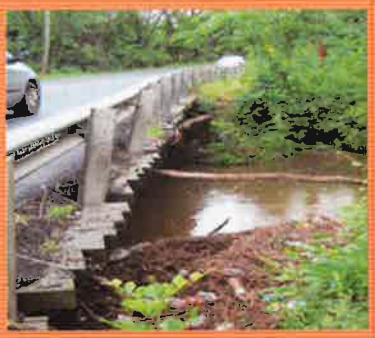


VDOT Virginia Department of Transportation

STATEMENT OF QUALIFICATIONS

Walney Road Bridge Replacement And Road Widening

Fairfax County, Virginia

A DESIGN/BUILD PROJECT

State Project No.: 0657-029-099, R201, C501, B641

Federal Project No.: STP-5A01 (471)

Contract ID Number: C00104103DB62

Date: June 20th, 2013

FMC Since 1972 FORT MYER CONSTRUCTION

T·Y·LIN INTERNATIONAL

ORIGINAL

3.1 GENERAL

ATTACHMENT 3.1.2

Project: 0657-029-099, R201, C501, B641
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	i-iii
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	iv
Letter of Submittal (on Offeror's letterhead)				
Authorized Representative's signature	NA	Section 3.2.1	yes	4
Offeror's point of contact information	NA	Section 3.2.2	yes	2
Principal officer information	NA	Section 3.2.3	yes	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	3
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendix A
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendix B
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix C
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix D

ATTACHMENT 3.1.2

Project: 0657-029-099, R201, C501, B641
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 E
SCC Registration	3.2.10	Section 3.2.10.1	no	Appendix E
DPOR Registration (Offices)	3.2.10	Section 3.2.10.2	no	Appendix E
DPOR Registration (Key Personnel)	3.2.10	Section 3.2.10.3	no	Appendix E
DPOR Registration (Non-APELSCIDLA)	3.2.10	Section 3.2.10.4	no	Appendix E
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	4
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	5-7
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Tab 3.3
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Tab 3.3
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Tab 3.3
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Tab 3.3
Key Personnel Resume – Lead Utility Coordination Manager	Attachment 3.3.1	Section 3.3.1.5	no	Tab 3.3
Organizational chart	NA	Section 3.3.2	yes	9
Organizational chart narrative	NA	Section 3.3.2	yes	8

ATTACHMENT 3.1.2

Project: 0657-029-099, R201, C501, B641
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 3.4.1	no	Tab 3.4
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4.1	no	Tab 3.4
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	10-14

Form C-78-RFQ

ATTACHMENT 2.10

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFQ NO. C00104103DB62

PROJECT NO.: 0657-029-099, R201, C501, B641

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 04/30/13
   (Date)
2. Cover letter of RFQ Addendum No. 1 06/12/13
   (Date)
3. Cover letter of _____
   (Date)

Jose Rodriguez

SIGNATURE

Jose Rodriguez, President

June 20, 2013

DATE

3.2 LETTER OF SUBMITTAL

FORT MYER CONSTRUCTION CORPORATION
2237 33rd Street, NE • Washington, DC 20018-1594 • (202) 636-9535 • FAX (202) 526-8572

June 20, 2013

Kevin Reichert, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

Letter of Submittal
Re: Walney Road Bridge Replacement and Road Widening
Fairfax County, Virginia
Project No. 0657-029-099, R201, C501, B641
Contract ID. No. C00104103DB62

Dear Mr. Reichert:

Fort Myer Construction Corporation is pleased to provide information in response to the Request for Qualifications (RFQ) for the Walney Road Bridge Replacement and Road Widening Project. Through this submittal, Fort Myer attests to its experience and qualifications in the design and construction of your Project. Above all, Fort Myer is one hundred percent committed to ensuring that this Project is delivered in a cost effective manner, within schedule, and within the highest standards of Safety and Quality Control.

Over its 40 years, Fort Myer has established itself as a preferred contractor of choice in the Northern Virginia area by perfecting its specialty trades. Such trades include excavation, asphalt and concrete paving, granite and concrete curb and gutter installation, exposed aggregate concrete sidewalks, site water, sanitary and storm utilities, and electrical and traffic signaling construction.

Over the years, Fort Myer has constructed new, milled and re-paved public roads as well as hundreds of miles of city streets. Fort Myer has also provided the extension and construction of underground utilities, the repair and construction of bridges, and the construction and rehabilitation of streetlight and traffic signals. Throughout this time, Fort Myer has worked on numerous Design-Build projects, most recently the reconstruction of I-66 in Virginia and the reconstruction of the New York Avenue Bridge in the District of Columbia.

T·Y·LIN INTERNATIONAL Fort Myer is privileged 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 engineering firm with over 675 architects, planners, scientists, and engineers sited throughout the United States. TYLI's staff offers a wide range of professional capabilities in the area of bridge and transportation project delivery, providing the U.S. and the global infrastructure market with innovative and cost-effective engineering analysis and design. In partnership with community leaders, transportation officials, and construction and development firms, they create and help build unique structures while emphasizing constructability, value, and schedule.

TYLI has been providing design-build services for more than 50 years and as such understands 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, they have established a reputation for defining, designing, managing and delivering superior projects that meet owner expectations every time.

3.2.1 Legal Name and Address

Fort Myer Construction Corporation (Fort Myer)
2237 33rd Street, N.E.
Washington, D.C. 20018

3.2.2 Point of Contact

Manuel E. Fernandes is the official representative and point of contact for the Fort Myer team with regards to this Proposal. His requested contact information is as follows:

Manuel E. Fernandes, Vice President
Fort Myer Construction Corporation
2237 33rd Street, N.E.
Washington, D.C. 20018

Phone: (202) 636-9535 x2805
Fax: (202) 529-1692
Email: mfernandes@fortmyer.com

3.2.3 Principal Officer

The principal officer of Fort Myer with whom the Design-Build contract would be executed is Jose Rodriguez. His requested contact information is as follows:

Jose Rodriguez, President
Fort Myer Construction Corporation
2237 33rd Street, N.E.
Washington, D.C. 20018

Phone: (202) 636-9535
Fax: (202) 529- 1692

3.2.4 Corporate Structure

Fort Myer is a corporation in good standing in the Commonwealth of Virginia. It has no liability limitations. Mr. Fernandes, as identified above, will undertake financial responsibility for the Project.

3.2.5 Legal Name of Lead Contractor and Designer

Lead Contractor: Fort Myer Construction Corporation
Lead Designer: TY Lin International

3.2.6 Affiliated Companies

Attachment 3.2.6 can be found in Appendix A.

3.2.7 Debarment Forms

All team members have executed Primary or Lower-Tiered Debarment. Copies can be found in Appendix B.

3.2.8 Prequalification Number and Status

Fort Myer's prequalification number is F034 and its status is "active." Fort Myer is in good standing and prequalified to bid on the Project as outlined in VDOT's Rules Governing Prequalification Privileges. A copy of the certificate can be found in Appendix C.

3.2.9 SURETY LETTER

A letter from a surety or insurance company (with a Best's Financial Strength Rating of A minus and Financial Size Category VIII or better by A.M. Best Co.) has been included in Appendix D. It states the Offeror is capable of obtaining a performance and payment bond based on the current estimated contract value referenced in Section 3.2.9, which bonds cover the Project and any warranty periods.

3.2.10 SCC AND DPOR COMPLIANCE

All business entities on the Fort Myer team satisfy all commercial and professional registration requirements. Full size copies of DPOR licenses and SCC registrations are included in Appendix E along with the completed Attachment 3.2.10.

3.2.11 COMMITMENT TO DBE PARTICIPATION GOAL

Fort Myer is committed to achieving and exceeding the fourteen (14%) DBE participation goal for the entire value of this contact.

The Fort Myer design-build team is committed to meeting VDOT's goals for schedule and cost and exceeding its expectations for quality for the Walney Road Bridge Replacement and Road Widening Project. If you have any questions regarding our proposal, please contact our personnel identified above.

Very truly yours,

FORT MYER CONSTRUCTION CORPORATION

Manuel E. Fernandes
Vice President

3.3 OFFEROR'S TEAM STRUCTURE

3.3 TEAM STRUCTURE

3.3.1 KEY PERSONNEL

3.3.1.1 Design-Build Manager

Kevin Lange, PE
Fort Myer Construction Corporation

As Design-Build Project Manager, Mr. Kevin Lange, PE brings more than 20 years of construction management experience specializing in Design-Build, heavy civil, structural, and roadway projects. With Fort Myer, Mr. Lange has successfully managed several Design-Build projects including roadway projects for the District Department of Transportation. Mr. Lange will be the single point of contact for the Virginia Department of Transportation, and will be vested with the authority to bind Fort Myer and speak on its behalf.

3.3.1.2 Quality Assurance Manager

John K. Vicinski, P.E., DBIA
Quinn Consulting Services, Incorporated

Mr. John K. Vicinski, P.E. will serve as Quality Assurance Manager for the Project, holding nearly 30 years of construction management and inspection experience. Mr. Vicinski has previously served as Project Director, Quality Assurance Manager (QAM), Quality Control (QC) Resident Engineer, as well as Project Engineer and Inspector. Mr. Vicinski is supported by a group of design-build professionals which includes quality assurance managers, quality control engineers, office engineers, QA/QC inspectors, and materials technicians. His experience as QAM includes VDOT Design-Build of Rt. 50 Widening project in Fairfax and Loudoun Counties and the Design-Build of the Pacific Blvd. Extension project in Loudoun County.

