

## A DESIGN-BUILD PROJECT



# Interstate 64 Capacity Improvements – Segment I

From: 0.50 miles east of Route 238 (Yorktown Road)

To: 1.55 miles west of Route 143 (Jefferson Avenue)

Newport News, Virginia

State Project No.: 0064-965-264, P101, R201, C501, B616, B617, B618, B619, B620, B621, D601, D602

Federal Project No.: NHS-064-3 | Contract ID Number: C00104905DB75

Submitted to:

Virginia Department of Transportation



Submitted by:

The Lane Construction Corporation **LANE**

In association with:

Parsons Brinckerhoff **PARSONS  
BRINCKERHOFF**

and HDR Engineering, Inc. **HDR**



**LANE**



April 17, 2014

Mr. Joseph A. Clarke, P.E.  
Alternate Project Delivery Office  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, Virginia 23219

**RE: Interstate 64 Capacity Improvements – Segment I**

State Project No.: 0064-965-264, P101, R201, C501, B616, B617, B618, B619, B620, B621, D601,  
D602; Federal Project No.: NHS-064-3  
Contract ID Number: C00104905DB75

Dear Mr. Clarke:

The Lane Construction Corporation (LANE) is pleased to present this Statement of Qualifications (**Section 3.2**) for the above referenced project to the Virginia Department of Transportation (VDOT). LANE was founded in 1890 and is one of the nation's top-rated heavy civil construction companies. We specialize in high quality roadway, bridge, mass-transit, and airport construction. LANE has a long and successful history of project completion in the Commonwealth of Virginia.

LANE is the Offeror and will be the overall authority on the project as well as the Lead Contractor. We have teamed with Parsons Brinckerhoff, Inc. as the Lead Designer. HDR Engineering, Inc. (HDR) joins Parsons Brinckerhoff as a major design subconsultant providing structural design expertise. Together, we provide VDOT with a reputable team capable of completing projects of this size and scope on time and on budget as evidenced in our collective project experiences.

LANE and Parsons Brinckerhoff, in conjunction with additional hand-selected specialty firms experienced with VDOT processes and procedures, will provide design and construction for the I-64 Capacity Improvements - Segment I Project. We are confident in our team structure and experience, and have elaborated on our distinctive qualifications in the subsequent sections. The LANE team has assembled committed personnel, with proven delivery of VDOT's requirements to meet the quality, safety, and schedule demands of this project.

**3.2.2 Offeror's Point of Contact Information:** Mr. Richard A. McDonough is the authorized representative and point of contact for the LANE team for all matters associated with this qualifications submittal.

Richard A. McDonough, Senior National Pursuits Manager  
14500 Avion Parkway, Suite 200  
Chantilly, VA 20151  
Tel: (703) 222-5670 Fax: (703) 222-5960  
Email: RAMcdonough@laneconstruct.com

**3.2.3 Offeror's Principal Officer Information:** Mr. Mark A. Schiller is a principal officer of The Lane Construction Corporation and the legal entity with whom a Design-Build contract with VDOT will be written.

Mark A. Schiller, Senior Vice President  
14500 Avion Parkway, Suite 200  
Chantilly, VA 20151  
Tel: (703) 222-5670 Fax: (703) 222-5960  
Email: MASchiller@laneconstruct.com

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**3.2.4 Offeror's Corporate Structure:** LANE was founded in 1890 and was incorporated in the State of Connecticut on April 5, 1902. LANE will undertake the financial responsibility for the project and has no known liability limitations. LANE's pre-qualification status/capabilities with VDOT are well in excess of the requirements of this project. The co-sureties will furnish a single 100% performance bond and a single 100% payment bond.

**3.2.5 Lead Contractor and Lead Designer:** The full legal name of the Offeror is: The Lane Construction Corporation. LANE will serve as the prime/general contractor responsible for overall construction of the project and will serve as the legal entity who will execute the contract with VDOT. The full legal name of the Lead Designer is: Parsons Brinckerhoff, Inc. Parsons Brinckerhoff will serve as the lead design firm responsible for the overall design of this Project under contract to LANE.

**3.2.6 Affiliated/Subsidiary Companies:** LANE's parent company is Lane Industries, Inc. A complete list of affiliates and subsidiary companies may be found in the Appendix.

**3.2.7 Debarment Forms:** Certifications for Debarment for both Primary and Lower Tier Covered Transactions have been completed and executed for the Offeror and all subconsultants, subcontractors, and other entities as identified as members of the LANE team and may be found in the Appendix.

**3.2.8 Offeror's VDOT Prequalification Evidence:** Evidence from VDOT's online Prequalified List (L002/Active) is included in the Appendix and verifies that LANE is prequalified for this SOQ submission.

**3.2.9 Letter of Surety:** A surety letter from the bonding companies is included in the Appendix, confirming their willingness to provide any and all bonds for this project.

**3.2.10 Professional Services Evidence:** The matrix in the Appendix delineates the respective state registrations and licensures of the LANE team. The Offeror and all team members are eligible at the time of the SOQ submittal, under the law and relevant regulations, to offer and to provide any services proposed or related to the project. Respective copies of licenses may be found in the Appendix.

**3.2.11 DBE Statement:** LANE supports the Disadvantaged Business Enterprise (DBE) program and is committed to meeting the 2% goal for the design and construction of this project utilizing Virginia certified DBE companies.

**3.2.12 Final Completion Date:** In accordance with RFQ Section 2.5, LANE proposes a Final Completion Date of December 3, 2018.



We have used this icon throughout the Statement of Qualifications to indicate design-build projects.

Through our proven performance, our team will deliver this project on time and within budget. We appreciate the opportunity to present our qualifications and look forward to working with VDOT on this important project.

Respectfully submitted,

A handwritten signature in blue ink that reads "RAMS" followed by a stylized flourish.

Richard A. McDonough  
Senior National Pursuits Manager



**LANE**

### 3.3 | OFFEROR’S TEAM STRUCTURE

The Lane Team is comprised of highly skilled team members, both firms and individuals, to create an integrated team structure that advantageously utilizes the Design-Build (DB) process and capitalizes on the strongest attributes of each team member’s respective capabilities. LANE’s role will include managing the total design and construction of the project and self-performing the major work elements. Parsons Brinckerhoff, Inc. joins LANE as the Lead Designer. **The two tables below illustrate the LANE team’s structure—the construction contractors and the design consultants.**

Construction Contractors	
<b>The Lane Construction Corp.</b>	<b><i>Design-build and prime contractor, overall management</i></b>
Parsons Brinckerhoff, Inc.	QAM
Basic Construction Company	Asphalt paving, utilities
Bryant Contracting, Inc.	Bridges
ECS Mid-Atlantic, LLC	QA Inspection, AMRL-certified technicians/lab
GET Solutions, Inc.	QC Inspection, AMRL-certified technicians/lab
O.R. Colan Associates	Right-of-way
PRR, Inc.	Public involvement/relations

**The Lane Construction Corporation (LANE)** will serve as the Lead Contractor of the DB team for the I-64 Capacity Improvements – Segment I project. Our 122 year proven heavy civil experience in roadway, bridge and airport related construction and more than 60 DB projects ranging in scope and value from \$13 million to \$1.5 billion demonstrates LANE’s ability to tackle the region’s most challenging infrastructure projects.

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- Engineering News-Record ranks LANE:**
- ✓ **1st** | Top 25 Highway Contractors
  - ✓ **6th** | Top 20 Transportation Contractors
  - ✓ **7th** | Top 50 Domestic Heavy Contractors
- 

LANE owns and operates over 70 asphalt facilities. We are the largest privately held asphalt producer in the US, producing and placing in excess of six million tons of various types of asphalt annually for roadways, runways, and race tracks. LANE is also a major contractor in the manufacture and placement of concrete paving for roadways and runways. We own and operate nine mobile central mix concrete plants which will be of particular value to serve this I-64 project. The majority of the concrete LANE produces is placed by LANE’s own forces utilizing our high capacity and portable concrete plants that can be mobilized and set up quickly to accommodate the various types of projects we routinely complete. We own numerous concrete pavers and belt placers to handle whatever the concrete paving design requires.

Our concrete paving capability is an extremely valuable asset to our clients, and our ability to self-perform this service as a standard practice enables us to meet all quality, schedule and value requirements on projects with all varieties and quantities of concrete pavement.

*LANE is proud of its recognition for quality, smoothness and durability of concrete pavement having received numerous awards for excellence in concrete paving.*

**Quality Assurance Management**

**Parsons Brinckerhoff, Inc.** will provide the Quality Assurance Manager. Parsons Brinckerhoff has provided quality assurance services on over 50 major highway, bridge and tunnel projects, totaling nearly \$10 billion in constructed value and over 18,000 miles of roadway since 1990. The firm’s projects include new construction, roadway widening, and reconstruction programs that are often recognized by peers for quality, excellence, and customer service. Parsons Brinckerhoff has provided these services to VDOT on projects throughout the Commonwealth—from the Coleman Bridge in Yorktown, to the Gilmerton Bridge in Chesapeake, and the Woodrow Wilson Bridge in Northern Virginia.

Parsons Brinckerhoff ranks in *Engineering News-Record*’s list of Top 10 largest providers of construction management-for-fee services.

**Construction Subcontractors**

Two local contractors with experience in the I-64 corridor bring added value and expertise to the LANE team. **Basic Construction Company (Basic)** specializes in the production of hot mix asphalt and paving, highway construction, and earthmoving and grading services and utility work and will provide the asphalt paving services on the I-64 Capacity Improvements-Segment I project. Basic’s two VDOT-approved asphalt plants in Newport News and New Kent County ensure a steady supply of asphalt from a local resource. **Bryant Contracting, Inc. (Bryant)** specializes in bridge construction and will perform all phases of bridge work, to include: demolition; pile driving; sheeting and shoring; steel and pre-cast concrete erection; and concrete construction.

Design Consultants	
<b>Parsons Brinckerhoff, Inc.</b>	<i>Lead designer</i>
HDR, Inc.	Structural lead, geotechnical engineering
EEE Consulting, Inc.	Environmental permitting
Precision Measurements, Inc.	Survey
So-Deep, Inc.	Subsurface utility location

Founded in 1885, **Parsons Brinckerhoff, Inc.** provides multi-disciplinary services for all types of transportation projects, all around the world. As a pioneer in developing major highways and roadways, the firm offers the full range of expertise necessary for a successful project. Parsons Brinckerhoff has designed the full spectrum of highways: small to large, urban to rural, simple to complex. The firm has played a key role in some of the Commonwealth’s most significant transportation projects for VDOT—including the Woodrow Wilson Bridge, the Route 895 Pocahontas Parkway over the James River, and most recently, the Elizabeth River Tunnels project. With offices in Hampton Roads, Richmond and Northern Virginia, Parsons Brinckerhoff will continue to support VDOT’s program for providing safe, well-maintained infrastructure for the traveling public.

*Roads & Bridges Magazine* has recognized Parsons Brinckerhoff in their “Go-To List” of Top Design Firms (2013):

- ✓ 1st | Road & Highway Design
- ✓ 1st | Design-Build Projects
- ✓ 2nd | Bridge Design

**Design Subconsultants**

Bringing added value to the design team, **HDR Engineering, Inc. (HDR)** will support Parsons Brinckerhoff by providing the structural design and geotechnical services for this project. With extensive experience in all phases of transportation engineering, including highway and interchange design, bridges and bridge replacements, geotechnical, traffic engineering, maintenance of traffic, ITS, hydraulics, urban drainage design and stormwater management, constructability and construction phase services, HDR is a recognized leader in the industry and a valuable asset to the LANE team.

**3.3.1 Qualifications of Key Personnel**

*Resumes of the Key Personnel are included as Attachment 3.3.1 - Key Personnel Resume Forms. All key personnel will be available from the onset of this I-64 Capacity Improvements project.*

The qualifications and experience of the LANE team key personnel and other team members should provide confidence to VDOT that the project and risks will be effectively managed through personal competence and accountability. Key Personnel are identified in the table below.

<b>DB Project Mgr.</b>	Ken Prince, PE	<b>Lead Roadway Eng.</b>	Michelle Martin, PE
<b>Design Mgr.</b>	Derek Piper, PE, AICP	<b>Lead Structural Eng.</b>	Vijay Modi, PE
<b>Construction Mgr.</b>	Bill Hameza	<b>Public Relations</b>	Lauren Hansen
<b>Quality Assurance Mgr.</b>	Julie Perkoski, PE		

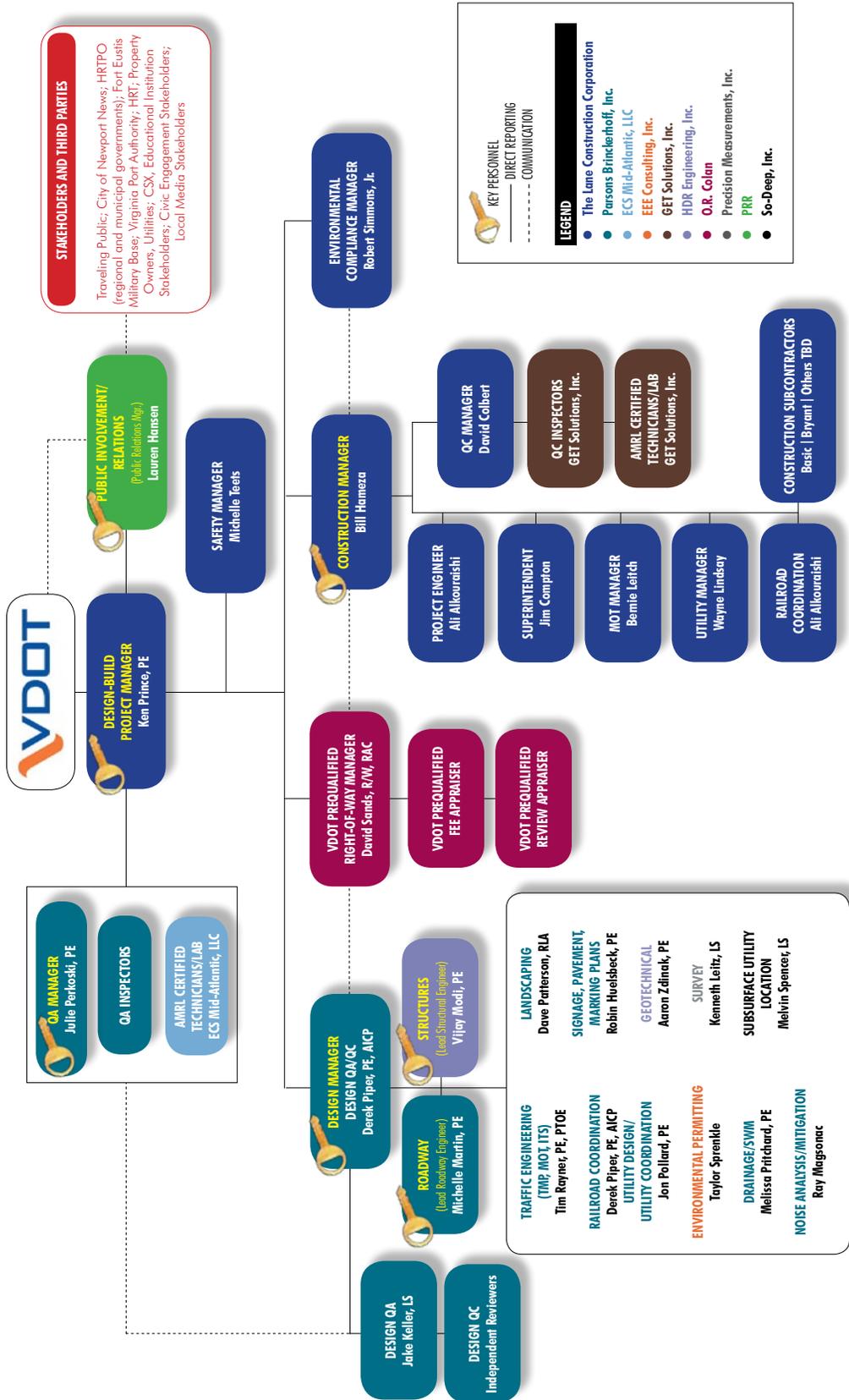
**3.3.2 Organizational Chart**

The LANE team is structured to provide VDOT with a single point of contact, the Design Build Project Manager (DBPM), Ken Prince, PE, who will be responsible for all design and construction activities and the overall management of a well-integrated team. Our reporting and functional relationships are described below and delineated on the Organizational Chart at the end of this section. The LANE team organization has a straight-forward chain of command, with individual tasks, responsibilities, and functional relationships clearly identified. Further, a distinct separation is shown between construction and QA; including the separation between the respective QA and QC inspection and field/AMRL-certified laboratory testing facilities in accordance with the *Minimum Requirements for Quality Assurance and Quality Control on Design Build and P3 Projects, January 2012*. The Organizational Chart depicts VDOT and third parties, stakeholders, key personnel, support personnel, and their relationships and functions.

**Functional Relationships and Communication among Participants, including Design and Construction Team Interaction throughout the Project.** The LANE team ascribes to the DBIA paradigm that “integrated development of the design and construction program is the cornerstone of design-build delivery and this methodology optimizes opportunities for collective excellence.” DB delivery carries with it a united team responsibility to gain a full understanding of the owner’s intentions and the factors that will drive value into the process and outcome. Put into practice, Parsons Brinckerhoff will interface with LANE’s DBPM, CM, Superintendent, and construction personnel throughout the entire design and construction phases.

**Design–Construction Interface.** The LANE team’s extensive DB experience has shown that a *Task Force approach* during the design stage and throughout project execution is critical to ensuring a successful project. Task Forces, led by the DBPM, serve as a conduit for disseminating project-critical information and are the central point of decision-making and communication among all involved in the project. These regular, open forums of discussion among team members (both design and construction) and VDOT to address respective project elements serve to clearly define project criteria, ensure VDOT’s intentions are being met, address corridor-wide constructability issues, and provide consistency in design before becoming schedule-critical. Through this approach, we create a firm relationship that sets the foundation to interact and partner with VDOT and third-party stakeholders, streamline reviews, eliminate potential construction field issues, and deliver the project safely, as early as possible.

Role	Reports To	Design/Construction Interface
Design-Build Project Manager (DBPM): <b>Ken Prince, PE</b>	VDOT	<ul style="list-style-type: none"> <li>✓ DB Team point of contact to VDOT.</li> <li>✓ Responsible for overall project design, construction, quality management and contract administration.</li> <li>✓ Directs DM, CM, QAM, and Public Relations Manager.</li> <li>✓ Chairs and manages the project Task Force.</li> <li>✓ Responsible for overall project safety—design and construction.</li> </ul>
Quality Assurance Manager (QAM): <b>Julie Perkoski, PE</b>	DBPM	<ul style="list-style-type: none"> <li>✓ Independent from all construction operations.</li> <li>✓ Coordinates with the Design QA for DQMP compliance.</li> <li>✓ Interacts directly with the DBPM.</li> <li>✓ Authority to shut down project for poor quality.</li> </ul>
Design Manager (DM): <b>Derek Piper, PE, AICP</b>	DBPM	<ul style="list-style-type: none"> <li>✓ Directs and coordinates the integration of design disciplines, including Lead Roadway and Lead Structural Engineers and Design QA.</li> <li>✓ Responsible for the design schedule and overall design quality.</li> <li>✓ Through the DBPM, coordinates with VDOT’s design review team.</li> <li>✓ Communicates with CM.</li> </ul>
Construction Manager (CM): <b>Bill Hameza</b>	DBPM	<ul style="list-style-type: none"> <li>✓ Coordinates with the DM for constructability issues.</li> <li>✓ Manages and supervises the subcontractors.</li> <li>✓ Responsible for construction-related field issues.</li> </ul>
Lead Roadway Engineer: <b>Michelle Martin, PE</b>	DM	<ul style="list-style-type: none"> <li>✓ Coordinates with other design disciplines.</li> <li>✓ Interfaces with construction team to review, verify and/or modify designs based on field conditions and construction activities.</li> </ul>
Lead Structural Engineer: <b>Vijay Modi, PE</b>	DM	<ul style="list-style-type: none"> <li>✓ Coordinates with other design disciplines.</li> <li>✓ Interfaces with construction team to review, verify and/or modify designs based on field conditions and construction activities.</li> </ul>
Public Relations Manager: <b>Lauren Hansen</b>	DBPM	<ul style="list-style-type: none"> <li>✓ Responsible for managing communication with project stakeholders, the media, and the general public during the design and construction of the project.</li> <li>✓ Develops the Public Relations Plan.</li> <li>✓ Coordinates with VDOT.</li> </ul>





# LANE

### 3.4 | EXPERIENCE OF OFFEROR’S TEAM

Both LANE and Parsons Brinckerhoff are among the nation’s top-ranked firms in their respective disciplines. We have designed, built and maintained some of our country’s most important infrastructure. Each firm has earned industry-wide recognition for their success in controlling, managing, and executing work. Similarly, HDR has an equally-impressive track record of delivering successful projects throughout the Commonwealth with LANE. The blend of similar projects that these firms have and are working on in the region and with the agencies involved confirms our qualifications to successfully deliver all elements of this project.

LANE’S RELEVANT VIRGINIA EXPERIENCE	PB’S RELEVANT VIRGINIA EXPERIENCE
I-95 Express Lanes, \$722M	I-264 Widening/Interchange/MLK, \$205M
I-495 Express Lanes, \$1.5B	I-295/Meadowville, \$11.7M
I-64/I-264 Pavement Rehabilitation, \$30.7M	I-66 ATMS, \$34M
I-581 Valley View Blvd. Interchange, \$38M	US 17 (Dominion Blvd.) Widening, \$194M
I-95 Shoulder Widening, \$29M	Elizabeth River Tunnels, \$1.2B
Springfield Interchange, \$75M	HDR’S RELEVANT VIRGINIA EXPERIENCE
Gilbert’s Corner Route 50, \$13.4M	I-95 Express Lanes, \$722M
I-66 Third Lane Widening, \$20M	I-495 Express Lanes, \$1.5B
I-66 Arlington, \$28.5M	I-581 Valley View Blvd. Interchange, \$38M

LANE has successfully delivered numerous projects with our design partners, Parsons Brinckerhoff and HDR, on which the public now travels. The benefits of the DB delivery method are enhanced when the team members are familiar with each other. Our long-standing relationships create significant added value to VDOT.

The LANE team has worked on numerous projects where construction staging and sequencing were an integral part of maintaining public access during construction and for minimizing impacts to adjacent stakeholders, such as businesses, communities and other transportation users. LANE has successfully delivered projects that include the same relevant construction elements as the I-64 Capacity Improvements project. In addition to the Work Histories provided, our team further has joint project experience relevant to the I-64 project.

*LANE, Parsons Brinckerhoff and HDR’s experience on similar projects encompasses all elements of the I-64 Capacity Improvements project, including the design and construction of roadways and bridges on the Peninsula.*

#### Roadway Widening

- I-264 Route 234 Widening, Prince William County, VA (LANE + PB)
- I-77 Widening (to the median), Yadkin County, NC (LANE + HDR)
- SR 408 Widening Conway Road to Oxalis Drive, Orlando FL (LANE + PB)
- SR 408 Widening Rosalind Avenue to Crystal Creek Drive, Orlando FL (LANE + PB)
- Dulles Greenway (widening to the median), Loudoun County, VA (LANE + PB)

**Interstate Projects**

- I-4 Widening, FL (LANE + HDR)
- I-485/I-85 Interchange, NC (LANE + HDR)
- I-77 Widening, NC (LANE + HDR)
- I-85 over Yadkin River, NC (LANE + HDR)
- I-485 Widening, NC (LANE + HDR)



The I-77 Widening project in Yadkin County, NC involved concrete paving. Both LANE and HDR were involved with this project.

**Concrete Paving**

- I-77 Widening, NC (LANE + HDR)
- I-85 over Yadkin River, NC (LANE + HDR)
- I-540 North Wake Expressway, NC (LANE + HDR)

**Innovative Concepts** (alternative construction ingress/egress, construction sequencing and methods)

- I-85 over Yadkin River, NC (LANE + HDR)
- Sibley Pond Bridge, ME (LANE + PB)
- Dulles Airport Pedestrian & Runway 15-33 Overlay, VA (LANE + PB)
- I-385 Widening, SC (LANE + HDR)

**3.4.1 Work History Forms**

Work History Forms are included in the Appendix. In these forms, we have used the  icon to represent design-build projects.

	Design-Build	Roadway	Survey	Structures & bridges	Environmental	Geotechnical	Hydraulics	TMP/MOT	Noise walls	Right-of-way	Utilities	Landscaping	Public relations	ITS	QA/QC	Railroad coordination
<i>Our team's work history demonstrates our ability to successfully deliver relevant projects with similar scope and complexity.</i>																
I-95 Express Lanes																
I-495 Express Lanes																
I-85 Widening																
I-264 Widening																
US 17 Widening																
I-10 Widening																



# LANE

## 3.5 | PROJECT RISKS

The LANE team fully recognizes that early identification and planned mitigation for risks provides VDOT and the public with assurance that we are capable to manage and construct the project to a successful completion. To evaluate project risks, we have initiated development of a Project Risk Register that will be updated throughout the proposal and construction phase to continuously assess risk, define the potential for impact, and develop mitigation strategies. Our team has successfully used this approach on numerous DB projects executed to date.

The LANE team has carefully considered the key elements of work for this project to determine the three critical project risks. In our assessment, we considered numerous potential risks including: utility coordination, traffic operations & safety, geotechnical conditions, design waivers, environmental & regulatory compliance, sound walls, public acceptance & customer satisfaction, and right-of-way. Ultimately, we determined that the risks to **Traffic Operations & Safety; Environmental & Regulatory Compliance; and Public Acceptance & Customer Satisfaction** are the three elements which potentially pose the most critical risk to the success of this project. These elements, along with preliminary strategies for mitigation, are addressed below.

### 3.5.1 Three Critical Risks

#### #1 CRITICAL RISK | Traffic Operations & Safety

**RISK DESCRIPTION AND CRITICALITY:** Interstate widening projects with high volumes of traffic operating immediately adjacent to the work zone always involve risks that the project team needs to address to provide safe and efficient traffic operations and a safe work environment. The **changes in traffic patterns, potential vehicular queuing, and construction access to the work zone** are challenges that must be addressed for the project to be successful. This section of I-64 with narrow left shoulders and two existing travel lanes in each direction, currently carries approximately 90,000 vehicles per day (2011 data), which exceeds stable flow AADT ranges. Thus, implementation of work zone traffic controls and changes to traffic patterns have the potential to exacerbate existing travel delays and queue times. **It is imperative for project success that optimal measures are implemented to safely maintain adequate traffic levels of service during the construction phase.**



*Congested traffic conditions on I-64 (existing)*

**Maintenance of Traffic (MOT) during Construction** (*capacity reductions, traffic queuing, and safety*). Construction adjacent to existing I-64 will serve as a source of distraction for drivers, complicated by the temporary concrete traffic barrier that block the shoulder recovery area. The barrier often results in slowing traffic, adding to congestion and queuing in places where it previously did not occur. **MOT during construction is a critical risk since implementation of the work zone effectively decreases capacity and increases the potential for crashes.**

**IMPACT:** Impacts to the project include: additional queuing lengths beyond existing conditions; reductions to traffic safety; increased potential for incidents; and the public communications impact of negative effects to traffic during the construction period.



**MITIGATION:** There are several strategies to mitigate the impact construction has on safety and congestion—namely, a robust Traffic Management Plan (TMP) and MOT plan (similar to what the LANE team successfully implemented on the I-495 Express Lanes and is currently being implemented on the I-95 Express Lanes project), contractor experience in analogous congested interstate traffic, technology, timely public outreach, and advanced notice for what to expect as construction progresses. The robust TMP/MOT will consider the appropriate lane widths, speed limit, signage, pavement markings, tapers, etc., to provide clear

direction to drivers at all times, warn motorists in advance, and maximize the friendliness/forgiveness of the work zone, while balancing the needs of safety and construction. In addition, there are several parallel roadways around the project area that should be considered for alternate routes and can be used with advanced directional signage to distribute some traffic away from potential congestion. The LANE team has successfully implemented a dedicated incident response team to augment the current Service Safety Patrol to quickly recover and store disabled or damaged vehicles, minimizing traffic impacts.

To mitigate traffic impacts related to construction access, the LANE team will leverage our extensive experience gained on similar projects. LANE recently completed the \$1.5B I-495 Express Lanes project under very heavy daily traffic counts. LANE is over 70% complete on

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*LANE has the expertise to ensure that the ingress and egress to the construction zone will be handled safely, as evidenced by numerous work zone safety awards earned on similar projects which have significantly larger ADT.*

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the \$722M I-95 Express Lanes project in Northern Virginia, as well as the NCDOT I-85 project—all similar to this project in scope and median access traffic conditions. The LANE team will explore proven methods to minimize traffic impacts associated with ingressing and egressing the work areas, such as: accessing the median work zone utilizing crossing roads; alternate material delivery methods; and off-peak work hours. Work requiring the constant delivery of materials, such as earthwork, sub-base and paving, can be completed during night-time hours when the traffic volumes are significantly reduced. Night work, combined with innovative ingress/egress methods, will significantly reduce the risk to the traveling public, as there will be fewer interfaces with interstate traffic compared to peak traffic hours. LANE will also evaluate technology solutions such as Temporary Advanced Traffic Management Systems, DMS, variable speed limits, and ramp metering to improve traffic efficiencies—thus reducing crash potential and congestion. And finally, the use of public outreach as a mitigation strategy is presented in the discussion of our last risk (#3).

**Installation of Temporary Barrier.** In order to accommodate the widening of I-64, temporary barrier will be required on the existing roadway to protect the public from the construction activities in the work zones. The implementation of temporary barrier will unintentionally reduce travel speeds, which reduces lane capacity, creates additional queue length due to reduced lane capacity, creates problems for accommodating disabled vehicles, and introduces the adjacent run-on hazard at the approach end of the

temporary barrier. It is imperative that the MOT plans address implementation and lane configurations along with the location of proposed temporary traffic barrier. Due to reduced right shoulder widths, LANE will create temporary emergency pull-off areas in coordination with or upon approval from VDOT. We will coordinate with emergency responders to develop a plan to maintain median cross-overs during construction for emergency access. The LANE team will coordinate with VDOT’s Traffic Operations Center, including the Freeway Incident Response Team (FIRT), to facilitate safe traffic operations through the corridor.

**ROLE OF VDOT AND OTHER AGENCIES:** VDOT will work in partnership with the LANE team to provide plan approval and oversight of mitigation strategies and their implementation. The LANE team will coordinate with other agencies, including first responders and local municipalities, to maintain access.