3.3.1.3 Design Manager

Gopi Sripathy, PE
T.Y. Lin International

Gopi Sripathy has over 20 years of design experience in transportation projects including concept development, type studies and preparation of contract documents. For over 12 years he has worked in Virginia and is well versed with VDOT policies and procedures. Over these years he has built a good reputation for quick and accurate responses to time critical projects. Mr. Sripathy has extensive experience in Design-Build delivery method both as a consultant to the owner and also as a designer within design build teams. His technical expertise, management experience and knowledge of VDOT procedures makes him well prepared to manage the project.

Gopi Sripathy will be responsible for the coordination of the individual design disciplines and for ensuring the overall Project design is in conformance with the Contract Documents. As Design Manager, Mr. Sripathy will establish and oversee a QA/QC program for all pertinent disciplines involved in the design of the Project, including review of the 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 quality design.

3.3.1.4 Construction Manager

Bijan 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 the 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 Avenue Bridge and Design-Build of Lakewood Pedestrian Bridge.

3.3.1.5 Lead Utility Coordination Manager

David Malinoski, PE
Stantec

Mr. David Malinoski will be leading the utility coordination for the Project. He holds over 35 years of experience as a civil engineer and over 12 years working as a utility project manager for interstate and municipal transportation projects. His utility experience includes water, sewer, SFM, and electric and telecom ducts together with fiber optic. He will work closely with Washington Gas, Verizon, Cox, MCI, Level-3, Dominion Power, Fairfax county utilities, and any un-identified utilities. His work will include coordination with utilities companies within the corridor and any ongoing work outside of the project limits that may benefit from the coordination of both projects as appropriate.

Additional Team Members

In choosing team members, Fort Myer Construction Corporation and T.Y. Lin International were committed to selecting highly qualified sub-consultants for the long-term. Subsequently, our team members have a wide array of qualities desirable for the delivery of the Walney Road Bridge Replacement and Road Widening Project. In addition to the efficiency associated with years of partnership and familiarity, our team members have experience working with VDOT and on similar Design-Build projects that will allow for the Walney Road Bridge Replacement and Road Widening Project to be executed with excellence and ease.

Well qualified and experienced firms contributing to a strong team structure include (* indicates DBE certified firm) :

- ***Quinn Consulting Services, Incorporated*** – Quality Assurance Management
- ***DMY***- Geotechnical & Utility Locating
- ***Stantec*** - Survey

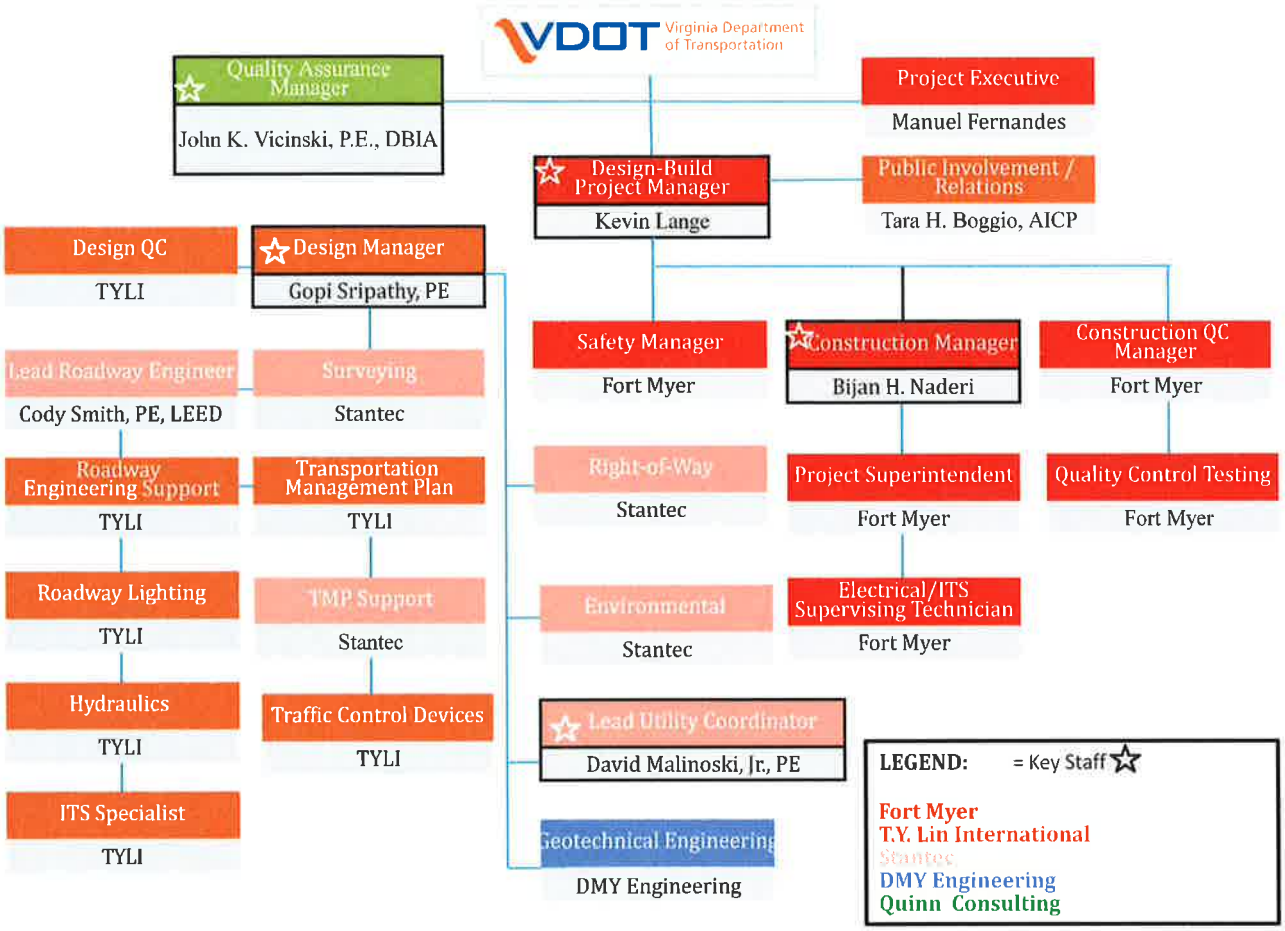
3.3.2 FUNCTIONAL RELATIONSHIPS AMONG PARTICIPANTS

This team is comprised of members with complementary skills and experience and will work together effectively. VDOT will have one single point of contact through-out the contract duration ensuring clear communication. Other Key Personnel will be arranged in a ladder approach; everyone is aware of their counterpart on the design or construction side of the team and open communication is encouraged.

FMCC 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. TYLI 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 make this project successful. The overall responsibility of the design, both from employees and subconsultants, lies with our Design Manager.

The management team will be independently overseen by its Quality Assurance Manager, 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 provision in their contracts subordinating the entities to the regulation of the QAM. In addition to the QAM, the 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.

3.3.2 ORGANIZATIONAL CHART



ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:

KEVIN LANGE, PE

Senior Design-Build Manager

b. Project Assignment:

Design-Build Project Manager

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

FORT MYER CONSTRUCTION CORPORATION
FMC
WASHINGTON, D.C.

d. Years experience: With this Firm _1_ Years With Other Firms _19_ Years

2012-Present - Senior Design Build Manager w/ Fort Myer Construction Corporation, Washington DC:

Serves as Senior Design Build Manager for Fort Myer Construction Corporation. Responsibilities include management of overall Project design, construction, quality, and contract administration. Mr. Lange brings a unique asset to design build projects due to his design and construction background.

2005-2012 - Vice President w/ Grade Line Engineering & Construction, LLC Gaithersburg, MD:

Mr. Lange served as Vice President of Construction and as Construction Superintendent. Responsible for roadway utility, construction, project management, and construction management projects. Responsibilities have included water main, sewer main replacement, water service and sewer service installation, grading, and installation of storm water drainage systems.

1992-2005 - Senior Civil-Highway Engineer, Parsons Transportation Group, Washington, DC:

Mr. Lange served as a Senior Civil Highway Engineer for Parsons Transportation Group. He spent over 12 years in design and construction management both in U.S. and overseas. Responsibilities included roadway geometric design, grading, hydraulic analysis and design of stormwater drainage systems, pavement design and traffic analysis for both highway and airport projects, preparation of contract engineer's estimates and contract proposals. Performed construction management on highway construction, bridge rehabilitation and roadway resurfacing and asphalt repair projects. Expertise in various types of CADD, scheduling and traffic analysis software: including HCSS, Microstation, Geopak, INROADS, Autoturn, Primavera, Suretrak, HCS 3.2, SIDRA and Emme/2 (limited).

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

The Catholic University of America / Bachelor of Civil Engineering / 1992 / Transportation and Construction Management

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

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

Design-Build Roadways - Wards 3 and 4
Washington, DC
Deputy Project Manager/ Design Project Manager. This project was the first design-build roadway project for the District Department of Transportation. Parsons Transportation Group teamed with Fort Myer Construction Company to design and reconstruct approximately 108 local roadways under one contract. Mr. Lange served as the deputy project manager and design project manager. He led a team of engineers and oversaw all aspects of design as well as monitoring its implementation during construction. His responsibilities included coordination with utility companies and subconsultants. This project included the development of a Project Task Force. This Task Force included Owner Representatives and Design-Build Team Members. The main function of this task force was to be a responsive entity for project issues as they arose and to provide timely solutions so issues would not become critical to the completion of the job. Mr. Lange played a key role in meeting with residents to identify concerns and establish a clear resolution and make the residents part of the process. (Parsons Transportation Group, 2003-2004)

South Capitol Street Near Term Improvements
Washington, DC
Project Manager / Superintendent.This project was part of the roadway improvements sponsored for the new Washington Nationals Park. This project is also one of the first Design-Build projects for the District Department of Transportation. Mr. Lange served as project manager and construction superintendent for the utility construction. His main responsibility included installation of new water and sewer mains which were to be turned over to District of Columbia Water and Sewer Authority. The project required extensive coordination with multiple utility disciplines. Due to site conditions and utility conflicts, Mr. Lange proposed various design changes to avoid conflicts and to complete the project on time. In his role, Mr. Lange frequently discussed design proposals onsite and incorporated changes as needed as to minimize impacts on schedule and costs. His work also included crucial coordination with numerous contractors on adjacent construction projects on this fasttracked project. (Grade Line Engineering & Construction, 2007-2008)

Jay Street Bio-Retention Ponds
Washington, DC
Project Manager/Superintendent. This Design-Build Project was part of the District Department of the Environment (DDOE) green initiative to incorporate green stormwater control practices and Low Impact Design (LID). Mr. Lange served as construction project manager and superintendent. The project included the construction of seven (7) Bio Retention Ponds to relieve Jay Street of continuous flooding issues as well as provide a greener environmentally-sensitive alternative. The project had multiple challenges including utility conflicts. Mr. Lange not only served as construction superintendent, but also was main liaison with designer of record (A. Morton Thomas) to offer suggestions to minimize alterations to pond while still maintaining design capacity. (Grade Line Engineering & Construction, 2011)

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:
John K. Vicinski, P.E., DBIA, Quality Assurance Manager

b. Project Assignment: **Quality Assurance Manager**

c. Name of Firm with which associated: **Quinn Consulting Services, Incorporated**

d. Years experience: With this firm: **4.8** With Other Firms: **25**
Please list chronologically your employment history, position and general experience of fields of practice for the last fifteen (15) years:

Quinn Consulting Services, Incorporated – 6/2008 to Present

As Quality Assurance Manager, worked exclusively on design-build projects in lead QA and QC roles.

- March 2012 to Present – Quality Assurance Manager for the VDOT Design-Build Rt. 27/244 Interchange Reconstruction project in Arlington Virginia.
- September 2011 to Present – Quality Assurance Manager for the VDOT Design-Build Rt. 50 Widening Project West of Rt. 28 in Fairfax and Loudoun Counties in Virginia.
- February 2012 to Present – Quality Assurance Manager for the VDOT Design-Build Pacific Blvd. Extension Project in Loudoun County, Virginia.
- March 2012 to December 2012 – Quality Assurance Manager for the FHWA Design-Build project Fort Lee Garrison "A" Gate Roundabout in Prince George County, Virginia.
- January 2011 to March 2013 - Client: Dewberry. Quality Assurance Manager for the FHWA Fairfax County Improvements (Phase III) Design-Build Project.
- April 2010 to December 2010 – Quality Assurance Manager for the VDOT Waxpool Road and Loudoun County Parkway Interchange Improvements Design-Build Project.
- November 2008 to March 2010 – Area Quality Control Engineer on the VDOT/FHWA PPTA Design-Build Project adding HOT Lanes to 14 miles of the Virginia side of the Capital Beltway.
- June 2008 to November 2008 – Quality Assurance Manager for the VDOT Pacific Boulevard Design-Build Project.
- June 2008 to November 2008 – Quality Assurance Manager for the VDOT Battlefield Parkway Design-Build Project.
- June 2008 to November 2008 – Quality Assurance Manager for the VDOT Design-Build Gilberts Corner Project near the intersection of Rt..15 and Rt. 50 in Loudoun County, VA.

Alpha Corporation – 9/1995 to 6/2008

As vice president and director of transportation services in Virginia, managed up to 25 contracts simultaneously primarily providing CEI services on design-build, district-wide, and project specific projects for VDOT and other transportation clients.

- January 2008 to June 2008 – Quality Assurance Manager for the VDOT Battlefield Parkway Design-Build Project.
- January 2008 to June 2008 – Quality Assurance Manager for the VDOT Design-Build Gilberts Corner Project in Loudoun County, Va.
- 2007- 2008 – Quality Assurance Manager on 56 million dollar, 5.6 mile rail and roadway design-build project in Portsmouth, Va.
- 2006-2008 – Project Director in charge of providing CEI inspectors and support services on I-66 Gainesville Interchange project.
- 2005-2008 – Project director on construction of $500 million container terminal in Portsmouth, Va.
- 2005-2008 and 1995-1998 – Inspector Coordinator on VDOT Northern Virginia District-wide CEI Contracts.
- 1998-2008 – Inspector coordinator on three consecutive VDOT Culpeper District-wide CEI contracts
- 2004-2008 – Project Director and task manager on task order contract providing constructability review and CPM scheduling services.
- 2004-2008 – Project Director in charge of providing CEI services on multilple transportation projects.
- 2006-2008 – Project Director in charge of providing CEI services on Monroe Street Design-Build project.
- 2005-2008 – Project Director in charge of providing CEI services on transportation projects in Prince William County.
- 2004-2006 – Project Director in charge of providing CEI services on I-81 Maury River Bridge Replacement Project near Lexington,VA.
- 2003-2006 – Project Director in charge of providing transportation inspectors to the Town of Herndon
- 2005-2008 – Project Director in charge of providing CEI services on environmental and building projects in Fairfax County.
- 2002-2007 – Inspector coordinator in charge of providing bridge and painting inspectors in Northern Virginia, Culpeper, and Fredericksburg.
- 2000-2003 – Inspector coordinator in charge of providing inspectors throughout the VDOT Staunton District.

e. Education: Location of Institution/Degree(s)/Year/Specialization:
University of Pittsburgh @ Johnstown / BS / 1982 / Civil Engineering Technology

f. Active Registration: Year First Registered/ Discipline/VA Registration #: **1992 / Civil Engineer / 0402 026380**
Also registered as professional engineer in the State of Maryland and the Commonwealth of Pennsylvania

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 ending dates of each assignment.

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

1. Route 50 Widening Design-Build Project - Quinn Consulting Services, Quality Assurance Manager, September 2011 to June 2015

Quality Assurance Manager (QAM) for this approximately 58 million dollar design-build project to widen Route 50 in Fairfax and Loudoun Counties between Rte. 742 (Poland Road) to Rte. 28 (Sully Road) from a four-lane divided highway to a six-lane divided highway. Responsibilities include oversight of the QA team that works closely with the Contractor's QC team to assure that the project adheres to the project specific QA/QC Plan and the Minimum Requirements for QA and QC as set forth in the VDOT Design-Build Manual. Responsibilities of the QA team include: scheduling and chairing activity preparatory meetings; performing the required QA inspection and testing; monitoring the performance and documentation of the QC team, reviewing and approving monthly pay estimates, developing project punch lists, and addressing non-conforming items with contractor QC personnel.

2. I-495 HOT Lanes Design-Build Project - Quinn Consulting Services, Area Quality Control Engineer, November 2008 to April 2009

Area Quality Control Engineer on the design-build widening of 14 miles of the Capital Beltway. The 1.5 billion dollar project adds two-lanes in each beltway direction, replaces more than 50 bridges and overpasses, upgrades 10 interchanges, and improves bike and pedestrian access. Responsible for managing teams of inspectors to provide quality control inspection and testing services in accordance with the project specific quality assurance/quality control plan and VDOT's Minimum Quality Control & Quality Assurance Requirements for Design Build & Public-Private Transportation Act Projects. Responsibilities also include interfacing with project design engineers on RFI's, field design changes (FDC's), and non-compliance reports (NCR's) and daily coordination with QA and general engineering consultant (GEC) personnel.

3. Gilberts Corner Design-Build Project – Quinn Consulting Services and Alpha Corporation, Area Quality Control Engineer, January 2008 to November 2008

Quality Assurance Manager (QAM) on construction of (4) new traffic circles installed near the intersection of Rt. 15 and Rt. 50 in Loudoun County, Va. Responsible for overseeing all QA and QC activities and assuring that work was performed in accordance with the project specific QA/QC plan and VDOT's Minimum Quality Control & Quality Assurance Requirements for Design Build & Public-Private Transportation Act Projects. In the initial stages of the project, helped write the QA/QC plan and assemble a team of QA inspectors and QC technicians that had the required experience and certifications to implement the plan and track all project documentation. Reviewed and signed monthly pay estimates after comparing pay requests with actual progress and compliance with minimum QA/QC technical standards.

4. Fairfax County Parkway Design-Build Project – Quinn Consulting Services, Quality Assurance Manager, February 2010 to March 2013

Quality Assurance Manager (QAM) on this 22 million dollar interchange and roadway FHWA/VDOT Design-Build project. Project elements included: the construction of a six-lane divided limited access highway; the Franconia-Springfield Parkway interchange improvements; a shared use path alongside a portion of relocated Rolling Road; sound barriers along relocated Rolling Road and Ramp D; and a new bridge (B692) over the Fairfax County Parkway. Responsibilities included overseeing QA and QC staff to make certain the project was completed in accordance with the contract documents and the VDOT Design-Build Minimum Standards. Other responsibilities included facilitating preparatory meetings before new activities were begun, documenting asphalt and aggregate testing within the FHWA QL Pay System, and coordinating QA laboratory testing services as required on the project.