**#2 CRITICAL RISK | Environmental & Regulatory Compliance**

**RISK DESCRIPTION AND CRITICALITY:** This I-64 project resides in the midst of numerous sensitive wetlands, the Chesapeake Bay Watershed, and the Lee Hall Reservoir for Newport News. The project requires the addition of one travel lane and full-width shoulders in each direction, which will substantially increase the impervious surface area within the project limits. The stormwater quantity/quality management must be evaluated and designed to meet the current VSMP regulations for the areas noted above, to allow construction to commence. This could significantly impact the project schedule and cost.



**IMPACT:** Obtaining environmental permits is a critical risk both from the standpoint of the project schedule and understanding the cost of compensation/mitigation. Permits will be required during initial phases of the construction to allow for temporary BMPs, clearing, rough grading, installation of drainage structures, and bridge foundations. Any delay in obtaining the environmental permits could potentially impact the construction schedule and overall project completion.

**MITIGATION:** The overarching mitigation strategy is the use of an Environmental Task Force with bi-weekly meetings to drive the identification and resolution of issues and assign and track action items. These task force meetings will include DB team members from both the design and construction members—and, as necessary or appropriate, any agency, VDOT or other stakeholders, as required. The LANE team has significant expertise, experience, and success in addressing both temporary and permanent stormwater controls and addressing complex environmental approvals for DB projects. The task force will address the following items at a minimum:

*The LANE team’s Environmental Task Force, comprised of key project individuals to address the specific elements of design and construction, will be a key factor in the successful delivery of the project. VDOT and other agency personnel are invited and encouraged to participate.*

- **VSMP regulations** consider the I-64 Capacity Improvements a linear project which has respective sections to address the same. Specifically, regulations allow for offsite compliance and stormwater management to be included in a comprehensive watershed stormwater plan. A comprehensive

Stormwater Pollution Prevention Plan (SWPPP) will detail the mitigation measures that will include all appropriate erosion and sediment control measures, improved stormwater management facilities, and specific treatments for stormwater management facilities located in impaired watersheds (such as the Lee Hall Reservoir). Mitigation will also include close coordination with the Lee Hall Reservoir stakeholders to develop acceptable construction BMPs to prevent any impacts to the Reservoir. LANE will assign a champion from the project team to monitor environmental compliance and controls.

- **Wetlands & Stream Relocation Permitting.** Based on our knowledge of the area, previous work performed within the corridor, information presented in the FEIS, and the Conceptual Plans provided, the project involves minor wetland and stream impacts. Impacts to wetlands and streams will require Section 401/404 permits from the U.S. Army Corps of Engineers and the Virginia Department of Environmental Quality (VDEQ) and the Virginia Marine Resources Commission Subaqueous Bed Permit. Wetland delineation field work, including completion of the Uniform Stream Methodology forms, will be given the highest priority in order to obtain a final jurisdictional determination confirming the limits of waters of the U.S. within the project area and to determine compensatory stream credits. Concurrent with the jurisdictional determination, the drainage design, including stormwater pond location/sizing, cross culvert modifications, and rough grading, will be accelerated. Additionally, the LANE team will initiate early coordination to identify specific areas of agency concern and potential remedies. The Joint Permit Application will be developed during early stages of the project for timely submittal to permit agencies and will incorporate avoidance and minimization measures to the maximum extent practicable. To compensate for impacts to jurisdictional streams, we will explore cost-effective options with the least amount of liability. Simultaneously, we will initiate project construction in non-jurisdictional areas, in the event wetlands permits are delayed.

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*The LANE team's Environmental Permitting efforts will be led by EEE Consulting, Inc. EEE is a VDOT-certified SWaM offering significant technical capabilities in environmental permitting and contaminated materials investigations. The firm has substantial experience working collaboratively with VDOT and DB teams for transportation improvement projects. EEE performed wetlands delineation services along the I-64 corridor as part of the NEPA analysis and documentation effort. EEE also provided services for the I-264 Widening/ Interchange project as a subconsultant to Parsons Brinckerhoff.*

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- **Right-of-Way:** Right-of-way takes will be necessary to accommodate stormwater management and drainage requirements.

**ROLE OF VDOT AND OTHER AGENCIES:** LANE will work with VDOT, the applicant, to coordinate all aspects of stormwater management/permitting for this project. Separate environmental stakeholder meetings may be conducted by the LANE team with VDEQ, the U.S. Army Corps of Engineers, Newport News Waterworks, and others, to address specific stormwater and environmental conditions and resolutions, including those described above. VDOT will review the right-of-way appraisals and provide landowner payments.

### #3 CRITICAL RISK | Public Acceptance & Customer Satisfaction

**RISK DESCRIPTION AND CRITICALITY:** Public relations, stakeholder involvement, and accurate and timely communications with the public will be absolutely critical to the success of the project, as

public acceptance and support are necessary ingredients. This section of the interstate serves a variety of needs, including commuter and vacationer, truck commerce, emergency evacuation, and military preparedness. Public relations and stakeholder involvement will be the vehicle to convey information on project schedule and updates; changes in traffic patterns, changes in work hours or special construction events, detours, design details; and public approval of noise wall locations per VDOT requirements. Likewise, coordination with adjacent projects is paramount to avoid conflicts and to present a united message to the public. Stakeholder coordination with CSX railroad, requires specific management to synchronize regulations and requirements of both VDOT and CSX.

**IMPACT:** If the travelers through this corridor are not well-informed as to the project’s design, construction work zones, MOT, alternate routes and impacts to their normal schedule, both the construction team and project schedule will be impeded. There exists an absolute certainty that disgruntled citizens will contact their political leaders, both local and State, VDOT and the press, which will bring negative impacts to the schedule, design and project completion. As the first of numerous segments in the corridor, it is important to set the standard to establish public confidence and support of future segments.

**MITIGATION:** This I-64 Capacity Improvements project is one of many projects in the extended corridor with more to come. A multi-faceted approach is required to address the specific needs of the numerous jurisdictional stakeholders, respective entities (i.e., utilities, CSX) and general public while simultaneously accomplishing public acceptance and stakeholder support. These various facets are described below:

- Public Communications.** The LANE team’s role in mitigating this risk will be to provide the general public, VDOT, local and State officials, and motorists, regular and dependable communication on project progress, anticipated traffic phase changes, and other information to help motorists traverse through the corridor. The LANE team’s public outreach will utilize media spots, a project website, Twitter, Facebook, etc. to engage and inform the public, providing important notification of activities above the normal releases that VDOT routinely provides. This will include outreach to other extended markets, such as Richmond and the I-95 Corridor, to provide information on construction activities and alternate routes. To reduce traffic during peak periods, travel demand management strategies will be evaluated and discussed with the large traffic generators such as Ft. Eustis, other military installations, and the shipyards, to explore adjusting work schedules to spread traffic demand over a longer time period. Likewise, it is incumbent on the Design-Builder to suggest and publicize alternative tourist travel schedules as well as seasonal and event traffic guidance to the numerous higher education institutions in the region. Tourism and Hampton Roads traffic could be diverted to other travel routes by using VDOT’s travel advisory system, and messages on DMSs and other innovative techniques.

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***The LANE team’s Public Communications effort will be led by PRR, Inc. PRR, Inc. is a VDOT-certified Disadvantaged Business Enterprise offering communication capabilities and technical expertise in facilitation, public policy, and public opinion research to ensure effective and ongoing communications with the public. The firm is nationally recognized for its ability to generate consensus around challenging public issues. PRR’s Lauren Hansen will serve as the team’s Public Relations Manager. Lauren has expertise in public relations, marketing, and community outreach. Lauren previously served as the public affairs and communications manager for VDOT, spearheading communications programs for significant transportation projects and initiatives.***

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Additionally, there are actual design features that will have a very real effect on the local communities, such as noise walls. We recognize the final design will include the Final Noise Abatement Design Report (NADR), developed using VDOT's Highway Traffic Noise Manual. The manual includes prescriptive requirements for conducting a survey of property owners through certified letters, etc. Any time it is necessary to reach out to local residents for changes to their community, it is critical to do it right the first time and to gain the support of the local community. Our mitigation plan will be to work collaboratively with VDOT and utilize the City of Newport News GIS data to define property owners to be surveyed, in accordance with FEIS commitments and VDOT Policies and Procedures.

- **Coordination with other VDOT/City projects.** The LANE team is aware of other projects in the region with which we will need to coordinate on a regular basis. The I-64 Capacity Improvements will be designed and constructed to accommodate future widening to an eight-lane section, concurrently with replacement of the existing bridge at Denbigh Boulevard and the development of Atkinson Boulevard—both crossing the existing alignment. The LANE team will implement periodic coordination meetings with VDOT/City staff involved with these projects.
- **CSX Coordination & Approval.** The project involves widening the I-64 EB and WB bridges crossing the CSX spur, adjacent to Industrial Park Drive. This CSX spur is very active, due to the numerous commercial businesses and the Yorktown Power Station that use the spur to access the CSX mainline. **The LANE team includes members with recent and relevant CSX coordination experience from local projects, including: the I-264 Widening/Interchange in Portsmouth, and the Newport News Multimodal Station.** Coordination with and approval by CSX will be schedule critical, since our construction teams and equipment will need to occupy CSX right-of-way and air space. Mitigation will include early coordination with local CSX staff via an initial kickoff meeting to present the project and to discuss design needs and concerns. In accordance with requirements as documented in the VDOT Right-of-Way Manual of Instructions, the LANE team will coordinate with CSX through VDOT. Using Stage One Bridge Plans, permit exhibits will be developed and submitted through VDOT for CSX review as a precursor to VDOT executing an agreement with CSX. To minimize the need to access CSX property, surveys can be performed using Light Detection and Ranging (LiDAR) scanning. The LANE team has extensive, successful experience working with CSX on and in the vicinity of live rail tracks. We fully understand and will adhere to all CSX and VDOT regulations regarding this work.



**ROLE OF VDOT AND OTHER AGENCIES:** The VDOT Hampton Roads District Communications Department will approve the public relations plan, oversee all information dissemination to the public, and approve all public communications and advertising to ensure accountability and proper messaging for the Commonwealth. Extensive coordination will be required with the City of Newport News regarding alternate routes. VDOT will also have its standard role in noise barrier location and property impacts approvals. VDOT's assistance with CSX coordination will be needed to submit permit exhibits and coordinate development of the CSX agreement.



# LANE

**Attachment 3.1.2:  
SOQ Checklist**

**ATTACHMENT 3.1.2**

**Project: 0064-965-264**

**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.

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
<b>Statement of Qualifications Checklist and Contents</b>	Attachment 3.1.2	Section 3.1.2	no	Appendix
<b>Acknowledgement of RFQ, Revision and/or Addenda</b>	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendix
<b>Letter of Submittal (on Offeror's letterhead)</b>				1
Authorized Representative's signature	NA	Section 3.2.1	yes	2
Offeror's point of contact information	NA	Section 3.2.2	yes	1
Principal officer information	NA	Section 3.2.3	yes	1
Offeror's corporate structure	NA	Section 3.2.4	yes	2
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	2
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendix
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendix
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix

**ATTACHMENT 3.1.2**

**Project: 0064-965-264**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
<b>SCC and DPOR registration documentation (Appendix)</b>	Attachment 3.2.10	Section 3.2.10	no	Appendix
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix
<b>DBE statement within Letter of Submittal</b> confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
<b>Offeror's Team Structure</b>				3
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	5
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.5	no	Appendix
Key Personnel Resume – Lead Roadway Engineer	Attachment 3.3.1	Section 3.3.1.6	no	Appendix
Key Personnel Resume – Public Relations Manager	Attachment 3.3.1	Section 3.3.1.7	no	Appendix

**ATTACHMENT 3.1.2**

**Project: 0064-965-264**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
Organizational chart	NA	Section 3.3.2	yes	7
Organizational chart narrative	NA	Section 3.3.2	yes	5
<b>Experience of Offeror's Team</b>				8
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix
<b>Project Risk</b>				10
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	10

**Attachment 2.10:  
Form C-78-RFQ**

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

**RFQ NO.** C00104905DB75  
**PROJECT NO.:** 0064-965-264

**ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA**

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

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

1. Cover letter of RFQ 03/14/2014  
(Date)
2. Cover letter of RFQ Addendum No. 1 03/28/2014  
(Date)
3. Cover letter of \_\_\_\_\_  
(Date)

  
 \_\_\_\_\_  
 SIGNATURE

April 17, 2014  
 \_\_\_\_\_  
 DATE

Richard A. McDonough  
 \_\_\_\_\_

PRINTED NAME

Senior National Pursuits Manager  
 \_\_\_\_\_

TITLE

**Attachment 3.2.6:  
Affiliates/Subsidiaries**

**ATTACHMENT 3.2.6**

**State Project No. 0064-965-264**

**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.**

<b>Relationship with Offeror (Affiliate or Subsidiary)</b>	<b>Full Legal Name</b>	<b>Address</b>
PARENT COMPANY	Lane Industries Incorporated	90 Fieldstone Court Cheshire CT 06410
AFFILIATE	Lane Worldwide Infrastructure, Inc.	90 Fieldstone Court Cheshire CT 06410
AFFILIATE	Lane Infrastructure. Inc.	90 Fieldstone Court Cheshire, CT 06410
AFFILIATE	Lane Mideast Contracting, LLC	P.O. Box 35243 Abu Dhabi, UAE Makeen Tower Corner of 9th and 10th Streets
AFFILIATE	Lane Mideast, Qatar, LLC	Grand Hamad Street Bin Al Sheikh Bldg. 3 <sup>rd</sup> Floor Doha, Qatar
SUBSIDIARY	Lanecon Corporation	90 Fieldstone Court Cheshire, CT 06410
JOINT VENTURE (51% PARTNER)	Virginia Guardrail Partners	90 Fieldstone Court Cheshire, CT 06410
AFFILIATE	Lane Mideast Contracting, LLC	P.O. Box 35243 Abu Dhabi, UAE Makeen Tower Corner of 9th and 10th Streets
AFFILIATE	Lane Mideast, Qatar, LLC	Grand Hamad Street Bin Al Sheikh Bldg. 3 <sup>rd</sup> Floor Doha, Qatar

**ATTACHMENT 3.2.6**

**State Project No. 0064-965-264**

**Affiliated and Subsidiary Companies of the Offeror**

JOINT VENTURE (35% PARTNER)	Fluor-Lane 95, LLC	6700 Las Colinas Blvd. Irving, TX 75039
JOINT VENTURE (20% PARTNER)	AGL Constructors	729 West Adams Street Chicago, IL 60607
JOINT VENTURE (25% PARTNER)	Gemma-Lane Liberty Partners	769 Hebron Avenue Glastonbury, CT 06033
JOINT VENTURE (25% PARTNER)	Gemma-Lane Patriot Partners	769 Hebron Avenue Glastonbury, CT 06033
JOINT VENTURE (35% PARTNER)	Fluor-Lane 95, LLC	6700 Las Colinas Blvd. Irving, TX 75039
JOINT VENTURE (20% PARTNER)	AGL Constructors	729 West Adams Street Chicago, IL 60607

## **Attachment 3.2.7: Debarment Forms**

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS**

Project No.: 0064-965-264

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

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

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

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

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

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

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



Signature

April 17, 2014

Date

Sr. National Pursuits Manager

Title

The Lane Construction Corporation

Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

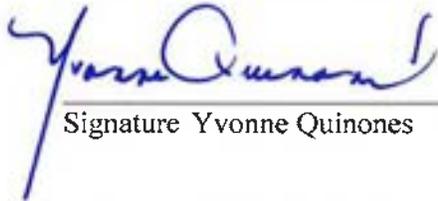
**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264

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

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

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



April 11, 2014

Vice President

Signature Yvonne Quinones

Date

Title

Parsons Brinckerhoff, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264

- 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

3/28/14

Date

President

Title

Basic Construction Company LLC

Name of Firm



**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264

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

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



4-2-2014

Vice President, Director of Engineering

Signature

Date

Title

ECS Mid-Atlantic, LLC

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264

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.