5. Route 27/244 Interchange Design-Build Project – Quinn Consulting Services, Quality Assurance Manager, March 2012 to August 2015

Quality Assurance Manager (QAM) on this 50 million dollar interchange project in Arlington, Virginia. This project included the replacement of the Washington Boulevard bridge over Columbia Pike that was built in the 1940's by the War Department as part of the Pentagon Roadway Network. The new bridge has many architectural and aesthetic features including; decorative pylons in each corner, haunched steel fascia girders with a two-tone paint scheme to mimic the previous arch, a relief pattern incorporated into the vertical outer surfaces, a concrete block pattern on retaining and abutment walls, and medallions with images reflecting the historical significance of Freedmen's Village, for which the bridge will be named. Responsibilities on this project included overseeing all of the QA oversight and testing as well as monitoring the QC program for compliance with the project specific QA/QC plan as well as the Virginia Department of Transportation (VDOT) Minimum Requirements for Quality Assurance & Quality Control on Design-Build & Public-Private Transportation Act Projects.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:
GOPI K. SRIPATHY, P.E.,
Senior Bridge Engineer / Project Manager

b. Project Assignment:

Design Manager

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

T·Y·LIN INTERNATIONAL

d. Years experience: With this Firm 13 Years With Other Firms 7 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.):

Gopi Sripathy has over 20 years of design experience in transportation projects including concept development, type studies and preparation of contract documents. For over 12 years he has worked in Virginia and is familiar with VDOT policies and procedures. Mr. Sripathy has good experience in Design-Build delivery method both as a consultant to the owner and as designer within design build teams. His technical expertise, management experience and knowledge of VDOT procedures makes him well prepared to manage this project.

1996 - 1999 – Bridge Engineer – Mackin Engineering Company, Harrisburg, PA
Responsible for design of superstructure and substructure bridge elements, developed final contract plans, prepared specifications, quantities and cost estimate

1999 - 2000 – Bridge/Structural Engineer – Delon Hampton & Associates, Silver Spring, MD
Responsible for design of bridge elements, prepared specifications, quantities and cost estimate, reviewed and approved shop drawings

2000 - 2004 – Project Engineer – T Y Lin International, Alexandria, VA
Responsible for design of new bridges and rehabilitation of existing bridges, developed final contract plans, prepared specifications, quantities and cost estimate, provided construction services, performed load rating of bridges, performed quality control on project deliverables

2004 - Present – Senior Bridge Engineer / Project Manager – T Y Lin International, Alexandria, VA
Responsible for managing project budget, schedule, contracts & technical design team, coordinated with clients, contractors, sub-consultants & suppliers, managed project from conceptual stage to final PS&E stage, managed & provided construction services, supervised and mentored junior engineers, prepared business proposals, found teaming partners, performed QA/QC on contract documents and sub-consultant work, actively participated in local professional organizations

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

MS / 1992 / Structural Engineering

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

2012 / Professional Engineer / VA Registration # 0402051129

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.)

US301 Section 1 and Section 2 bridges, New Castle County, DE
Served as Project Manager. T Y Lin was part of the GEC team; US301 corridor included 24 highway bridges, 2 retaining walls and 2 culverts; Primary objective of this project was to manage truck traffic, improve safety and reduce congestion in the corridor; Managed project technical team; Prepared budget & schedule; Coordinated with client and design consultants; Reviewed contract plans, design calculations, specifications, quantities & cost estimate from pre-TS&L to final PS&E stage; Compiled review comments and resolved issues with team; Developed bridge design guidelines for the project; Prepared bridge aesthetic guidelines; provided support for value engineering; **(T Y Lin, 2009-2012)**

Route 1 / I-95 Interchange, Alexandria, VA
Served as Senior Bridge Engineer / Project Engineer. T Y Lin project scope included final design of 10 straight and curved bridges on the interchange. This project involved extensive construction staging, ground improvements, ROW constraints, construction in wetlands/waterways. Bridge superstructure type included both concrete and steel curved with span range from 60 to 150ft. Responsible for guiding technical design team, performed final design of bridges from conceptual stage to final PS&E stage, managed & provided construction services, QC contract documents and sub-consultant work. **(T Y Lin, 2000-2008)**

I-64 Widening, Kanawha County, WV
Served as Senior Bridge Engineer. Project scope included widening of approximately 4.35 miles of I-64 near Charleston. The design and construction services included ramp realignment of 3 interchanges, widening and re-decking of 13 bridges, final design of Kanawha River bridge, detailed MOT plans, storm drainage, final signing and pavement marking plans and ROW plans. The project was split into nine (9) construction contracts on a fast track schedule. Project sub-consultants within design team included Geo-technical, Surveying, Lighting and Electrical. The total construction cost was $150 Million. Prepared final contract documents, provided direction to technical design team, performed final design of bridges from conceptual stage to final PS&E stage, managed & provided construction services, QC contract documents and sub-consultant work. **(T Y Lin, 2005-2011)**

Rehabilitation of New York Av Bridge, Washington DC
Served as QA Manager. The project scope involves superstructure replacement and substructure rehabilitation of existing WB and EB bridges on New York Av spanning Amtrak, CSX transportation and WMATA railroads. Scope also included preparing MOT plans and coordination with railroad. Provided innovative design to improve constructability and schedule while achieving cost effectiveness. This project was a Design-Build alternate delivery method. Substructure rehabilitation included retrofitting and engaging existing substructure and foundations to support new multi-girder superstructure with a PT concrete deck. Performed QA on contract documents.
(T Y Lin 2010-2012)

Longwood University Bridges at Lancer Park, Farmville, VA
Served as Senior Bridge Engineer. Project scope included final design of vehicular and pedestrian bridges. This project was a Design-Build alternate delivery method. T Y Lin scope included final design of substructure and retaining walls. Superstructure on this project included prefabricated steel truss. Project sub-consultants within design team included Geo-technical, Surveying and Civil. Prepared final contract documents, provided direction to design team, performed final design of substructure, worked extensively with the contractor and provided construction services.
(T Y Lin, 2008-2009)

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:

FORT MYER CONSTRUCTION CORPORATION
FMC
WASHINGTON, D.C.

d. Years experience: With this Firm 12 Years With Other Firms 32 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:

- 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: Degree(s)/Year/Specialization:

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.

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.)

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:

DAVID MALINOSKI Jr., PE

b. Project Assignment:

Lead Utility Coordination Manager

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

Stantec

d. Years experience: With this Firm **13** Years With Other Firms **22** 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.):

2000 to Current – Project Manager at Stantec (Greenhorne & O'Mara) (Richmond, VA)
Responsible for delivering utility relocation designs and coordinating utility relocations for interstate and municipal transportation projects with traditional and DB/PPTA funding. Utility designs include water, sewer, SFM, electric and telecom ducts, fiber optic routing and bridge attachments. Major projects include Capitol Beltway HOT Lanes (Fairfax, VA) and Route 10 widening (Chesterfield, VA), WWB I-95/Route 1 Interchange (Alexandria, VA) and Route 610 widening (Stafford, VA). Maintain schedules using Primavera and MS Project. Responsible for managing project budgets and contract administration.

1998 to 2000 - Office Engineer at FD/MK (Richmond, VA)
Responsible for coordinating $10 million of utility relocations for Route 895 Pocahontas Parkway project (Richmond, VA). Also tracked right of way acquisitions and prepared monthly reports for monitoring wetland mitigation site.

1996 to 1998 - Lead Civil Engineer at Fluor Daniel (Richmond, VA)
Lead Civil Engineer - Responsible for planning and design of civil infrastructure for existing and proposed Philip Morris plants in southeast Asia.

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

Northeastern University, Boston, Civil Engineering / MA/BS/1978

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

1983/Professional Engineer/Virginia #31971

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.)

I-495 HOT Lanes, Fluor-Lane, Fairfax, VA. Project Manager – Stantec Consulting Services Inc - responsible for coordinating utility relocations and design of water and sewer relocations for 14 miles of interstate roadway widening to add high occupancy toll lanes. Tasks included analyzing utility conflicts, conducting the utility field inspections, coordinating the relocation of existing utilities, and reviewing utility relocation plans and estimates. Relocation designs include 12-inch and 16-inch ductile iron waterlines on three new bridge attachments and 20-inch PCCP relocation in conflict with bridge pier construction. New bored crossings were designed to replace existing gravity sewers in conflict with the roadway widening. An 1800 LF duct was designed for telephone and CATV relocation. Beginning Date: 2005 / End Date: 2011

VA 10 Utility Relocation, Chesterfield County, Chester, VA. Project Manager – Stantec Consulting Services Inc. - responsible for analyzing utility conflicts, conducting the utility field inspections, coordinating the relocation of existing utilities, and reviewing utility relocation plans and estimate for nearly one mile of four-lane roadway widening and bridge replacement project. Utilities that were relocated or adjusted include overhead electric distribution lines, electric transmission lines, underground telephone, cable TV, gas, water and sewer. Beginning Date: 2005 / End Date: 2012

VA 610, Stafford County VA. Project Manager – Stantec Consulting Services Inc. - responsible for 0.8 mile roadway widening project through congested commercial area. Improvements include widening the roadway from four lanes to six lanes with concrete median, retaining walls, and traffic signals. Also responsible for coordinating utility relocations and design of sewer relocation and 3000 LF of new 18-inch waterline. Beginning Date: 2003 / End Date: 2007

Route 609 Garden Creek, Virginia Department of Transportation, Mathews County, VA Project Manager – Stantec Consulting Services Inc - responsible for utility relocation coordination services (electric and telephone) and design of telecommunications bridge attachment on design/build project for the replacement of the existing bridge over Garden Creek. Beginning Date: 2006 / End Date: 2008

Hospital Road, City of Petersburg, Petersburg, VA. Project Manager responsible for coordinating utility relocations and design of water and sewer extensions for 0.5 mile of four-lane urban roadway along new alignment providing access to a new hospital and medical office buildings. Tasks included analyzing utility conflicts, conducting the utility field inspections, coordinating the relocation of existing utilities, and reviewing utility relocation plans and estimates. New utilities include 1100 LF of 8-inch and 3800 LF of 12-inch waterline, 1100 LF of 15-inch and 5300 LF of 21-inch gravity sewer. Bored casings for the sewer were installed under Wagner Road and Black Water Creek. Beginning Date: 2004 / End Date: 2008

3.4 EXPERIENCE OF OFFERORS TEAM

ATTACHMENT 3.4.1(b)

LEAD CONTRACTOR - WORK HISTORY FORM

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number	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)
					Contract Value (Original)	Contract Value (Actual or Estimated)	
New York Avenue, NE from Florida Avenue/4th, Penn and Neal Streets Washington, DC	Fort Myer Construction Corporation is the lead Contractor. T.Y. Lin is the Prime Designer-of-Record. Greenhorne & O'Mara is a sub consultant.	District of Columbia Department of Transportation Infrastructure Project Management Admin. (IPMA) Mr. Ali Shakeri, PE Program Manager, Wards 5&6 64 New York Avenue, NE Washington, DC 20001 Phone: 202-671-4612	Dec. 2012	Dec. 2013 (Est.)	$25,000	$32,000	$32,000

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.