*Shawn Ward Harless*

Signature

March 24, 2014

Date

Vice President

Title

EEE Consulting, Inc.

Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

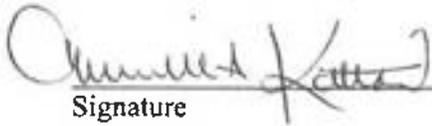
**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264

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.



March 21, 2014

Principal Geotechnical Engineer

Signature

Date

Title

GET Solutions, Inc.

Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264

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

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

	<u>4/11/2014</u>	<u>Senior Vice President</u>
Signature Kenneth E. Aducci	Date	Title

HDR Engineering, Inc.  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264

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

March 21, 2014

\_\_\_\_\_  
Date

Chief Operating Officer

\_\_\_\_\_  
Title

O. R. Colan Associates of Florida, LLC

\_\_\_\_\_  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264

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.

*Deanne J. Guez*

March 26, 2014

President

Signature

Date

Title

Precision Measurements, Inc.

Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264

- 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.

	3-24-14	President
Signature	Date	Title

PRR, Inc.  
Name of Firm



**Attachment 3.2.8:  
VDOT Prequalification Supporting Documentation**

TRANSPORT - E22  
LSPPREQ

COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION  
PREQUALIFIED VENDORS SORTED BY VENDOR NAME  
THIS LIST INCLUDES ALL PREQUALIFIED LEVELS  
AS OF 03/21/2014  
- L -

03/21/2014  
2:05 PM  
PAGE 253

=====  
L002  
THE LANE CONSTRUCTION CORPORATION  
PREQ. EXP : 06/30/2014

--PREQ ADDRESS -----	WORK CLASSES (LISTED BUT NOT LIMITED TO)
90 FIELDSTONE COURT	002 - GRADING
CHESHIRE, CT 06410-1212	003 - MAJOR STRUCTURES
PHONE : 203-235-3351	004 - ASPHALT CONCRETE PAVING
FAX : 203-237-4260	006 - PORTLAND CEMENT CONCRETE PAVING
	007 - MINOR STRUCTURES
	045 - UNDERGROUND UTILITIES

BUSINESS CONTACT: CAIOLA, VINCENT JAMES  
EMAIL: VAPREQUAL@LANECONSTRUCT.COM

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

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

**PANEL OF RIGHT OF WAY ACQUISITION CONSULTANTS**

**FIRMS WHO ARE PREQUALIFIED FOR VDOT ADMINISTERED CONTRACTS  
INCLUDES P3, DESIGN BUILD AND  
LOCALLY ADMINISTERED PROJECTS**

KDR Real Estate 2500 Grenoble Road Richmond, Virginia 23294	Allen G. Dorin	(804) 672-1368 Ext. 302
O. R. Colan 22710 Fairview Center Drive Fairview, Ohio 44126	Catherine Muth Kevin Robison Steve Toth	(704) 529-3115 Ext. 255 (440) 827-6116 Ext. 202 (440) 827-6116
Pinnacle Consulting Management 1141 N. Robinson, Ste 402 Oklahoma City, OK 73103	Jennifer Harrison	(405) 879-0600
Vaughn & Melton Consulting Engineers, Inc. P. O. Box 1425 109 S. 24th Street Middlesboro, Kentucky 40965	Randolph Scott	(606) 248-6600
Volkert & Associates 5400 Shawnee Road, Suite 301 Alexandria, VA 22312	Dennis Morrison	(703) 642-8100
Universal Field Services P. O. Box 35666 (74153-0666) 6666 South Sheridan Rd., Suite 230 Tulsa, Oklahoma 74133-1763	Steve Benson Leslie Pacheco	(918) 494-7600 (856) 795-1314

**Attachment 3.2.9:  
Surety Letter**

***Zurich American Insurance Company  
Fidelity and Deposit Company of Maryland  
Liberty Mutual Insurance Company***

April 8, 2014

Mr. Joseph A. Clarke, PE  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219

RE: **The Lane Construction Corporation  
Request for Qualifications  
Interstate 64 Capacity Improvements – Segment I  
State Project No.: 0064-965-264, P101, R201, C501, B616, B617, B618, B619, B620, B621, D601, D602  
Federal Project No.: NHS-064-3, Contract ID Number: C00104905DB75  
Estimated Value of Project: \$125,000,000.00**

Dear Mr. Clarke:

This letter will serve to confirm that The Lane Construction Corporation is a highly regarded and valued client of Aon Risk Services Northeast and the sureties, Zurich American Insurance Company (A.M. Best Financial Strength Rating of A+/Superior and Financial Size Category XV), Fidelity and Deposit Company of Maryland (A.M. Best Financial Strength Rating of A+/Superior and Financial Size Category XV) and Liberty Mutual Insurance Company (A.M. Best Financial Strength Rating of A+/Superior and Financial Size Category XV), the 'co-sureties'. Each surety company is licensed to conduct surety business in the state of Virginia, and each surety company holds a Certificate of Authority as listed in the Department of the Treasury's Listing of Approved Sureties (Department Circular 570) dated July 1, 2013.

The Lane Construction Corporation has developed a strong track record of completing complex construction projects on time and within the available budget. In the recent past, the co-sureties have executed bonds on behalf of The Lane Construction Corporation for individual projects with contract values approaching \$350,000,000 and corresponding backlogs approaching \$2,000,000,000. At this time, The Lane Construction Corporation 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.

Naturally, as is customary within the surety industry, the issuance of any bonds is contingent upon a favorable underwriting review of project specifics including, but not limited to, the contract terms, conditions, documents, bond forms and confirmation of complete project financing by both The Lane Construction Corporation and its co-sureties at the time a request for bonds is made. We assume no liability to third parties or to you by issuance of this letter, should bid or final bonds not be issued.

Should you need additional assurance regarding the technical ability or bonding capacity of The Lane Construction Corporation, please do not hesitate to contact this office.

Sincerely,

Zurich American Insurance Company  
Fidelity and Deposit Company of Maryland  
Liberty Mutual Insurance Company



Theresan E. Rowedder  
Attorney-in-Fact

Aon Risk Services  
One Federal Street  
20<sup>th</sup> Floor  
Boston, MA 02110  
603-536-1799

**ZURICH AMERICAN INSURANCE COMPANY  
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY  
FIDELITY AND DEPOSIT COMPANY OF MARYLAND  
POWER OF ATTORNEY**

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Maryland, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Maryland (herein collectively called the "Companies"), by **THOMAS O. MCCLELLAN, Vice President**, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint **Kevin A. WHITE, Mark P. HERENDEEN, Jean CORREIA, Maria CHAVES, Theresan E. ROWEDDER, Bryan HUFT, Jeffrey HENDRICKS and Jane GILSON, all of Boston, Massachusetts, EACH** its true and lawful agent and Attorney-in-fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: **any and all bonds and undertakings**, and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York., the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland., and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland., in their own proper persons.

The said Vice President does hereby certify that the extract set forth on the reverse side hereof is a true copy of Article V, Section 8, of the By-Laws of said Companies, and is now in force.

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said **ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND**, this 30th day of May, A.D. 2013.

**ATTEST:**

**ZURICH AMERICAN INSURANCE COMPANY  
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY  
FIDELITY AND DEPOSIT COMPANY OF MARYLAND**



By: *Eric D. Barnes*  
*Assistant Secretary*  
*Eric D. Barnes*

*Thomas O. McClellan*  
*Vice President*  
*Thomas O. McClellan*

State of Maryland  
City of Baltimore

On this 30th day of May, A.D. 2013, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **THOMAS O. MCCLELLAN, Vice President, and ERIC D. BARNES, Assistant Secretary**, of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, depose and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal the day and year first above written.

*Maria D. Adamski*

Maria D. Adamski, Notary Public  
My Commission Expires: July 8, 2015



**EXTRACT FROM BY-LAWS OF THE COMPANIES**

"Article V, Section 8, Attorneys-in-Fact. The Chief Executive Officer, the President, or any Executive Vice President or Vice President may, by written instrument under the attested corporate seal, appoint attorneys-in-fact with authority to execute bonds, policies, recognizances, stipulations, undertakings, or other like instruments on behalf of the Company, and may authorize any officer or any such attorney-in-fact to affix the corporate seal thereto; and may with or without cause modify or revoke any such appointment or authority at any time."

**CERTIFICATE**

I, the undersigned, Vice President of the ZURICH AMERICAN INSURANCE COMPANY, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing Power of Attorney is still in full force and effect on the date of this certificate; and I do further certify that Article V, Section 8, of the By-Laws of the Companies is still in force.

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the ZURICH AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 15th day of December 1998.

RESOLVED: "That the signature of the President or a Vice President and the attesting signature of a Secretary or an Assistant Secretary and the Seal of the Company may be affixed by facsimile on any Power of Attorney...Any such Power or any certificate thereof bearing such facsimile signature and seal shall be valid and binding on the Company."

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at a meeting duly called and held on the 5th day of May, 1994, and the following resolution of the Board of Directors of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at a meeting duly called and held on the 10th day of May, 1990.

RESOLVED: "That the facsimile or mechanically reproduced seal of the company and facsimile or mechanically reproduced signature of any Vice-President, Secretary, or Assistant Secretary of the Company, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power of attorney issued by the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 8th day of APRIL, 2014.



*Geoffrey Delisio*

Geoffrey Delisio, Vice President

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

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

Certificate No. 222411

American Fire and Casualty Company  
The Ohio Casualty Insurance Company

Liberty Mutual Insurance Company  
West American Insurance Company

**POWER OF ATTORNEY**

KNOWN ALL PERSONS BY THESE PRESENTS: That American Fire & Casualty Company and The Ohio Casualty Insurance Company are corporations duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies") pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Brian Driscoll; Bryan Huff; Jane Gilson; Jean Correia; Jeffrey Hendricks; Kevin A. White; Maria Chaves; Mark P. Herendeen; Theresan E. Rowedder

all of the city of Boston, state of MA each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents and shall be as binding upon the Companies as if they have been duly signed by the president and attested by the secretary of the Companies in their own proper persons.

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 11th day of September, 2013



American Fire and Casualty Company  
The Ohio Casualty Insurance Company  
Liberty Mutual Insurance Company  
West American Insurance Company

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

STATE OF WASHINGTON ss  
COUNTY OF KING

On this 11th day of September, 2013, before me personally appeared Gregory W. Davenport, who acknowledged himself to be the Assistant Secretary of American Fire and Casualty Company, Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at Seattle, Washington, on the day and year first above written.



By: *KD Riley*  
KD Riley, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of American Fire and Casualty Company, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company which resolutions are now in full force and effect reading as follows:

**ARTICLE IV – OFFICERS – Section 12. Power of Attorney.** Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

**ARTICLE XIII – Execution of Contracts – SECTION 5. Surety Bonds and Undertakings.** Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact subject to the limitations set forth in their respective powers of attorney shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

**Certificate of Designation –** The President of the Company, acting pursuant to the Bylaws of the Company, authorizes Gregory W. Davenport, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

**Authorization –** By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, David M. Carey, the undersigned, Assistant Secretary, of American Fire and Casualty Company, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company do hereby certify that the original power of attorney of which the foregoing is a full, true and correct copy of the Power of Attorney executed by said Companies, is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 8th day of April, 2014.



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

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

To confirm the validity of this Power of Attorney call 1-810-832-8240 between 9:00 am and 4:30 pm EST on any business day.

**Attachment 3.2.10:  
SCC/DPOR Table**

## ATTACHMENT 3.2.10

### State Project No. 0064-965-264

#### 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.

<b>SCC &amp; DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)</b>							
<b>Business Name</b>	<b>SCC Information (3.2.10.1)</b>			<b>DPOR Information (3.2.10.2)</b>			
	<b>SCC Number</b>	<b>SCC Type of Corporation</b>	<b>SCC Status</b>	<b>DPOR Registered Address</b>	<b>DPOR Registration Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
The Lane Construction Corporation	F0254476	Foreign Corporation	Active	90 Fieldstone Court Cheshire, CT 06410	Contractor (Class A)	2701011871	01/31/2016
Parsons Brinckerhoff, Inc.	F0501603	Foreign Corporation	Active	277 Bendix Road Suite 300 Virginia Beach, VA 23452	Business Entity Branch Office	0411000137	02/29/2016
Basic Construction Company	S0336125	Limited Liability Company	Active	538 Oyster Point Road NewPort News, VA 23602	Contractor (Class A)	2701000005	02/28/2015
Bryant Contracting, Inc.	02605723	Corporation	Active	7754 Richmond Road Toano, VA 23168	Contractor (Class A)	2701025574	12/31/2014
ECS Mid-Atlantic, LLC	S1208216	Limited Liability Company	Active	108 Ingram Road Suite 1 Williamsburg, VA 23188	Business Entity Branch Office Registration	0411000382	02/29/2016
EEE Consulting, Inc.	05049416	Corporation	Active	8525 Bell Creek Road Mechanicsville, VA 23116	Business Entity Registration	0407003798	12/31/2015
GET Solutions, Inc.	05418470	Corporation	Active	1592 Penniman Road Suite E Williamsburg, VA 23185	Business Entity Branch Office Registration	0411000366	02/29/2016
HDR, Inc.	F0484602	Foreign Corporation	Active	5700 Lake Wright Drive Suite 300 Norfolk, VA 23502	Business Entity Branch Office	0411000028	02/29/2016
O.R. Colan Associates of Florida, LLC	T0309270	Foreign Limited Liability Company	Active	11121 Carmel Commons Boulevard Suite 200 Charlotte, NC 28226	Real Estate Appraiser Board Business Registration	4008001545	07/31/2015

**ATTACHMENT 3.2.10**

**State Project No. 0064-965-264**

**SCC and DPOR Information**

<b>SCC &amp; DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)</b>							
<b>Business Name</b>	<b>SCC Information (3.2.10.1)</b>			<b>DPOR Information (3.2.10.2)</b>			
	<b>SCC Number</b>	<b>SCC Type of Corporation</b>	<b>SCC Status</b>	<b>DPOR Registered Address</b>	<b>DPOR Registration Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
Precision Measurements, Inc.	04504361	Corporation	Active	851 Seahawk Circle Suite 103 Virginia Beach, VA 23452	Business Entity Registration	0407003345	12/31/2015
				813 Diligence Drive Suite 121B Newport News, VA 23606	Business Entity Branch Office	0411000292	02/29/2016
PRR, Inc.	F1841594	Foreign Corporation	Active	N/A	N/A	N/A	N/A
So-Deep, Inc.	02162758	Corporation	Active	8397 Euclid Avenue Manassas Park, VA 22111	Business Entity Registration	0407002900	12/31/2015

**ATTACHMENT 3.2.10**  
**State Project No. 0064-965-264**  
**SCC and DPOR Information**

<b>DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)</b>						
<b>Business Name</b>	<b>Individual's Name</b>	<b>Office Location Where Professional Services will be Provided (City/State)</b>	<b>Individual's DPOR Address</b>	<b>DPOR Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
Parsons Brinckerhoff	Martin, Michelle	Virginia Beach, VA	1773 Seaton Drive Virginia Beach, VA 23464	Professional Engineer	0402042450	06/30/2015
HDR, Inc.	Modi, Vijay	Virginia Beach, VA	4540 Church Point Place Virginia Beach, VA 23455	Professional Engineer	0402020733	01/31/2016
Parsons Brinckerhoff	Perkoski, Julie	Virginia Beach, VA	4000 Monitor Drive Hampton, VA 23669	Professional Engineer	0402026174	06/30/2015
Parsons Brinckerhoff	Piper, Derek	Virginia Beach, VA	277 Bendix Road Suite 300 Virginia Beach, VA 23452	Professional Engineer	0402046886	12/31/2015
The LANE Construction Corporation	Prince, Ken	Chantilly, VA	Bristow, VA	Professional Engineer	0402044906	01/31/2015

**Attachment 3.2.10.1:  
SCC Supporting Documentation**



#### SCC eFile

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- [Business Entity Search](#)
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### Business Entity Details

## THE LANE CONSTRUCTION CORPORATION

#### General

SCC ID: F0254476  
Entity Type: Foreign Corporation  
Jurisdiction of Formation: CT  
Date of Formation/Registration: 7/24/1972  
Status: Active  
Shares Authorized: 11700

#### Principal Office

90 FIELDSTONE COURT  
CHESHIRE CT06410

#### Registered Agent/Registered Office

CT CORPORATION SYSTEM  
1701 COX ROAD, SUITE 205

#### Select an action

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Business Entity Details

**Parsons Brinckerhoff, Inc.**

**General**

SCC ID: F0501603  
Entity Type: Foreign Corporation  
Jurisdiction of Formation: NY  
Date of Formation/Registration: 2/11/1986  
Status: Active  
Shares Authorized: 30000

**Principal Office**

ONE PENN PLAZA  
NEW YORK NY10119

**Registered Agent/Registered Office**

CT CORPORATION SYSTEM  
4701 COX ROAD, SUITE 285  
GLEN ALLEN VA 23060  
HENRICO COUNTY 143  
Status: Active  
Effective Date: 10/4/2013

**Select an action**

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## BASIC CONSTRUCTION COMPANY, L.L.C.

### General

SCC ID: S0336125  
Entity Type: Limited Liability Company  
Jurisdiction of Formation: VA  
Date of Formation/Registration: 12/11/1998  
Status: Active

### Principal Office

538 OYSTER POINT RD  
NEWPORT NEWS VA23602

## SCC eFile Business Entity Details

### Select an action

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## BRYANT CONTRACTING, INC.

### General

SCC ID: 02605723  
Entity Type: Corporation  
Jurisdiction of Formation: VA  
Date of Formation/Registration: 8/31/1984  
Status: Active  
Shares Authorized: 5000

### Principal Office

P. O. BOX 1000  
TOANO VA23168

## SCC eFile Business Entity Details

### Select an action

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**Business Entity Details**

**ECS - Mid-Atlantic, LLC**

**General**

SCC ID: S1208216  
Entity Type: Limited Liability Company  
Jurisdiction of Formation: VA  
Date of Formation/Registration: 4/16/2004  
Status: Active

**Principal Office**

14026 THUNDERBOLT PL STE 100  
CHANTILLY VA20151

**Registered Agent/Registered Office**

JAMES A ECKERT  
14026 THUNDERBOLT PL STE 100  
CHANTILLY VA 20151  
FAIRFAX COUNTY 129  
Status: Active  
Effective Date: 4/16/2004

**Select an action**

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SCC eFile  
**Business Entity Details**

**EEE Consulting, Inc.**

**General**

SCC ID: 05049416  
Entity Type: Corporation  
Jurisdiction of Formation: VA  
Date of Formation/Registration: 6/23/1998  
Status: Active  
Shares Authorized: 333000

**Principal Office**

8525 BELL CREEK RD  
MECHANICSVILLE VA23116

**Registered Agent/Registered Office**

CT CORPORATION SYSTEM  
4701 COX ROAD, SUITE 285  
GLEN ALLEN VA 23060  
HENRICO COUNTY 143  
Status: Active  
Effective Date: 10/4/2013

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Business Entity Details

Geotechnical Environmental and Testing Solutions, Inc.

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General

SCC ID: 05418470  
Entity Type: Corporation  
Jurisdiction of Formation: VA  
Date of Formation/Registration: 6/16/2000  
Status: Active  
Shares Authorized: 5000

Principal Office

204 GRAYSON ROAD  
VIRGINIA BEACH VA23462

Registered Agent/Registered Office

TERENCE MURPHY  
KAUFMAN & CANOLES PC  
150 W MAIN ST STE 2100  
NORFOLK VA 23510

Select an action

- [File a registered agent change](#)
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## HDR ENGINEERING, INC.

### SCC eFile Business Entity Details

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#### General

SCC ID: F0484602  
Entity Type: Foreign Corporation  
Jurisdiction of Formation: NE  
Date of Formation/Registration: 6/25/1985  
Status: Active  
Shares Authorized: 10000

#### Select an action

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

8404 INDIAN HILLS DR  
OMAHA NE68114

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#### Registered Agent/Registered Office

CT CORPORATION SYSTEM  
4701 COX ROAD, SUITE 285  
GLEN ALLEN VA 23060  
HENRICO COUNTY 143  
Status: Active  
Effective Date: 10/4/2013



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Business Entity Details

O.R. Colan Associates of Florida, LLC

General

SCC ID: T0309270  
Entity Type: Foreign Limited Liability Company  
Jurisdiction of Formation: FL  
Date of Formation/Registration: 6/2/2006  
Status: Active

Principal Office

439 NE 7TH AVE  
FT LAUDERDALE FL33301

Registered Agent/Registered Office

CORPORATION SERVICE COMPANY  
BANK OF AMERICA CENTER, 16TH FLOOR  
1111 EAST MAIN STREET  
RICHMOND VA 23219  
RICHMOND CITY 216

Select an action

- [File a registered agent change](#)
- [File a registered office address change](#)
- [Resign as registered agent](#)
- [File a principal office address change](#)
- [Pay annual registration fee](#)
- [Order a certificate of fact of registration in Virginia](#)
- [Submit a PDF for processing \(What can I submit?\)](#)
- [View eFile transaction history](#)
- [Manage email notifications](#)

New Search

Home



SCC eFile  
**Business Entity Details**

**PRECISION MEASUREMENTS, INC.**

SCC eFile

- SCC eFile Home Page
- Check Name
- Distinguishability
- Business Entity Search
- Certificate Verification
- FAQs
- Contact Us
- Give Us Feedback

Business Entities

UCC or Tax Liens

Court Services

Additional Services

**General**

SCC ID: 04504361  
Entity Type: Corporation  
Jurisdiction of Formation: VA  
Date of Formation/Registration: 7/24/1995  
Status: Active  
Shares Authorized: 5000

**Select an action**

- [File a registered agent change](#)
- [File a registered office address change](#)
- [Resign as registered agent](#)
- [File an annual report](#)
- [Pay annual registration fee](#)
- [Order a certificate of good standing](#)
- [Submit a PDF for processing \(What can I submit?\)](#)
- [View eFile transaction history](#)
- [Manage email notifications](#)

[New Search](#)

[Home](#)

**Principal Office**

851 SEAHAWK CIRCLE  
SUITE 103  
VIRGINIA BEACH VA23452

**Registered Agent/Registered Office**

DOUGLAS W DAVIS  
WYNNGATE BUSINESS PARK  
516 BAYLOR CT  
CHESAPEAKE VA 23320  
CHESAPEAKE CITY 236  
Status: Active  
Effective Date: 6/4/2002



SCC eFile > Entity Search > Entity Details



## SCC eFile Business Entity Details

### PRR Capital Region, Inc. (USED IN VA BY: PRR,Inc.)

#### SCC eFile

- SCC eFile Home Page
- Check Name
- Distinguishability
- Business Entity Search
- Certificate Verification
- FAQs
- Contact Us
- Give Us Feedback

#### Business Entities

#### UCC or Tax Liens

#### Court Services

#### Additional Services

#### General

SCC ID: F1841594  
Entity Type: Foreign Corporation  
Jurisdiction of Formation: WA  
Date of Formation/Registration: 11/9/2010  
Status: Active  
Shares Authorized: 50000

#### Principal Office

1501 FORUTH AVENUE  
SUITE 550  
SEATTLE WA98101

#### Registered Agent/Registered Office

CT CORPORATION SYSTEM  
4701 COX ROAD, SUITE 285  
GLEN ALLEN VA 23060

#### Select an action

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

Home



SCC eFile

- SCC eFile Home Page
- Check Name
- Distinguishability
- Business Entity Search
- Certificate Verification
- FAQs
- Contact Us
- Give Us Feedback

Business Entities

UCC or Tax Liens

Court Services

Additional Services

SCC eFile  
Business Entity Details

**SO-DEEP, INC.**

**General**

SCC ID: 02162758  
Entity Type: Corporation  
Jurisdiction of Formation: VA  
Date of Formation/Registration: 4/7/1981  
Status: Active  
Shares Authorized: 10000

**Principal Office**

8397 EUCLID AVE  
MANASSAS VA20111

**Registered Agent/Registered Office**

THUY ANH PHAM  
8397 EUCLID AVENUE  
MANASSAS PARK VA 20111  
MANASSAS PARK (FILED IN PRINCE WILLIAM  
COUNTY) 315  
Status: Active  
Effective Date: 4/9/1997

**Select an action**

- [File a registered agent change](#)
- [File a registered office address change](#)
- [Resign as registered agent](#)
- [File an annual report](#)
- [Pay annual registration fee](#)
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**Attachment 3.2.10.2:  
DPOR Supporting Documentation for Each Office**



Department of Professional and Occupational Regulation

APPLICANTS &gt;&gt;

LICENSEES &gt;&gt;

CONSUMERS &gt;&gt;

Home &gt; License Lookup &gt; License Lookup &amp; Disciplinary Actions

Enter keyword

Search

License Lookup

Online Renewal &  
Services

Boards

Professions &  
Occupations

Forms &amp; Applications

Fair Housing Office

Community Associations

Report a Licensee

Records &amp; Documents

News &amp; Information

About DPOR

Contact

Find us on  
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## Details of license number 2701011871

Name:	THE LANE CONSTRUCTION CORPORATION / SENATE ASPHALT
Doing Business As:	VA PAVING COMPANY / VA SIGN AND LIGHTING COMPANY
License Number:	2701011871
License Description:	Contractor Class A
Class Definitions:	
Business Type:	Corporation
Address:	90 FIELDSTONE COURT CHESHIRE, CT 06410
Specialties/Classifications:	Building (BLD)
Classification Definitions:	Highway / Heavy (H/H)
Specialty Definitions:	
Initial Certification Date:	1972-10-12
Expiration Date:	2016-01-31

## No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

## No Closed Complaints

"Closed Complaints" reflect complaints against regulants closed since 1990. Cases closed without disciplinary action are purged after three years in accordance with DPOR's record

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON

02-29-2016

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

Telephone: (804) 367-8500

NUMBER

0411000137

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

PROFESSIONS: ENG, ARC

PARSONS BRINCKERHOFF INC  
277 BENDIX ROAD  
SUITE 300  
VIRGINIA BEACH, VA 23452



*Nick A. Christner*  
Nick A. Christner, Interim Director

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Department of Professional and Occupational Regulation

[Home](#) > [License Lookup](#) > [License Lookup & Disciplinary Actions](#)[License Lookup](#)[Online Renewal & Services](#)[Boards](#)[Professions & Occupations](#)[Forms & Applications](#)[Fair Housing Office](#)[Community Associations](#)[Report a Licensee](#)

## Details of license number 2701000005

Name:	BASIC CONSTRUCTION COMPANY
License Number:	2701000005
License Description:	Contractor Class A
<a href="#">Class Definitions</a>	
Business Type:	Corporation
Address:	538 OYSTER POINT RD NEWPORT NEWS, VA 23602
Specialties/Classifications:	Building (BLD) Highway / Heavy (H/H)
<a href="#">Classification Definitions</a>	
<a href="#">Specialty Definitions</a>	
Expiration Date:	2015-02-28



Department of Professional and Occupational Regulation

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## Details of license number 2701025574

Name:

BRYANT CONTRACTING INC

License Number:

2701025574

License Description:

Contractor Class A

[Class Definitions](#)

Business Type:

Corporation

Address:

7754 RICHMOND RD  
TOANO, VA 23168

Specialties/Classifications:

Highway / Heavy (H/H)

[Classification Definitions](#)[Specialty Definitions](#)

Lead Abatement (LAC)

Initial Certification Date:

1984-12-04

Expiration Date:

2014-12-31

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
02-29-2016

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

NUMBER  
0411000382

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

PROFESSIONS: ENG

ECS-MID-ATLANTIC LLC  
108 INGRAM RD STE 1  
WILLIAMSBURG, VA 23188



*Nick A. Christner*  
Nick A. Christner, Interim Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA  
BOARD FOR APPLSCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000382 EXPIRES: 02-29-2016  
PROFESSIONS: ENG  
ECS-MID-ATLANTIC LLC  
108 INGRAM RD STE 1  
WILLIAMSBURG, VA 23188



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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  
12-31-2015

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

NUMBER  
0407003798

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

PROFESSIONS: ENG

EEE CONSULTING INC  
8525 BELL CREEK RD  
MECHANICSVILLE, VA 23116



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA  
BOARD FOR APPEALS  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407003798 EXPIRES: 12-31-2015  
PROFESSIONS: ENG  
EEE CONSULTING INC  
8525 BELL CREEK RD  
MECHANICSVILLE, VA 23116



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COMMONWEALTH OF VIRGINIA

EXPIRES ON  
02-29-2016

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

NUMBER  
0411000366

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

PROFESSIONS: ENG

GEOTECHNICAL ENVIRONMENTAL TESTING SOLUTIONS  
INC  
1592 PENNIMAN RD STE E  
WILLIAMSBURG, VA 23185



*Nick A. Christner*  
Nick A. Christner, Interim Director

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COMMONWEALTH OF VIRGINIA

BOARD FOR APPEALS  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000366 EXPIRES: 02-29-2016  
PROFESSIONS: ENG  
GEOTECHNICAL ENVIRONMENTAL TESTING SOLUTIONS INC  
1592 PENNIMAN RD STE E  
WILLIAMSBURG, VA 23185



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Telephone: (804) 367-8500

NUMBER  
0411000028

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

PROFESSIONS: ENG

HDR ENGINEERING INC  
5700 LAKE WRIGHT DRIVE  
SUITE 300  
NORFOLK, VA 23502



*Nick A. Christner*  
Nick A. Christner, Interim Director

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COMMONWEALTH OF VIRGINIA

BOARD FOR APPELSCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000028 EXPIRES: 02-29-2016  
PROFESSIONS: ENG  
HDR ENGINEERING INC  
5700 LAKE WRIGHT DRIVE  
SUITE 300  
NORFOLK, VA 23502



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

EXPIRES ON

07-31-2015

NUMBER

4008 001545

REAL ESTATE APPRAISER BOARD  
BUSINESS REGISTRATION

O R COLAN ASSOCIATES OF FLORIDA LLC  
11121 CARMEL COMMONS BOULEVARD SUITE 200  
CHARLOTTE NC 28226



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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REAL ESTATE APPRAISER BOARD  
BUSINESS REGISTRATION  
NUMBER: 4008 001545 EXPIRES: 07-31-2015  
O R COLAN ASSOCIATES OF FLORIDA LLC  
11121 CARMEL COMMONS BOULEVARD SUITE 200  
CHARLOTTE NC 28226



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10010 (7/11) 107026-3

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COMMONWEALTH OF VIRGINIA

EXPIRES ON  
02-29-2016

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

NUMBER  
0411000292

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

PROFESSIONS: LS

PRECISION MEASUREMENTS INC  
813 DILIGENCE DRIVE  
SUITE 121B  
NEWPORT NEWS, VA 23606



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA  
BOARD FOR APPEALS  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000292 EXPIRES: 02-29-2016  
PROFESSIONS: LS  
PRECISION MEASUREMENTS INC  
813 DILIGENCE DRIVE  
SUITE 121B  
NEWPORT NEWS, VA 23606