The New York Avenue project includes a value engineering alternative 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 and WMATA 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 the District of Columbia department of transportation. Additional goals of the project include an upgrade of existing utility infrastructure and superstructure, repair of bridge piers and abutments, and improvements to approach roadways, pedestrian sidewalks, and improvements to roadway lighting features.

Specifically, this design-build project involves the demolition, removal, lowering and reconstruction of the twin-span New York Avenue bridge superstructure and piers, widening of existing abutments and construction of a new historic sidewalk rail. Construction includes removal of the existing bridge deck, barriers, lighting, girders, beams, bracing, piers and bearings; new beam seats, back wall and pier columns; 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.

FMCC engaged T.Y.Lin 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.

Fort Myer successfully worked with the following stakeholders on this project:

U.S. Department of Transportation Federal Highway Administration

District Department of Transportation

AMTRAK

metro

Baker

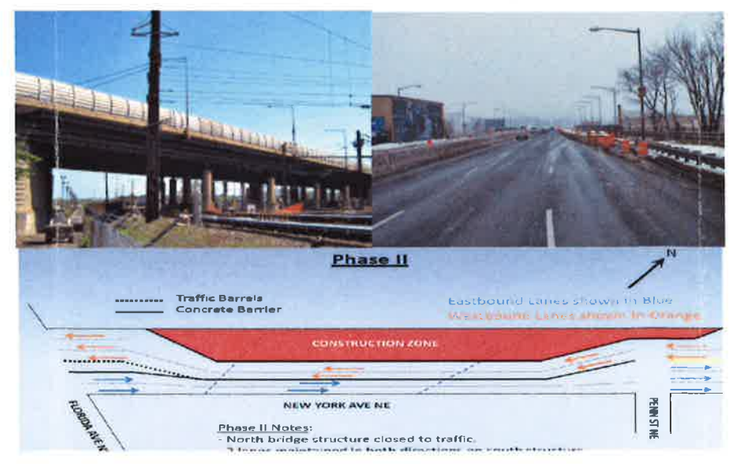
FORT MYER CONSTRUCTION CORPORATION FMC WASHINGTON, D.C.

T·Y·LIN INTERNATIONAL engineers | planners | scientists

Project Features

- **Design-Build Bridge Widening**
- **Heavily traveled and most congested transportation corridors in District of Columbia**
- **Concurrent improvement projects in the same corridor**
- **Public Awareness**
- **Teamed with T.Y. Lin International and Greenhorne and O'Mara for the design aspect of the project**
- **Upgrade of existing Amtrak Electrical Infrastructure**
- **Improvements to roadway lighting fixtures**
- **Improvements to approach roadways and pedestrian sidewalks**

Lead Contractor: Fort Myer Construction Corporation



Scope and Complexity Similarities

- **Design-Build project**
- **Heavily traveled and most congested transportation corridors**
- **Coordination between concurrent improvement projects in the same region**
- **Public relations**
- **Asphalt Paving**
- **Night time Work**

Evidence of Good Performance

MOT: Working on a busy project location can propose several challenges when it comes to addressing traffic- related issues. The FMCC team handled MOT with great precision, safety, on time and within budget.

Lessons Learned

Planning: Originally a Design-Bid-Build project, this project turned into Design-Build during a later phase. The FMCC team gained valuable experience working with five major stakeholders and satisfying all of their demands in a timely manner. Advanced planning played a key role in meeting project goals.

ATTACHMENT 3.4.1(b)

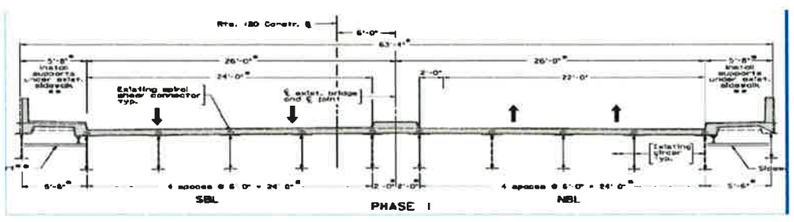
LEAD CONTRACTOR - WORK HISTORY FORM

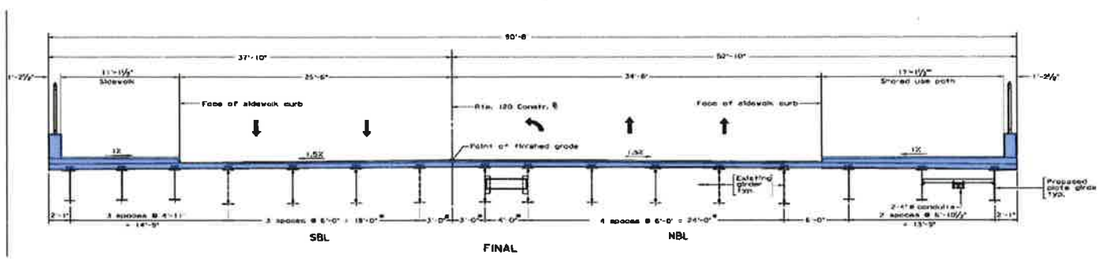
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in Thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement. (in thousands)
					Contract Value (Original)	Contract Value (Actual or Estimated)	
Route 120 (Glebe Road) Over Route 50 Bridge Deck Replacement & Widening	**Fort Myer Construction Corporation is the Contractor.** **DESIGNER: Volkert, Inc**	**Virginia Department of Transportation; NOVA District Structure & Bridges** **Jay Babra** **Construction Manager** **703-259-2944**	**Oct. 2012**	**Oct. 2012**	**$4,897**	**$6,504**	**$3,845**

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 lead contractor, Fort Myer Construction Corporation successfully completed the design-bid-build Glebe Road Bridge Deck Replacement and Widening project in Arlington County for the Virginia Department of Transportation. Originally built in 1954, the Glebe Road Bridge developed into a vital north-south corridor serving approximately 35,000 vehicles over Arlington Boulevard each day, including 300 transit bus trips per day for routes carrying more than 8,500 riders per weekday. To ensure that delays to the traveling public were mitigated during construction, Fort Myer and VDOT utilized an Accelerated Bridge Construction method utilizing precast bridge deck panels. To augment the Accelerated Bridge Construction, Fort Myer was responsible for executing seamless overnight operations involving several trades to guarantee that traffic could safely utilize the bridge during daytime hours. Performing the bridge deck replacement during off peak hours allowed for full capacity of the bridge during critical peak hours for daytime congestion and limiting traffic disruption to night time traffic.

The entire Glebe Road bridge deck, approximately 100 feet long, was replaced with pre-cast, pre-stressed concrete panels. The new 27 feet widening of the bridge provided for a much needed dedicated left turn lane onto Route 50 westbound to further alleviate congested northbound traffic, as well as improved bicycle and pedestrian sidewalks in both directions. Additional infrastructure improvements included new LED street lighting, new traffic signals at the bridge approaches, structural steel cleaning and painting along with drainage improvements within the project limits.





Project Features

- **Bridge Widening**
- **A 17-foot shared-use path on one side and 11-foot sidewalk on the other**
- **A northbound left-turn lane to Route 50, expected to improve reliability of transit operations at this location**
- **Public Outreach**
- **Critical maintenance of traffic**
- **Heavily traveled/highly congested roadway**
- **Decorative wrought-iron picket fencing, brick medians, gateway pillars and LED lighting**

Lead Contractor: Fort Myer Construction Corporation

Scope and Complexity Similarities

- **Bridge Widening Project**
- **Precast Superstructure**
- **Critical Maintenance of Traffic**
- **Heavily traveled/highly congested roadway**
- **Roadway Infrastructure Improvements**

Evidence of Good Performance

Fort Myer and VDOT successfully partnered to further reduce impact to the existing bridge and accelerate construction by constructing the new retaining walls outside of the existing walls to support the adjacent roadway. This engineering approach eliminated very difficult shoring in confined space and saved VDOT cost by utilizing a portion of the existing structure.

Lessons Learned

FMCC handled this project with a very effective strategy, since the project entailed a highly congested roadway and bridge. There was never a traffic mitigation problem and FMCC hopes to imply the same strategies on projects of similar magnitude and nature.

ATTACHMENT 3.4.1(b)

LEAD CONTRACTOR - WORK HISTORY FORM

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number	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)
					Contract Value (Original)	Contract Value (Actual or Estimated)	
Kenilworth Avenue NE & I-295 Washington, DC	Fort Myer Construction Corporation is the Contractor. DESIGNER: LD CA (Legion Design / Campbell & Associates)	District of Columbia Department of Transportation Infrastructure Project Management Admin. (IPMA) Mr. Ali Shakeri, PE Program Manager, Wards 7&8 64 New York Avenue, NE Washington, DC 20001 Phone: 202-671-4612	Oct. 2009	Nov. 2010	$32,983	$37,141	$37,141

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.