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COMMONWEALTH OF VIRGINIA

EXPIRES ON  
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Telephone: (804) 367-8500

NUMBER  
0407003345

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

PROFESSIONS: LS

PRECISION MEASUREMENTS INC  
851 SEAHAWK CIR  
SUITE 103  
VIRGINIA BEACH, VA 23452



*Charles N. Dixon*  
Charles N. Dixon, Director

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BOARD FOR APPLICANTS  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407003345 EXPIRES: 12-31-2015  
PROFESSIONS: LS  
PRECISION MEASUREMENTS INC  
851 SEAHAWK CIR  
SUITE 103  
VIRGINIA BEACH, VA 23452



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

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Telephone: (804) 367-8500

NUMBER  
0407002900

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

PROFESSIONS: ENG, LS

SO-DEEP, INC.  
8397 EUCLID AVENUE  
MANASSAS PARK, VA 22111



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA

BOARD FOR APESCIDLA  
BUSINESS ENTITY REGISTRATION  
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PROFESSIONS: ENG, LS  
SO-DEEP, INC.  
8397 EUCLID AVENUE  
MANASSAS PARK, VA 22111



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10/11 (3/11) 107028-3

**Attachment 3.2.10.3:  
DPOR Supporting Documentation for Key Personnel**

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
06-30-2015

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

NUMBER  
0402042450

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

MICHELLE LEE MARTIN  
1773 SEATON DR  
VIRGINIA BEACH, VA 23464



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON

01-31-2016

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

NUMBER

0402020733

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

VIJAY R MODI  
4540 CHURCH POINT PL  
VIRGINIA BEACH, VA 23455



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON

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

0402026174

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

JULIANNE PERKOSKI  
4000 MONITOR DRIVE  
HAMPTON, VA 23669



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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

**EXPIRES ON**  
12-31-2015

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

**NUMBER**  
0402046886

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

**DEREK JOHN PIPER  
PB AMERICAS, INC.  
277 BENDIX ROAD  
SUITE 300  
VIRGINIA BEACH, VA 23452**



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA

EXPIRES ON

01-31-2015

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Telephone: (804) 367-8500

NUMBER

0402044906

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

KENNETH KWAME PRINCE  
13673 NEWTONMORE PLACE  
BRISTOW, VA 20136-2675



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*Gordon N. Dixon*  
Gordon N. Dixon, Director

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

**Attachment 3.3.1:  
Key Personnel Resume Forms**

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title: <b>Kenneth Prince, PE, District Manager</b>	
b. Project Assignment: <b>Design-Build Project Manager</b>	
c. Name of Firm with which you are now associated: <b>The Lane Construction Corporation</b>	
d. Years experience: With this Firm <u>11</u> Years With Other Firms <u>7</u> Years Please list chronologically your employment history, position general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): <b>The Lane Construction Corporation, 2011–Present.</b> District Manager. Ken serves as the District Manager for various projects in the Mid-Atlantic ranging from \$7M to \$722M. In this role as District Manager, Ken is responsible for overall management of the design and construction of the numerous DB projects on which LANE is performing. Ken provides strategic planning and execution for the LANE district projects, leads a team of project and construction managers, works with design and construction teams on innovative techniques and means and methods to execute the work, organizes and assigns equipment and personnel resources to execute project, leads and implements safety initiatives, establishes project objectives, policies, procedures and performance standards, sets and monitors budgets, and ensures quality management system is in place including system audits. <b>The Lane Construction Corporation, 2003–2010.</b> Project Engineer/Manager. As Project Manager, Ken was responsible for the operation of all transportation construction operations, quality control programs, and supervising work crews and subcontractors. Projects included interstate construction, utility relocation, major concrete paving, bridges, earthwork, and environmental controls. <b>Washington Group International, 2001–2002.</b> Construction Engineer/Superintendent. Responsible for all construction operations, scheduling of work crews and subcontractors, safety and quality programs and construction plans. <b>Dillingham Construction N.A., Inc., 1999–2000.</b> Construction/Scheduling Engineer. Responsible for maintaining and updating CPM schedule. Estimated and negotiated contract change orders, managed and coordinated the activities of subcontractors.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Michigan, Ann Arbor, MI / B.S. / 1996 / Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2009 / Professional Engineer / VA #0402044906	
g. Document the extent and depth of experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b> *On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.	
<b>1. I-64/I-264 PAVEMENT REHABILITATION, Norfolk, Virginia</b>	
<i>Name of Firm:</i> The Lane Construction Corporation	<i>Project Role:</i> District Manager
<i>Beginning Date:</i> January 2014	<i>End Date:</i> November 2015
	
<i>Specific Responsibilities:</i> Ken oversees the management of the overall project design, construction, quality management, and contract administration of this DB project. He facilitates communication among team partners, efficiently designates resources to ensure timely delivery, and coordinates with personnel on adjacent projects. Ken's interactions from design through construction include leading project meetings to discuss all aspects of the project, verifying that VDOT specifications are followed in design through construction, and participating in constructability reviews. He addresses issues with the proper personnel and VDOT; and has continuous interaction with the QAM to ensure project compliance. <b>He is available to perform the role of DBPM upon contract award.</b> <i>Project Relevance:</i> This \$30.7 million DB project consists of the rehabilitation of reinforced concrete pavement on approximately 10.2 miles of Interstates 64 and 264 in Norfolk. This project is in close proximity to the proposed I-64 Segment I project and includes many of the same project elements such as: bridges, overpasses, safety hardware upgrades, modifications, and adjustments to barriers, guardrail, curbs, and signage. In addition, stone matrix asphalt with transitions to existing grade at interchange ramps will be constructed. The project also includes full and partial depth concrete patching of existing concrete pavement (as determined by VDOT and the LANE Team), ITS, lighting and utility adjustments, adjustments to storm drainage structures, maintenance of traffic, environmental permits, and public relations.	

<b>2. I-95 EXPRESS LANES, Fairfax County to Stafford County, Virginia</b>		
<i>Name of Firm:</i> The Lane Construction Corporation	<i>Project Role:</i> District Manager	
<i>Beginning Date:</i> January 2012	<i>End Date:</i> March 2015	
<p><i>Specific Responsibilities:</i> Ken is responsible for overall construction quality management, providing the resources necessary to execute the project, and ensuring scheduled progress of the design and construction deliverables are achieved. He coordinates regularly with project partners, including VDOT, GEC, and key stakeholders, and negotiates and resolves contract terms. <b>Construction is currently underway and over 70% complete with expected project completion in December 2014 by LANE.</b></p> <p><i>Project Relevance:</i> This \$722 million DB project creates 29 miles of express lanes on I-95 from Alexandria to Stafford. The project includes nine new bridges and four new flyovers. A nine-mile reversible two-lane extension of the existing HOV lanes will help to alleviate the worst traffic bottleneck in the region. The project consists of extensive noise walls, asphalt mill and overlay, shoulder reconstruction, structural bridge work, and an 8.3-mile roadway extension consisting of major clearing, earthwork, and bridge flyovers. The I-95 Express Lanes have extensive ITS and communication systems integrated with the I-495 Express Lanes. Extensive MOT plans, utility relocation efforts include past identification and data gathering, review of design concepts against existing utilities, determination of mitigation measures, and ongoing coordination with utility companies. The project requires extensive coordination with CSX Railroad and public relations coordination with community.</p>		
<b>3. I-95 LEFT SHOULDER AND AUX. LANES IMPROVEMENTS, Prince William County, Virginia</b>		
<i>Name of Firm:</i> The Lane Construction Corporation	<i>Project Role:</i> District Manager	
<i>Beginning Date:</i> March 2013	<i>End Date:</i> December 2014	
<p><i>Specific Responsibilities:</i> Ken has been responsible for directing and managing the project management team, coordinating with and monitoring contract progress with VDOT and subcontractors (including adherence to contractual requirements and specifications), and overseeing the overall safety and quality control programs. He ensures that project resources (manpower, materials and equipment) are available in a timely manner to the project. <b>Construction for the project is nearing completion, estimated to be complete in December 2014—seven months ahead of schedule.</b></p> <p><i>Project Relevance:</i> The project is approximately seven miles in length, and work on this nearly \$30 million contract includes 100,000 cy of excavation, 170,000 tons of asphalt paving, ten miles of guardrail, and major maintenance of traffic activities. Other activities include pavement markings, the installation and monitoring of erosion and sediment control measures, demolition, 11 overhead sign structures, and installation of concrete retaining wall, temporary and permanent drainage.</p>		
<b>4. MWAA DULLES CORRIDOR METRORAIL UTILITY RELOCATIONS, Dulles, Virginia</b>		
<i>Name of Firm:</i> The Lane Construction Corporation	<i>Project Role:</i> Project Manager	
<i>Beginning Date:</i> September 2007	<i>End Date:</i> December 2010	
<p><i>Specific Responsibilities:</i> As Project Manager on this project, Ken was responsible for overall construction, quality and safety programs, ensuring all requirements and specifications were delivered, contract administration, directing and managing project development, constructability reviews with the designers, defining project scope, goals and deliverables, collaborating with senior management and stakeholders, estimating resources, scheduling project timelines and milestones, supervising team members, and developing best practices and tools for project execution and management. <b>Construction is complete.</b></p> <p><i>Project Relevance:</i> This \$112 million contract included overall project management from commencement through execution and completion of over 17 miles of major utility relocation, support of excavation, environmental and erosion and sediment controls, maintenance of traffic along the 11 mile Phase 1 alignment of the Dulles Metrorail Silver Line. The project included the construction and implementation of erosion and sediment control measures; demolition; earthwork; storm drainage, water, electrical, gas, communication utilities; contaminated soil and hazardous material coordination and mitigation; asphalt and concrete pavement; roadway bridges; retaining walls; traffic signals; and roadway lighting. Utilities installed included Dominion Virginia Power electrical duct bank, Fairfax Water Authority and City of Falls Church waterlines, sanitary sewer, storm drain, traction power duct bank, and communication duct bank for more than eight different communication companies. Extensive public relations and involvement with the community was required. This project received LANE's "Safest Project of the Year" Award in 2010 and 2011 for an IRR of 0.00.</p>		
<b>5. MWAA NORTH AREA ROADWAY IMPROVEMENTS, PHASE 2, Dulles, Virginia</b>		
<i>Name of Firm:</i> The Lane Construction Corporation	<i>Project Role:</i> Project Manager	
<i>Beginning Date:</i> October 2004	<i>End Date:</i> November 2007	
<p><i>Specific Responsibilities:</i> Ken was Project Manager responsible for commencement, execution, and completion of the project, including the construction and implementation of erosion and sediment control measures; demolition; earthwork; storm drainage, water, electrical, communication utilities; asphalt; roadway bridges; retaining walls; traffic signals; and roadway lighting. Ken was responsible for the overall quality management and safety program as well as contract administration. <b>Construction for the project is complete.</b></p> <p><i>Project Relevance:</i> The project involved the demolition and reconstruction of the existing roadway entering and exiting Washington Dulles International Airport. Work on this \$29 million project included bridge construction and the reconstruction and widening of a four-lane highway, major drainage improvements, stormwater management facilities and overhead structures. Project quantities included 300,000 cy of earth work, 60,000 tons of asphalt, and several overhead sign truss structures. The project was designed and built to VDOT Road and Bridge Specifications and Standards. The South section project was successfully delivered to the Owner four months early.</p>		

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title: <b>Julie Perkoski, PE, Lead Construction Engineer</b>	
b. Project Assignment: <b>Quality Assurance Manager</b>	
c. Name of Firm with which you are now associated: <b>Parsons Brinckerhoff, Inc.</b>	
d. Years experience: With this Firm <u>21</u> Years With Other Firms <u>8</u> Years Please list chronologically your employment history, position general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): <b>Parsons Brinckerhoff, 1999-Present.</b>  Julie serves as Quality Assurance Manager (QAM), providing quality assurance services for various VDOT DB projects. She is thoroughly familiar with VDOT <i>Minimum Requirements for Quality Assurance and Quality Control on Design Build and P3 Projects, January 2012</i> . She also has experience as a Project Lead Construction Engineer, providing construction management and design services for numerous highway, airport, military, governmental, recreational, and residential facilities. Julie has extensive VDOT experience in the Hampton Roads region, including the I-295 Widening/Interchange at Meadowville Road, I-66 Advanced Traffic Management System (ATMS), I-295/I-64 Interchange Construction Management, Virginia Capital Trail (Sherwood Phase), and the Pinner's Point Intelligent Transportation System (ITS).	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Pennsylvania State University, University Park, PA / B.A.E. / 1985 / Architectural Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1998 / Professional Engineer / VA #0402027950 Virginia DCR Erosion & Sediment Control Contractor Certification #2752 (Expiration 11.30.2015)	
g. Document the extent and depth of experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i>  <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b> *On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.	
<b>1. VDOT I-295 WIDENING/INTERCHANGE AT MEADOWVILLE ROAD, Chesterfield County, Virginia</b>	
<i>Name of Firm:</i> Parsons Brinckerhoff	<i>Project Role:</i> QA Manager (QAM)
<i>Beginning Date:</i> October 2010	<i>End Date:</i> April 2012
<i>Specific Responsibilities:</i> Julie was the Quality Assurance Manager (QAM) for the Meadowville Road Interchange project which included the design and construction of the new diamond interchange at Interstate 295 and Meadowville Road in Chesterfield County. Julie's responsibilities included: the development of the QA/QC Manual; managing daily quality assurance operations; monitoring and reviewing inspection diaries; ensuring material testing was performed in accordance with the project specifications; and working with the contractor, engineer, and VDOT to resolve construction issues. <b>Construction for the project was complete in 2012.</b>	
<i>Project Relevance:</i> Julie served as the QAM for this project, the same role as proposed for the I-64 Capacity Improvements project. This project has several similarities to the I-64 Capacity Improvements project including: interstate widening, stormwater management, and utility relocation. The project was a DB project for VDOT in Richmond.	
<b>2. VDOT I-66 Advanced Traffic Management System (ATMS), Arlington &amp; Fairfax Counties, Virginia</b>	
<i>Name of Firm:</i> Parsons Brinckerhoff	<i>Project Role:</i> QA Manager (QAM)
<i>Beginning Date:</i> January 2013	<i>End Date:</i> December 2014
<i>Specific Responsibilities:</i> The \$34 million project installed integrated systems along I-66 from the DC/VA border to Gainesville, including lane usage signals, dynamic message signs, temporary shoulder use, variable speed limit displays, queue warning and emergency pull off areas equipped with surveillance and communication tools. As QAM, Julie has been responsible for the overall administration of the project QA Plan. <b>Construction for the project is anticipated to be complete in 2014.</b> Julie will be available for this project in 2015.	
<i>Project Relevance:</i> Julie is serving as the QAM for this VDOT DB project, the same role as proposed for the I-64 Capacity Improvements project. This project has several similarities to the I-64 Capacity Improvements project including: interstate shoulder widening, interstate MOT, utility relocations, day and night operations, coordination with DB manager and VDOT	

project manager, project documentation, foundations, project material certifications and ITS installations. This project is a DB for VDOT in the NOVA District.