This project included the reconstruction/construction of five bridges and the roadway reconstruction of 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.

As construction had to be performed on one of D.C.'s busiest interstates, Maintenance of Traffic was a critical component. To reduce congestion for nearly 130,000 daily commuters, Fort Myer Construction utilized a movable barrier system to maintain three lanes in any one direction during peak hours. To avoid unnecessary congestion due to easily resolvable incidents, Fort Myer kept a tow truck on site. This proved effective in minimizing delays.

Fort Myer encountered a significant unforeseen site condition in an unmarked 48" sewer line that directly conflicted with the project work. Because Fort Myer possessed the material and supplies necessary to resolve this conflict it was able to complete this project with only minimal delay.

Project Features

- **Multiple Bridge replacement**
- **Bridge Widening**
- **Asphalt Overlay through the project limits**
- **Safety and hardware upgrades**
- **Public Outreach**
- **Critical maintenance of traffic**
- **Heavily traveled/highly congested roadway**
- **MSE walls and Utility relocation**

Scope and Complexity Similarities

- **Bridge Widening**
- **Asphalt Overlay through the project limits**
- **Safety and hardware upgrades**
- **Public Outreach**
- **Critical maintenance of traffic**
- **Heavily traveled/highly congested roadway**

Lead Contractor: Fort Myer Construction Corporation

Evidence of Good Performance

The project was completed on time and within budget. There were ZERO accidents on the project and the project was delivered with the highest standard of quality.

Lessons Learned

FMCC handled this project with a very effective strategy given that the project included five bridges and a half mile of roadway reconstruction. There was never a traffic mitigation problem and FMCC hopes to imply the same strategies on projects of similar magnitude and nature.

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.**	**DC Department of Transportation/ IPMA** **Mr. Ali Shakeri, PE, Program Manager, Wards 5 & 6** **202-671-4612** **ali.shakeri@dc.gov**	**March 2011**	**October 2013**	**$25,000**	**$32,000**	**$800**
			Initial design performed by 3rd 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. Roadway items included profile grade adjustment and modification of the 6-ft median/island. Additonally, there was a need for stormwater management and new manholes. 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

Revised 9/13/12

ATTACHMENT 4.2.6(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 (including the new bridge over the Kanawha River) **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.**	**West Virginia Department of Transportation** **Division of Highways** **Ahmed Mongi, PE** **304-558-9739** **ahmed.n.mongi@wv.gov**	**2012**	**2012** **Completion Date for Kanawha River Bridge 10/29/2010**	**$140,000**	**$140,000**	**$12,000** **Construction value of Kanawha River Bridge work: $75,000**

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.

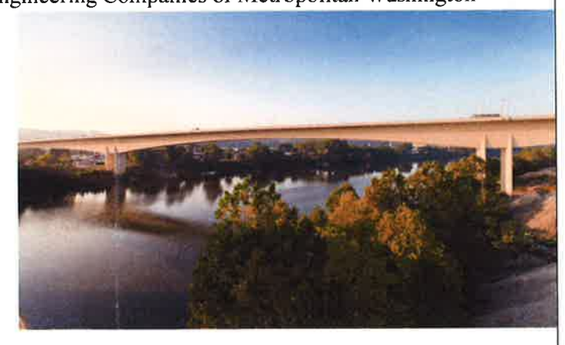
Two of the four road projects were nominated for the Engineering Excellence Award for Small Bridge and Small Roadway Category and the other the WVDOT Engineering Excellence Award for Small Roadway Category and the West Virginia ACEC Gold Award in the Transportation Category.

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



3.5 PROJECT RISKS

3.5 Project Risks

Risk Management Approach

As part of the requirements of the RFQ, the Design-Build team employed a systematic approach to identify potential risks in design and construction of the project. After thorough review of available project documents such as the preliminary plans in conjunction with multiple visits to the project site, the team developed a complete understanding of the scope, needs, and ultimately the largest risks associated with the project. All parties within the Design-Build team were tasked with investigating any potential risks within their area of expertise. Once a comprehensive list of project risks were identified, the risks were individually discussed and categorized. Risks were scaled on the probability of occurrence and degree of impact to the project. The combination of probability and impact for each risk provides a relevant metric to prioritizing critical risks. By employing this methodology, the focus is shifted to risks that are most likely to occur during the life time of the project, carrying the potential to impact the project's schedule, quality, and cost. Some of the identified risks are summarized in the table below.

1.	**Maintenance of Traffic (MOT)/ Detour:** Access to local businesses maintained throughout construction.
2.	**Public Relations and Community Outreach:** Coordination with Stakeholders to project updates frequently.
3.	**Geotechnical:** Embankment settlement due to additional loads by raise of profile and poor conditions of the existing soil in the vicinity of the bridge.
4.	**Right-of-Way Acquisition:** Timely negotiation and documentation – Fairfax County Park Authority Property and the conservation easements.
5.	**Earthwork:** Identification of a reliable and clean source for the additional fill required to reach the raised profile.
6.	**Utility Relocation:** Timely coordination with utility owners to avoid project delays due to relocation and reset of existing utilities.
7.	**Bridge & Roadway Geometry:** Shoulder and grass buffer widths below the recommended VDOT sections.
8.	**SWM:** Presence of high ground water elevation at the location of the proposed SWM pond.
9.	**Staging Area:** Limited area available for construction staging.
10.	**Design Waivers and Exceptions:** Design variations from standard VDOT recommendations such as the buffer width between the shared used path and back of curb.
11.	**Bridge Hydraulic Opening:** The 100 year storm is conveyed without overtopping the bridge structure and roadway.

Number	Risk	Impact (1-9)	Probability
1	**Maintenance of Traffic (MOT)/ Detour**	9	60%
2	**Public Relations and Community Outreach**	8	50%
3	**Geotechnical**	8	55%
4	Right-of-Way Acquisition	7	20%
5	Earthwork	6	40%
6	Utility Relocation	6	30%
7	Bridge & Roadway Geometry	6	50%
8	SWM	5	20%
9	Staging Area	4	40%
10	Design Waivers and Exceptions	4	30%
11	Bridge Hydraulic Opening	5	30%

Figure 1 - Risk Analysis Table

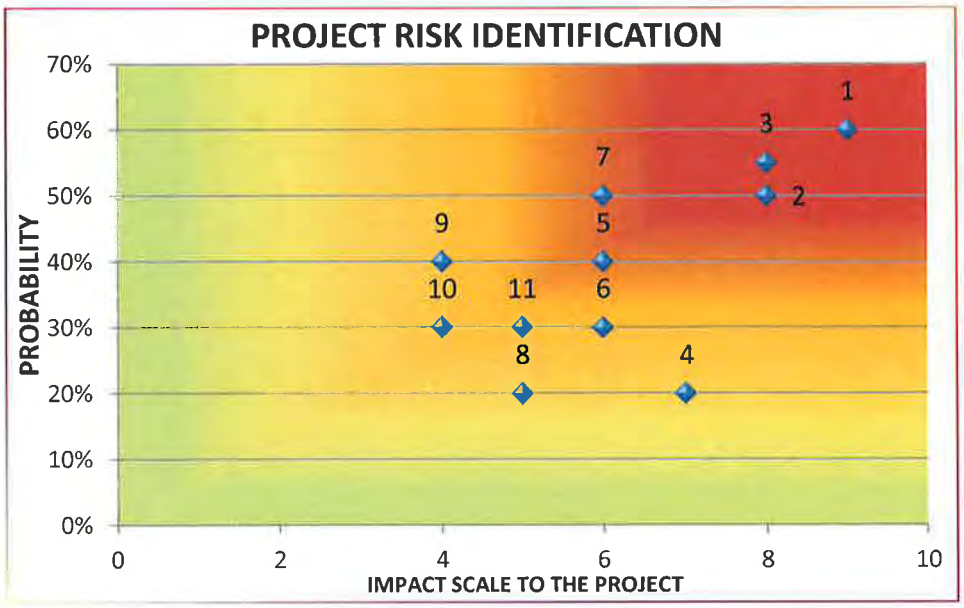


Figure 2 - Risk Identification Graph

Based on the data provided in Figures 1 and 2, we conclude that the three most significant risks on this project are: **Maintenance of Traffic (MOT), Geotechnical Risks, and Public Relations & Community Outreach**.

We understand that identification of project risks is essential, yet without proper mitigation strategies it would be of no value. The team considered and proposed solutions to eliminate or reduce the impact of the identified risks to the project. Per the direction of the RFQ, we elaborated on our mitigation strategies for the three most significant risks, which are provided on pages 12 through 14.

RISK#1: MAINTENANCE OF TRAFFIC (MOT)

Our team has identified maintenance of traffic as the primary risk associated with this project due to the high existing and design ADT on Walney Road. The preliminary plans indicate the closure of Walney road to through traffic between Westfield Boulevard and Willard Road. The proposed detour plan increases the travel time and distance by as much as three (3) times for commuters. This detour plan could significantly impact peak hour traffic due to its proximity to major roads like Route 50 and Route 28. Access to office buildings and businesses along Walney Road and Mariah Court must be maintained throughout construction of the project. Businesses such as Granite and Marble Express and Chantilly Storage generate frequent truck traffic which must be accommodated. Furthermore, a mosque is located at the intersection of Walney road and Westfield Boulevard which will generate additional traffic during religious ceremonies. Our team is committed to providing innovative design and employing construction means and methods, including prefabrication of bridge elements and extended work hours in order to expedite the construction of the Walney road bridge and widening and to reduce the closure of this road to through traffic.

Although the full closure and a detour has been the preliminary approach to the construction of this project, our team has also considered a phased construction in order to avoid burdening route 28 and route 50, which already experiences a high volume of traffic during peak hours. The phased construction would provide one travel lane in each direction at a minimum and would allow for daily commuters, local businesses and residences, and public safety responders to have access to the roadway throughout construction with minimal interruptions. Our team will coordinate any road closures and detours with VDOT, as well as with local communities and responder units well in advance.
While the risk of maintaining and managing traffic throughout the construction is the responsibility of the Design-Build team, it is important to consider the public's perception of VDOT moving forward with this project. A joint effort by the design-build team and VDOT is required in effective mitigation of this risk.

RISK#2: GEOTECHNICAL RISK

In general, subsurface soils encountered in the preliminary geotechnical study consisted of fill or possible fill from the surface (1 to 5.5 ft thick) underlain by alluvial soils and decomposed and highly weathered rock. Decomposed and highly weathered Siltstone was encountered below the alluvium at shallow to medium depths (1 to 11 ft below existing grade).

Potential settlement and stability of the retained fills at the bridge approaches will need particular attention during design and construction.

Soil borings close to the bridge foundation indicate that a very soft to soft layer of lean Clay and fill were encountered to an approximate depth of 5 feet from the surface. This soil layer is regarded as unstable for supporting loads from the bridge structure and would have a high risk of settlement under the embankment loading. The abovementioned layer is most vulnerable to short and long term settlement and causes a significant stability issue under the bridge and embankment loading. Additionally there is risk of bearing capacity failure, slip failure and or lateral movement of the bridge structures and embankment.

To mitigate this risk, we recommend this unstable soil to be undercut and replaced with the structural fill during construction. Assuming that the undercut and replacement of up to 5 feet of the soft lean clay will be implemented at the bridge abutments, our preliminary settlement analysis indicated that approximately 2 to 3 inches of total settlement is expected for both abutment sections. Additionally, a majority of the total estimated settlement will occur within the new embankment fill during construction, and residual settlement after construction will most likely be less than 1 inch. This implies that a settlement monitoring program would not be required for either bridge approach locations if the embankment construction takes place over a period of at least one month.

At the proposed Storm Water Management Facilities there exists very soft and wet alluvium (lean Clay) to a depth of 4 feet below existing grade. This material is unsuitable for supporting any embankment or foundations and should be undercut and replaced with suitable backfill material. Temporary dewatering may need to be considered due to anticipated high groundwater level during construction.

Our team has experienced sub-consultants that are prequalified by VDOT to perform Geotechnical Investigation and Evaluation, which will help minimize the impact on cost and schedule.
This risk is considered to be entirely on the design-build team.

Risk#3: Public Relations & Community Outreach

The Widening of Walney Road and replacement of the existing bridge over Flatlick Branch will have an effect on the public and the surrounding community. This project will concern property owners whose parcels will be affected due to the widening of Walney road and the associated storm water management pond. The project will also concern commuters whose daily travel time and distance will be temporarily affected during construction of the project. The change in existing traffic flow will result in disruption of typical traffic patterns that have been in place for a long time.

How these roadway changes are instituted and communicated to the impacted stakeholders are instrumental to timely and successful execution of this project. Maintaining strong public relations with the impacted community helps to smoothly expedite execution of the project. To reduce the impact of traffic diversions and closures on the community, it is critical to keep the public well informed throughout the project. Impacted communities should be informed of any unforeseen changes in the design and/or the timeline of the project. Continuous coordination with existing businesses and entities such as the mosque is necessary to facilitate deliveries, events or any other needs they might have during the construction.

The right-of-way acquisition required an open channel of conversation with property owners and any additional parties involved to avoid any delays and schedule risks.

The design-build team appoints Ms. Tara Boggio to drive the public relations and community outreach initiative of this project. Ms. Boggio has over fourteen years of experience in public relations and outreach, working in both the public and private sectors; she is adept at balancing the interests of a variety of stakeholders. Ms. Boggio has led various project leadership and interest groups ranging from small focus groups to public meetings of more than a hundred interested citizens.

Additionally, we intend to:

- Hold a series of public meetings and community hearings to keep the impacted communities (both commercial and residential) informed and also receive feedback from the community on their concerns.
- Provide a number of open and reliable channels of communications (site notices, E-mails through Fairfax County and or Department of Transportation E-mail lists, public posts, newspaper posts, etc) to keep the public informed and updated of the project design and schedule.
- Provide frequent and timely updates to the public and impacted communities to allow them to plan for their commute routes in conjunction with construction.
- Close coordination with VDOT's public affair and the private party's designee.

APPENDIX B
DEBARMENT FORMS

ATTACHMENT 3.2.6

State Project No. 0657-029-099, R201, C501, B641

Affiliated and Subsidiary Companies of the Offeror

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

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

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

APPENDIX B
DEBARMENT FORMS

ATTACHMENT NO. 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0657-029-099, R201, C501, B641

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.

Jose Rodriguez	June 20, 2013	Jose Rodriguez, President
Signature	Date	Title

Fort Myer Construction Corporation
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0657-029-099, R201, C501, B641

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

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

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

[signature]	6/19/13	SR VICE PRES.
Signature	Date	Title

T.Y. Lin International
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0657-029-099, R201, C501, B641

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

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

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

Signature	June 12, 2013 Date	President Title

Quinn Consulting Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0657-029-099, R201, C501, B641

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

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

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

	June 18, 2013	Senior Principal
Signature	Date	Title

Stantec Consulting Services Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0657-029-099, R201, C501, B641

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

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

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

	June 11, 2013	President and CEO
Signature	Date	Title

DMY Engineering Consultants, LLC
Name of Firm

APPENDIX C
VDOT PREQUAL

==========

F034
FORT MYER CONSTRUCTION CORPORATION
PREQ. EXP : 07/31/2013

--PREQ ADDRESS ---------- WORK CLASSES (LISTED BUT NOT LIMITED TO)
2237-33RD ST., N.E. 003 - MAJOR STRUCTURES
WASHINGTON, DC 20018-1594 004 - ASPHALT CONCRETE PAVING
PHONE : 202-636-9535 006 - PORTLAND CEMENT CONCRETE PAVING
FAX : 202-526-8572 045 - UNDERGROUND UTILITIES
055 - BRIDGE REPAIRS

BUSINESS CONTACT: SHRENSKY, LEWIS FRANK
EMAIL: FORTMYER@FORTMYER.COM
------DBE INFORMATION------

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

==========

F427
FORTY-TWO CONTRACTING, INC.
PREQ. EXP : 05/31/2014

--PREQ ADDRESS ---------- WORK CLASSES (LISTED BUT NOT LIMITED TO)
938 E. 4TH STREET 004 - ASPHALT CONCRETE PAVING
RICHMOND, VA 23224-5532 101 - EXCAVATING
PHONE : 804-377-2270
FAX : 804-249-6513

BUSINESS CONTACT: SNEAD, WILLIAM WOODROW
EMAIL: PSNEAD@42CONTRACTING.COM
------DBE INFORMATION------

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

==========

APPENDIX D
SURETY LETTER

CNA SURETY

Kevin Reichert, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation (VDOT)
1401 East Broad Street -
Richmond, VA 23219

June 5, 2013

Re: Fort Myer Construction Corporation/Walney Road Bridge Replacement and Road Widening State Project No. 0657-029-099, R201, C501, B641 Federal Project No. STP-5A01(471) Contract ID No. C00104103DB62

Dear Mr. Reichert:

As surety for Fort Myer Construction Corporation, Western Surety Company, a C N A company, with an A.M. Best Financial Strength Rating 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

By: Forrest D. Hall
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 Vice President and its corporate seal to be hereto affixed on this 16th day of April, 2013.

WESTERN SURETY COMPANY

Paul T. Bruflat, Vice President

State of South Dakota
County of Minnehaha } ss

On this 16th day of April, 2013, 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 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

June 23, 2015

J. MOHR
SEAL NOTARY PUBLIC SOUTH DAKOTA SEAL

J. Mohr, 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 5th day of June, 2013.

WESTERN SURETY COMPANY

L. Nelson, Assistant Secretary

Form F4280-7-2012

APPENDIX E
SCC/DPOR

ATTACHMENT 3.2.10

State Project No. 0657-029-099, R201, C501, B641

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Fort Myer Construction Corporation	0150814-2	Professional Corporation	Active	2237 33rd St, NE, Washington DC 20018-1594	Class A Contractor	2701015396	08-31-2014
T Y Lin International	F038827-4	Professional Corporation	Active	5285 Shawnee Rd, Suite 210, Alexandria, VA 22312	ENG	0405000362	12-31-2013
Quinn Consulting Services Inc	04925517	Professional Corporation	Active	14160 Newbrook Dr, Suite 220, Chantilly, VA 20151	ENG	0407003733	12-31-2013
Stantec Consulting Services Inc	F1493198	Professional Corporation	Active	10800 Midlothian Turnpike, Suite 310, North Chesterfield, VA 23235-4725	ENG	0411000981	02-28-2014
Stantec Consulting Services Inc	F1493198	Professional Corporation	Active	108 Church St, SE, Leesburg, VA 20178	ENG, LS	0411000547	02-28-2014
Stantec Consulting Services Inc	F1493198	Professional Corporation	Active	4500 Daly Dr, Suite 100, Chantilly, VA 20151	ENG, LS	0411000987	02-28-2014
Stantec Consulting Services Inc	F1493198	Professional Corporation	Active	10800 Midlothian Turnpike, Suite 310, North Chesterfield, VA 23235-4725	Appraiser	4008 001770	03-31-2015
DMY Engineering Consultants, LLC	S3134972	Limited Liability Company	Active	45662 Terminal Dr, Suite 110, Dulles, VA 20166	ENG	0407005631	12-31-2013