**3. VDOT I-295/I-64 INTERCHANGE CONSTRUCTION MANAGEMENT, Richmond, Virginia**

<i>Name of Firm:</i> Parsons Brinckerhoff	<i>Project Role:</i> QA/QC Manager
<i>Beginning Date:</i> July 2009	<i>End Date:</i> January 2010

*Specific Responsibilities:* Julie was responsible for the final audit of VDOT project records, finalizing the project records and assisting VDOT's consultant in the review of the final project estimate. **Construction for the project was complete in 2010.**

*Project Relevance:* Julie served as the final records QA/QC Manager, a role that is similar to the proposed role for this project. This project has several similarities to the I-64 Capacity Improvements project including: interstate widening, asphalt patching and overlay, replacing the existing single lane ramps with dual lane ramps, and construction of three bridges, two soundwalls, and two box culverts.

**4. VDOT VIRGINIA CAPITAL TRAIL (SHERWOOD PHASE), Charles City County, Virginia**

<i>Name of Firm:</i> Parsons Brinckerhoff	<i>Project Role:</i> QA Manager (QAM)	
<i>Beginning Date:</i> September 2011	<i>End Date:</i> August 2014	

*Specific Responsibilities:* As QAM, Julie is responsible for the team's quality procedures and for ensuring that VDOT is provided a quality product through design and construction. The first step in this role is to develop the DB QA/QC Manual for the project, followed by quarterly project audits to ensure that the contractors and engineers are adhering to the quality procedures. Other responsibilities include: managing daily quality assurance operations; monitoring and reviewing inspection diaries; ensuring material testing was performed in accordance with the project specifications; and working with the contractor, engineer, and VDOT to resolve construction issues. **Construction for the project is underway with estimated completion in August 2014.**

*Project Relevance:* Julie served as the QAM for this project, the same role as proposed for the I-64 Capacity Improvements project.

**5. VDOT PINNER'S POINT INTELLIGENT TRANSPORTATION SYSTEM (ITS), Portsmouth, Virginia**

<i>Name of Firm:</i> Parsons Brinckerhoff	<i>Project Role:</i> Resident Engineer
<i>Beginning Date:</i> October 2002	<i>End Date:</i> May 2007

*Specific Responsibilities:* Julie served as the Resident Engineer responsible for managing the CE&I services provided to VDOT for the traffic management system portion of the project. Her duties included reviewing contractor's shop drawing submittals, resolution of conflicts, assisting VDOT with management of the project, coordination between the hardware and software contracts and tabulation of the contractor's pay quantities. **Construction for the project was complete in 2007.**

*Project Relevance:* As Resident Engineer for the traffic management system portion of this project, Julie was responsible for and coordinated many of the same items as a QAM on a DB project including: utility relocations and installations, managing project documentation, managing project materials, freeway MOT, overhead sign installations, foundations and ITS installations.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role and anticipated duration of each assignment.

Project	Role	Anticipated Duration
Virginia Capital Trail (Sherwood Phase)	QAM	Present to 8/31/14
I-66 ATMS	QAM	Present to 12/30/14

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title: <b>Derek Piper, PE, AICP, Senior Supervising Project Manager</b>	
b. Project Assignment: <b>Design Manager, Design QA/QC Manager</b>	
c. Name of Firm with which you are now associated: <b>Parsons Brinckerhoff, Inc.</b>	
d. Years experience: With this Firm <u>18</u> Years With Other Firms <u>11</u> Years Please list chronologically your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): <b>Parsons Brinckerhoff, 1999-Present.</b>  Derek has over 29 years of civil engineering experience, including more than 18 years managing complex highway/roadway improvement projects. Derek's technical specialties include program/project management, highway and intersection design, stormwater management plan development, permitting, environmental documentation, and utility design. His responsibilities as a Project Manager have included coordinating the individual design disciplines and ensuring overall project design is in conformance with contract documents and delivered on time and within budget. He is responsible for conducting quality reviews for all deliverables and ensuring client satisfaction.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Pittsburgh, Pittsburgh, PA / B.S. / 1985 / Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2009 / Professional Engineer / VA #0402046886; 2000 / Certified Planner / 017279	
g. Document the extent and depth of experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i>  <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b> *On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.	
<b>1. VDOT I-264 WIDENING/INTERCHANGE/MLK EXTENSION DB, Portsmouth, Virginia</b>	
<i>Name of Firm:</i> Parsons Brinckerhoff	<i>Project Role:</i> Design Manager
<i>Beginning Date:</i> May 2009	<i>End Date:</i> June 2013
	
<i>Specific Responsibilities:</i> For this project, Derek served as the Design Manager for over \$200 million worth of improvements to I-264 and the MLK Extension. Specific scope elements included: widening of I-264 to accommodate the new interchange, widening of two interstate bridges; the elevated multi-lane MLK Extension (a controlled access facility) over CSX's Portsmouth Yard; 11 stormwater ponds/basins (including significant aesthetic treatments to two); three noise barriers; eight new bridges; 18 retaining walls; significant overhead highway signage; landscaping and aesthetic treatments; ITS system replacement/upgrades along I-264; and new ITS systems along the MLK Extension. Derek managed the design effort associated with delivering final roadway, structure & bridge, and maintenance of traffic plans; managed environmental and stormwater permitting, preparation of the Noise Abatement Design Report (NADR), aesthetic treatments design, utility coordination and utility relocation design; and coordinated design and right-of-way issues with the Contractor and VDOT. Derek was responsible for ensuring the project design was in conformance with the contract documents. He established and oversaw a QA/QC program for the disciplines involved in the design of the project, including review of the design, working plans, shop drawings, specifications and constructability for the project. <b>The design for this project is complete. Construction is estimated to be complete in 2017.</b> Parsons Brinckerhoff is currently providing design support during construction, including shop drawing reviews, preparing responses to RFIs, and As-Built documentation.	
<i>Project Relevance:</i> Derek served as the Design Manager for this project, the same role as proposed for the I-64 Capacity Improvements project. This project has several similarities to the I-64 Capacity Improvements project including: interstate widening, CSX railroad coordination, maintenance of traffic for high traffic volumes on interstate; design of stormwater ponds/basins; design of landscaping and aesthetic treatments; preparation of the NADR, design of interstate pavement markings, signage, and ITS elements; design of interstate bridge widening; and utility coordination. The project was a DB project, delivered under a PPTA agreement for VDOT in Hampton Roads.	

<b>2. VDOT I-295 WIDENING/INTERCHANGE AT MEADOWVILLE ROAD, Chesterfield County, Virginia</b>		
<i>Name of Firm:</i> Parsons Brinckerhoff	<i>Project Role:</i> Design QA/QC	
<i>Beginning Date:</i> September 2010	<i>End Date:</i> February 2011	
<p><i>Specific Responsibilities:</i> As QA/QC Manager for this project, Derek established and oversaw a QA/QC program for this \$12 million DB project to construct new interchange ramps at Interstate 295 and Meadowville Road in Chesterfield County. Derek directed QA/QC efforts and performed QA reviews of the roadway plans package including roadway plans, MOT plans, stormwater and drainage plans, and signage and pavement marking plans. The total contract timeline for this project was 15 months, with design completed five months from Notice to Proceed (NTP, September 9, 2010) and construction scheduled for a 12-month operation. The aggressive schedule called for overlap between the design and construction. To accelerate the construction schedule, the design delivery schedule was adjusted to coincide with the sequence of construction. In 2013, this project was recognized with a Merit Award by the Design Build Institute of America (DBIA). <b>Construction for the project was complete in 2012.</b></p> <p><i>Project Relevance:</i> Derek provided design QA/QC for this DB project, similar to his proposed role for this project. This is a DB project for VDOT which includes interstate improvements, stormwater management, E&amp;S, MOT for work on the interstate, and pavement marking &amp; signage plans.</p>		
<b>3. US 17 (DOMINION BOULEVARD) WIDENING, Chesapeake, Virginia</b>		
<i>Name of Firm:</i> Parsons Brinckerhoff	<i>Project Role:</i> Design QA/QC	
<i>Beginning Date:</i> July 2009	<i>End Date:</i> January 2014	
<p><i>Specific Responsibilities:</i> Derek performed QA/QC of roadway plans for this \$188 million improvement to US 17. He provided formal review of the civil plans, including roadway, stormwater, maintenance of traffic and utility relocations. Derek coordinated plan reviews with various discipline leads and provided constructability comments to improve traffic control and reduce property impacts. The project involved roadway widening under heavy traffic volumes to convert an existing two-lane suburban roadway into a four-lane limited access facility with grade separated interchanges throughout the project limits. The project design included a phased TMP/MOT plan to construct grade separated interchanges while maintaining existing traffic flows at the major intersections with US 17. The project included six new stormwater management facilities; modifications to both lengthen and convert an existing twin-cell box culvert to a triple-cell box culvert; stream modifications; 120,000 sf of MSE wall at 20 locations; noise barriers; landscaping; and significant utility relocations. <b>The design for this project is complete.</b> Construction is currently underway with expected completion in 2017.</p> <p><i>Project Relevance:</i> Derek provided design QA/QC for the Roadway Plans package. Relevant scope items include: widening of this controlled-access roadway in Hampton Roads; significant stormwater management ponds/basins; MOT with staged construction; utility coordination; right-of-way acquisition; and, environmental permitting.</p>		
<b>4. SC 602 PLATT SPRINGS ROAD, Lexington County, South Carolina</b>		
<i>Name of Firm:</i> Parsons Brinckerhoff	<i>Project Role:</i> Design Manager	
<i>Beginning Date:</i> August 1999	<i>End Date:</i> October 2002	
<p><i>Specific Responsibilities:</i> Derek served as the Design Manager overseeing development of right-of-way and construction plans for this \$30 million, 5.5-mile suburban widening project. The project involved widening an existing 2-lane roadway to a 5-lane roadway and included: new 2-span bridge over I-26 constructed with staged construction; railroad coordination for widening an existing at-grade crossing; nearly 200 property acquisitions, significant utility relocations, and numerous stormwater management ponds. <b>Construction for the project was complete in 2006.</b></p> <p><i>Project Relevance:</i> Derek served as the Design Manager for this project, the same role as proposed for the I-64 Capacity Improvements project. This project has several similarities to the I-64 Capacity Improvements project including: significant roadway widening project with maintenance of traffic for high traffic volumes; design of stormwater ponds/basins; MOT with staged construction; environmental permitting, and right-of-way and utility coordination.</p>		
<b>5. SC 6 &amp; SC 60 WIDENING, Lexington, South Carolina</b>		
<i>Name of Firm:</i> Parsons Brinckerhoff	<i>Project Role:</i> Design Manager	
<i>Beginning Date:</i> January 2001	<i>End Date:</i> October 2004	
<p><i>Specific Responsibilities:</i> Derek served as the Design Manager overseeing development of right-of-way and construction plans for this \$60 million, 7.5-mile suburban widening project. The project involved widening an existing 2-lane roadway to a 5-lane roadway and included one widened bridge structure, one new 5-lane, 560-ft. bridge structure, and 1.5 miles of new northbound lanes constructed on an existing earthen dam. The project also included over 250 property acquisitions, significant utility relocations, and numerous stormwater management ponds. <b>Construction for the project was complete in 2008.</b></p> <p><i>Project Relevance:</i> Derek served as the Design Manager for this project, the same role as proposed for the I-64 Capacity Improvements project. This project has several similarities to the I-64 Capacity Improvements project including: significant roadway widening project with MOT with staged construction; design of stormwater ponds/basins; design of aesthetic treatments; MOT with staged construction; environmental permitting, and right-of-way and utility coordination.</p>		

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title: <b>William (Bill) Hameza, Project Manager</b>	
b. Project Assignment: <b>Construction Manager</b>	
c. Name of Firm with which you are now associated: <b>The Lane Construction Corporation</b>	
d. Years experience: With this Firm <u>17</u> Years With Other Firms <u>25</u> Years Please list chronologically your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): <b>The Lane Construction Corporation, 1999-Present.</b> Bill has 42 years of experience in the construction industry and is responsible for managing the project construction efforts including quality control activities. His responsibilities include directing and managing project development from beginning to end; defining project scope, goals and deliverables; planning, scheduling, and tracking project timelines and milestones as well as overseeing subcontractors. Bill ensures all materials used and work performed are in compliance with specifications. He is a seasoned Construction Manager for LANE, and his role on large and highly complex DB transportation projects is critical for success. His attention to detail, safety, understanding of environmental issues and impacts, and consistent quality are the right choice for the I-64 Capacity Improvement DB project. Bill finishes all projects on time (or early) and successfully implements innovations that add to the value and lifetime expectancy for every project.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Lakeland HS, Jermyn, PA / Diploma / 1973 / General Studies	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: CMI Concrete Paving Machinery School; Certified in GZ Paving Machinery; <b>Prior to commencement of construction, Bill will hold certifications for: Virginia Department of Environmental Quality (DEQ) Responsible Land Disturber (RLD) Certification and a VDOT Erosion and Sediment Control Contractor Certification (ESCCC).</b>	
g. Document the extent and depth of experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b> *On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.	
<b>1. I-77 RECONSTRUCTION, Yadkin, North Carolina</b>	
<i>Name of Firm:</i> The Lane Construction Corporation	<i>Project Role:</i> Senior Superintendent
<i>Beginning Date:</i> March 2007	<i>End Date:</i> December 2009
<i>Specific Responsibilities:</i> Bill served as Senior Superintendent on this \$60 million DB project. He was responsible for overall construction activities on the project including safety, quality, cost, staffing, and scheduling work crews and coordination with the subcontractors. He was on-site full-time throughout construction and conferred daily with the DB Project Manager and coordinated regularly with the Design Manager for constructability solutions and innovations.	
<i>Project Relevance:</i> The scope included the reconstruction of approximately 6.5 miles of existing concrete lanes, shoulder widening, and the reconstruction of the US 421 interchange. Maintenance of traffic considerations included very limited time restrictions and heavy truck volumes on a highly-traveled Interstate. Additional scope included excavation, removal of concrete and asphalt, subgrade and subdrain, full depth concrete pavement repairs, diamond grinding, hot mix asphalt, culverts, guardrail and pavement markings, and extensive utility coordination. As an innovation, LANE jacked the two mainline I-77 structures at Exit 73 to match the grade of the un-bonded overlay. This increased vertical clearances on existing US 421.	
<b>2. I-85 RECONSTRUCTION &amp; WIDENING, Anderson County, SC</b>	
<i>Name of Firm:</i> The Lane Construction Corporation	<i>Project Role:</i> Assistant Superintendent
<i>Beginning Date:</i> June 2001	<i>End Date:</i> November 2002
<i>Specific Responsibilities:</i> Bill's specific responsibilities included oversight of all field personnel, quality management, safety, daily/weekly schedule coordination, and management of all on-site construction operations.	
<i>Project Relevance:</i> This \$60 million (\$79M in 2014 values) contract involved the construction of 16.8 miles of median widening on I-85 from four lanes to six lanes in each direction. The project also included jacking existing bridges and the construction of two new bridge structures. In order to keep traffic moving smoothly on this busy roadway, LANE utilized 13 different MOT	



traffic stages throughout the construction of the project. Approximately 370,000 tons of hot mix asphalt and 135,000 cy of plain cement concrete were produced from mobile plants erected at the project site.