ATTACHMENT 3.2.10

State Project No. 0657-029-099, R201, C501, B641

SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
T Y Lin International	Gopi Kishan Sripathy	Alexandria, VA	20202 Hidden Creek Court, Ashburn, VA 20147	Professional Engineer	0402051129	10-31-2014
Quinn Consulting Services Inc	John Kevin Vicinski	Chantilly, VA	4609 Marble Rock Ct, Chantilly, VA 20151	Professional Engineer	0402026380	08-31-2013
Stantec Consulting Services Inc	David Anthony Malinoski	Chantilly, VA	6153 Stronghold Dr, Mechanicsville, VA 23111	Professional Engineer	0402031971	02-28-2014

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

CISECOM
Document Control Number: 1112015209

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 VIRGINIA SIC SEMPER TYRANNIS 1903

State Corporation Commission
Attest:

Joel H. Peck

Commonwealth of Virginia

State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That QUINN CONSULTING SERVICES INCORPORATED is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is October 24, 1997;

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:
August 15, 2011

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CIS0502

Robert F. McDonnell
Governor

Lisa M. Hicks-Thomas
Secretary of Administration

COMMONWEALTH OF VIRGINIA
Department of Minority Business Enterprise

1111 East Main Street, Suite 300
Richmond, Virginia 23219

Ida Outlaw McPherson
Director

VIRGINIA UNIFIED CERTIFICATION PROGRAM

November 19, 2012

Elizabeth Quinn
Quinn Consulting Services, Inc.
4094 Majestic Lane, #281
Fairfax, VA 22033

Certification Number: DBE 626289

Dear Elizabeth Quinn:

The Virginia Department of Minority Business Enterprise (VDMBE) has approved the request of **Quinn Consulting Services, Inc.** for the additional NAICS codes: 237310, 611430, 237990 and 236220; subject to the requirements of the DBE Regulation 49 CFR, Part 26 and all the laws of this state applicable to the transaction of business. Your firm's **Certification Eligibility Period began April 1, 1998.** Next year, prior to **the anniversary of your certification,** you will be required to submit updated information (Affidavit of Continued Eligibility, business and personal federal tax returns for the last tax year—*signed and dated*—and a current Personal Financial Statement of the Owner(s)).

We are pleased to inform you that we have certified your company in the following NAICS Code(s):

541330	**Engineering Consulting services**
237310	**Civil Engineering Services**
611430	**Construction Management, Highway and Roads**
237990	**Quality Assurance**
236220	**Construction Management, Mass Transit**

It is your responsibility to notify VDMBE immediately of any changes in your firm such as name, address, ownership, officers or Board of Directors. Please check the accuracy of your entry in our DBE Directory at www.dmbe.virginia.gov. Your firm's certification is subject to our review at any time during the year and you may be required to provide any and all relevant documentation. Failure to cooperate by providing the requested information may lead to de-certification.

You may receive management and technical assistance by writing to the Department of Minority Business Enterprise, 1111 East Main Street, Suite 300, Richmond, VA 23219, or by calling (804) 786-6585. If you have questions, please contact Demetriss Murray at (804) 786-1717, or by email at demetriss.murray@dmbe.virginia.gov

Sincerely,

Calvin M. Thweatt
Certification & Technical Services Manager

Commonwealth of Virginia

State Corporation Commission

I Certify the Following from the Records of the Commission:

The foregoing is a true copy of an application for an amended certificate of authority to transact business in Virginia filed in this office by Stantec Consulting Services Inc.

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:
April 19, 2005

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CIS0448

Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, January 11, 2010

This is to certify that the certificate of organization of

DMY Engineering Consultants, LLC

was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: January 11, 2010

State Corporation Commission
Attest:

Joel H. Peck
Clerk of the Commission

CISLFD

COMMONWEALTH OF VIRGINIA

DEPARTMENT OF MINORITY BUSINESS ENTERPRISE

1111 E. Main Street, Suite 300
Richmond, VA 23219

DMY Engineering Consultants, LLC
is a certified Small, Minority owned Business meeting all the eligibility requirements set forth under the Code of Virginia Section 2.2-1400 et seq. and Administrative Code, 7VAC 10-21 et seq.

Certification Number: 684372
Valid Through: September 26, 2014

Accordingly Certified

Ida Outlaw McPherson

Ida Outlaw McPherson, Director

CERTIFIED
SWaM Small, Women and Minority-Owned
Supplier Diversity Strengthens the Commonwealth
by the Virginia Department of Minority Business Enterprise

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA
9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
08-31-2014

NUMBER
2701015396

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS BLD ELE H/H

FORT MYER CONSTRUCTION CORP
2237 33RD ST NE
WASHINGTON, DC 20018-1594

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
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, Director

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(POCKET CARD)
COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
PROFESSIONAL CORPORATION REGISTRATION
NUMBER: 0405000362 EXPIRES: 12-31-2013
PROFESSIONS: ENG
T Y LIN INTERNATIONAL
5285 SHAWNEE RD
SUITE 210
ALEXANDRIA, VA 22312

(FOLD)

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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA
9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON	NUMBER
12-31-2013	0407003733

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

PROFESSIONS: ENG

QUINN CONSULTING SERVICES INC
14160 NEWBROOK DR
SUITE 220
CHANTILLY, VA 20151

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Gordon N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003733 EXPIRES: 12-31-2013
PROFESSIONS: ENG
QUINN CONSULTING SERVICES INC
14160 NEWBROOK DR
SUITE 220
CHANTILLY, VA 20151

(FOLD)

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

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10010 (7/11) 107028-3

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-28-2014

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

NUMBER
0411000981

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

PROFESSIONS: ENG

STANTEC CONSULTING SERVICES INC
10800 MIDLOTHIAN TURNPIKE
SUITE 310
NORTH CHESTERFIELD, VA 23235-4725

Gordon N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000981 EXPIRES: 02-28-2014
PROFESSIONS: ENG
STANTEC CONSULTING SERVICES INC
10800 MIDLOTHIAN TURNPIKE
SUITE 310
NORTH CHESTERFIELD, VA 23235-4725

(FOLD)

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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
02-28-2014

NUMBER
0411000547

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

PROFESSIONS: ENG, LS

STANTEC CONSULTING SERVICES INC
108 CHURCH ST SE
LEESBURG, VA 20178

Gordon N. Dixon, Director

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(POCKET CARD)
COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000547 EXPIRES: 02-28-2014
PROFESSIONS: ENG, LS
STANTEC CONSULTING SERVICES INC
108 CHURCH ST SE
LEESBURG, VA 20178

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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
02-28-2014

NUMBER
0411000987

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

PROFESSIONS: ENG, LS

STANTEC CONSULTING SERVICES INC
4500 DALY DRIVE
SUITE 100
CHANTILLY, VA 20151

Gordon N Dixon, Director

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COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000987 EXPIRES: 02-28-2014
PROFESSIONS: ENG, LS
STANTEC CONSULTING SERVICES INC
4500 DALY DRIVE
SUITE 100
CHANTILLY, VA 20151

(FOLD)

(DETACH HERE)

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

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10010 (7/11) 107028-3

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
03-31-2015

NUMBER
4008 001770

REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION

STANTEC CONSULTING SERVICES INC

10800 MIDLOTHIAN TURNPIKE SUITE 310

NORTH CHESTERFIELD VA 23235

Gordon N. Dixon, Director

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION
NUMBER: 4008 001770 EXPIRES: 03-31-2015
STANTEC CONSULTING SERVICES INC

10800 MIDLOTHIAN TURNPIKE SUITE 310

NORTH CHESTERFIELD VA 23235

(FOLD)

(DETACH HERE)

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9960 Mayland Dr., Suite 400, Richmond, VA 23233

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

NUMBER
0407005631

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

PROFESSIONS: ENG

DMY ENGINEERING CONSULTANTS, LLC
45662 TERMINAL DRIVE
SUITE 110
DULLES, VA 20166

Gordon N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407005631 EXPIRES: 12-31-2013
PROFESSIONS: ENG
DMY ENGINEERING CONSULTANTS, LLC
45662 TERMINAL DRIVE
SUITE 110
DULLES, VA 20166

(FOLD)

(DETACH HERE)

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

EXPIRES ON
10-31-2014

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

NUMBER
0402051129

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

GOPI KISHAN SRIPATHY
20202 HIDDEN CREEK CT
ASHBURN, VA 20147

Gordon N. Dixon, Director

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402051129 EXPIRES: 10-31-2014

GOPI KISHAN SRIPATHY
20202 HIDDEN CREEK CT
ASHBURN, VA 20147

(FOLD)

(DETACH HERE)

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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON	NUMBER
08-31-2013	0402026380

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

JOHN KEVIN VICINSKI
4609 MARBLE ROCK CT
CHANTILLY, VA 20151

Gordon N. Dixon, Director

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

(POCKET CARD) COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402026380 EXPIRES: 08-31-2013

JOHN KEVIN VICINSKI
4609 MARBLE ROCK CT
CHANTILLY, VA 20151

(FOLD)

(DETACH HERE)

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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-28-2014

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

NUMBER
0402031971

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

DAVID ANTHONY MALINOSKI
6153 STRONGHOLD DR
MECHANICSVILLE, VA 23111

Gordon N. Dixon, Director

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