### 3. VDOT SPRINGFIELD INTERCHANGE IMPROVEMENTS, Springfield, Virginia

<i>Name of Firm:</i> The Lane Construction Corporation	<i>Project Role:</i> Assistant Superintendent
<i>Beginning Date:</i> August 2003	<i>End Date:</i> December 2003

*Specific Responsibilities:* Bill's responsibilities for this \$75 million (\$96M in 2014 values) major highway and bridge contract for VDOT included oversight for safety, quality, cost, staffing and scheduling. As the Assistant Superintendent, he took extraordinary efforts to coordinate with other contractors and VDOT on this project. **Construction of this project is complete.**

*Project Relevance:* The Springfield Interchange construction entailed five new multi-span bridges and the reconstruction and widening of two existing bridges with four cast-in-place retaining walls totaling 14,591 cubic meters of structural concrete. The project also required significant MOT measures for the busiest interchanges in the Washington Metropolitan area at the junctions for I-95, I-495 and I-395. A high profile and highly visible project, the Springfield Interchange also included significant public involvement efforts and coordination with other proximate highway and roadway projects. Community meetings of affected residential neighborhoods and business areas were conducted regularly; updated traffic conditions and project progress were regularly uploaded to the project website for the travelling public's advisement; and community input solicited for sound wall placement and construction. The project was completed on time in an expedited schedule and brings tangible congestion relief to one of the busiest interchanges on the East Coast. LANE completed this project on an Owner-requested expedited schedule. Additional relevant features include: complex interchange construction for VDOT; heavily traveled corridor; roadway design, bridges/structures; retaining walls; noise walls; grading; lighting; stormwater management.

### 4. US 17 ACE BASIN, Green Pond, South Carolina

<i>Name of Firm:</i> The Lane Construction Corporation	<i>Project Role:</i> Project Manager	
<i>Beginning Date:</i> February 2010	<i>End Date:</i> October 2013	

*Specific Responsibilities:* Bill's responsibilities on this \$76 million DB project included oversight of safety, quality, cost, staffing, and scheduling and the overall management of the construction process. He directed and managed project development from beginning to end, including: defining project scope, goals and deliverables. Bill developed full-scale project plans and estimated resources needed to achieve the project goals. His crucial responsibilities included planning and scheduling of project timelines and milestones, tracking project milestones; development and delivery of progress reports. Bill was instrumental in the oversight of environmental challenges faced by the Ace Basin wetland property which is part of a 1.1 million acre environmental project designated as a world class ecosystem under The Nature Conservancy's Last Great Places program. His efforts included the disposal and prevention of potential contamination of 800 acres from the illegal dumping of 150 gallons used oil. **Construction of this project is complete.**

*Project Relevance:* This project involved the widening of approximately 14.6 miles of US 17 from a two-lane secondary road to a four-lane divided highway. The roadway included two 12-foot lanes in each direction, 10-foot shoulders on each side, recoverable slopes to enable correction time for drivers, a 48-foot median separating north and southbound traffic, and construction of several different lane configurations. The roadway pavement consisted of approximately nine inches of cement treated base course and five inches of asphalt. The project also included the construction of a new bridge located over the Tupelo Swamp and the widening of two existing bridges over the Ashepoo River and CSX Railroad. LANE was responsible for all the components of the project, including design, MOT and traffic control, signals, drainage, excavation, guardrail, pavement markings, box culvert, subsurface weeps, ROW services and acquisition, railroad coordination with CSX and utility relations/community outreach efforts for the project.

### 5. I-787 BRIDGE & CONCRETE REHABILITATION, Albany, New York

<i>Name of Firm:</i> The Lane Construction Corporation	<i>Project Role:</i> Project Manager
<i>Beginning Date:</i> February 2014	<i>End Date:</i> March 2015

*Specific Responsibilities:* As Project Manager, Bill is responsible for the day-to-day management of this \$28 million concrete pavement repair and bridge rehabilitation project. He oversees all construction operations and ensures all contract requirements are performed according to the plans and specifications. He is responsible for providing oversight for safety, quality, cost, staffing and scheduling. While he is currently on this project, he will be reassigned for the I-64 Capacity Improvement DB project. **He will be available to work on the I-64 project in March 2015.**

*Project Relevance:* The project scope includes roadway widening, pavement repair (concrete and asphalt), bridge deck reconstruction on six bridges, substructure repairs, and more than 400 bridge bearing replacements. The project takes place in an urban area in downtown Albany, which requires special maintenance of traffic phasing, pedestrian traffic coordination, and jacking of the bridge for the bearing replacement while traffic is operational. The project is located along the Hudson River, which required containment and treatment of slurry from the concrete demolition. LANE is using hydro-demolition for the bridge decks. LANE continuously coordinates with the local railroad agency, the Albany Port Railroad Commission (APD – CSX), due to the project's proximity to the rail line.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role and anticipated duration of each assignment.

Project	Role	Anticipated Duration
I-787 Bridge and Concrete Rehabilitation	Project Manager	2/01/2014 – 03/01/2015

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title: <b>Vijay Modi, PE, Senior Project Manager/Structural Engineer</b>	
b. Project Assignment: <b>Lead Structural Engineer</b>	
c. Name of Firm with which you are now associated: <b>HDR Engineering, Inc.</b>	
d. Years experience: With this Firm <u>19</u> Years With Other Firms <u>6</u> Years Please list chronologically your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): <b>HDR Engineering, Inc., 1999 - Present.</b>  Vijay has over 25 years of bridge and structural engineering experience, including more than 15 years managing new bridge design as well as bridge widening and rehabilitating. He also has experience with developing bridge projects from conceptual design to final design and construction. Vijay's technical specialties include program/project management, interstate to secondary bridge design, and retaining wall/sound wall structure design.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Old Dominion University, Norfolk, VA / M.S. / 1989 / Civil Engineering Regional Engineering College, Surat, India / B.S. / 1982 / Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1990 / Professional Engineer / VA# 0402020733	
g. Document the extent and depth of experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b> *On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.	
<b>1. VDOT I-495 EXPRESS LANES, Fairfax County, Virginia</b>	
<i>Name of Firm:</i> HDR Engineering, Inc.	<i>Project Role:</i> Senior Structural Engineer
<i>Beginning Date:</i> January 2009	<i>End Date:</i> May 2012
<i>Specific Responsibilities:</i> As Senior Structural Engineer, Vijay was responsible for the preliminary and final design for over \$50M of interchange bridges, including several MSE and soil-nail retaining walls. He resolved numerous utility conflict issues during design and construction and prepared special designs for barriers to protect substructures. Vijay was responsible for ensuring the project design was in conformance with contract documents and for coordinating the design with multiple disciplines. He also oversaw a QC program, including technical reviews, working plans, shop drawings, specifications and overall constructability for the project. <b>Design for the project was completed on time and within budget. Construction was completed in November 2012, early delivery by LANE.</b>	
<i>Project Relevance:</i> Vijay served as Senior Structural Engineer for this project, similar to his proposed role as Lead Structural Engineer for the I-64 Corridor Improvements project. Both projects occur largely within an interstate median with limited construction access and heavy, adjacent public traffic. Both also require multidiscipline expertise with continuous coordination between roadway, geotechnical and structural engineers as well as the Contractor and VDOT. The project was a DB project with LANE for the VDOT. Design was performed on an aggressive schedule.	
<b>2. VDOT I-95 EXPRESS LANE, Fairfax to Stafford Counties, Virginia</b>	
<i>Name of Firm:</i> HDR Engineering, Inc.	<i>Project Role:</i> Senior Structural Eng. / Structure QC Mgr.
<i>Beginning Date:</i> April 2011	<i>End Date:</i> December 2014
<i>Specific Responsibilities:</i> As Senior Structural Engineer and Structure QC Manager, Vijay was responsible for Stage I design of seven new bridges, including two curved girder flyover ramps, and rehabilitation of two existing bridges for a soundwall attachment. After Stage I design, Vijay served as the Structure Design QC Manager and led the QC program for this \$722 million extension of the existing HOT lanes. He also provided constructability reviews for all bridges and retaining walls. <b>Design for the project was completed on time and within budget. Construction is currently underway and over 70% complete with expected project completion in December 2014 by LANE.</b>	
<i>Project Relevance:</i> Both projects largely occur within an interstate median with limited construction access and heavy, adjacent public traffic. Both also require multidiscipline expertise with continuous coordination between roadway, geotechnical and	

structural engineers, as well as with the Contractor and VDOT. The project was a DB project with Lane for VDOT. Design was performed on an aggressive schedule.

**3. VDOT NEW BRIDGE DESIGN ON-CALL, RTE. 301 OVER CSX R/R, GREENSVILLE COUNTY, Hampton Roads District, Virginia**

<i>Name of Firm:</i> HDR Engineering, Inc.	<i>Project Role:</i> Project Manager
<i>Beginning Date:</i> January 2012	<i>End Date:</i> Present

*Specific Responsibilities:* As Project Manager for the New Bridge Design On-Call Contract, Vijay ensured the design of this task was in conformance with VDOT policies and procedures and delivered on schedule. He established the internal schedule and oversaw the multidiscipline team involved in the design of the project, including review of the design, working plans, specifications and constructability for the project. Vijay modified the original three span structure to a new single span structure with deck extension in order to create a jointless bridge. MSE walls were also incorporates for the single span. Vijay closely coordinated with CSX R/R to resolve concerns and included their requirements in contract document. Due to a change in requirements from CSX to add an additional track, Vijay developed revised plans on an accelerated schedule. One of the challenges of the project was to extend the bridge length while maintaining the required vertical clearance while meeting AASHTO and VDOT code requirements.

*Project Relevance:* Relevant scope items include knowledge of local VDOT preferences and requirements, providing multidiscipline expertise with continuous coordination between roadway, geotechnical and structural engineers, coordination with VDOT, aggressive design schedule, and construction phase services.

**4. VDOT I-581/ VALLEY VIEW INTERCHANGE, Roanoke, Virginia**

<i>Name of Firm:</i> HDR Engineering, Inc.	<i>Project Role:</i> Lead Structural Engineer	
<i>Beginning Date:</i> September 2008	<i>End Date:</i> December 2013	

*Specific Responsibilities:* As Lead Structural Engineer, Vijay's responsibilities for this \$50 million project included Phase I design for widening and rehabilitation of the existing Valley View Boulevard Bridge over I-581. The project scope included widening an existing four-lane overpass to six lanes with a shared use path and interstate widening. Key design challenges included providing minimum vertical clearance and maintaining existing interstate traffic while widening the bridge on each side. Vijay prepared bridging documents for the DB contract following Phase I completion. **This project is currently under construction by LANE.**

*Project Relevance:* Vijay served as the Lead Structural Engineer for this project, the same role as proposed for the I-64 Capacity Improvements project. Relevant scope items include: interstate widening and bridge widening, knowledge of VDOT preferences and requirements, providing multidiscipline expertise with continuous coordination between roadway, geotechnical and structural engineers along with VDOT, and aggressive design schedule.

**5. VDOT I-81 WIDENING AND EXIT 1 IMPROVEMENTS, Bristol, Virginia**

<i>Name of Firm:</i> HDR Engineering, Inc.	<i>Project Role:</i> Project Structural Engineer
<i>Beginning Date:</i> July 1995	<i>End Date:</i> December 2000

*Specific Responsibilities:* As Project Structural Engineer, Vijay was responsible for widening four existing bridges along I-81 and two new curved girder bridges at the Exit 1 interchange.

*Project Relevance:* Relevant scope items include: interstate widening and bridge widening; interstate median with limited construction access and heavy, adjacent public traffic; knowledge of VDOT preferences and requirements; providing multidiscipline expertise with continuous coordination between roadway, geotechnical and structural engineers and VDOT; and aggressive design schedule.

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title: <b>Michelle Martin, PE, Civil Department Manager</b>	
b. Project Assignment: <b>Lead Roadway Engineer</b>	
c. Name of Firm with which you are now associated: <b>Parsons Brinckerhoff, Inc.</b>	
d. Years experience: With this Firm <u>7</u> Years With Other Firms <u>4</u> Years Please list chronologically your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): <b>Parsons Brinckerhoff, 2007-Present.</b> As the Manager of Parsons Brinckerhoff's local Civil Engineering Department, Michelle is responsible for managing the team and providing technical oversight and quality review of their projects. As a Project Manager, Michelle is responsible for delivering a range of transportation projects, including highway/roadway widening, intersection and interchange design. Michelle has contributed to a number of VDOT and locally-administered VDOT projects. Her most recent success is the on-time, on-budget delivery of the I-295 Widening/Interchange at Meadowville Road DB project. This project was recognized with a Merit Award in 2013 by the Design-Build Institute of America. <b>Anderson &amp; Associates, 2002-2006.</b> As an entry level engineer, Michelle assisted with projects involving roadway design, traffic design, and site design.	
a. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, Blacksburg, VA / B.S. / 2003 / Civil Engineering	
b. Active Registration: Year First Registered/ Discipline/VA Registration #: 2007 / Professional Engineer / VA #0402042450	
c. Document the extent and depth of experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b> *On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.	
<b>1. VDOT I-264 WIDENING/INTERCHANGE/MLK EXTENSION DB, Portsmouth, Virginia</b>	
<i>Name of Firm:</i> Parsons Brinckerhoff	<i>Project Role:</i> Lead Roadway Engineer
<i>Beginning Date:</i> July 2010	<i>End Date:</i> October 2013
<i>Specific Responsibilities:</i> Michelle served as the Lead Roadway Engineer for improvements to I-264 Specific scope elements included: widening of I-264 to accommodate the new interchange, widening of two interstate bridges; the elevated multi-lane MLK Extension (a controlled access facility) over CSX's Portsmouth Yard; 11 stormwater ponds/basins (including significant aesthetic treatments to two); three noise barriers; eight new bridges; 18 retaining walls; significant overhead highway signage; landscaping and aesthetic treatments; ITS system replacement/upgrades along I-264; and new ITS systems along the MLK Extension. Michelle managed the roadway and drainage design effort associated with delivering final roadway plan management. As the Lead Roadway Engineer, Michelle coordinated all the design details associated with design and construction including roadway design, maintenance of traffic, drainage, and stormwater management. Michelle was also responsible for right-of-way and utility coordination. <b>The design for this project is complete. Construction is estimated to be complete in 2017.</b> Parsons Brinckerhoff is currently providing design support during construction, including shop drawing reviews, preparing responses to RFIs and As-Built documents.	
<i>Project Relevance:</i> Michelle served as the Lead Roadway Engineer for this project, the same role as proposed for the I-64 Capacity Improvements project. This project has several similarities to the I-64 Capacity Improvements project including: interstate widening, CSX railroad coordination, maintenance of traffic for high traffic volumes on interstate; and design of stormwater management facilities. The project was a DB project, delivered under a PPTA agreement for VDOT in Hampton Roads.	



<b>2. VDOT I-295 WIDENING/INTERCHANGE AT MEADOWVILLE ROAD, Chesterfield County, Virginia</b>		
<i>Name of Firm:</i> Parsons Brinckerhoff	<i>Project Role:</i> Design Manager	
<i>Beginning Date:</i> August 2010	<i>End Date:</i> January 2012	
<p><i>Specific Responsibilities:</i> Michelle served as the Design Manager overseeing the design and development of the final construction packages for the project. Specific scope elements include: widening I-295 to new diamond interchange, preliminary design of CD-road system and full clover leaf interchange. Michelle managed the design effort to include roadway design, drainage, stormwater management, environmental permitting, maintenance of traffic, signing and pavement markings. Michelle's responsibility was to ensure that the final design document met the technical requirements within the contract documents.</p> <p><i>Project Relevance:</i> Michelle served as the Design Manager with similar roles and responsibilities as compared to the I-64 Capacity Improvement Project. This project has several similarities to I-64 including: interstate widening, design of stormwater management, maintenance of traffic for a high volume interstate, design of interstate pavement markings and signage, and utility coordination. The project was a DB project, delivered for the Richmond District and coordinated with FHWA.</p>		
<b>3. US 17 (DOMINION BOULEVARD) WIDENING, Chesapeake, Virginia</b>		
<i>Name of Firm:</i> Parsons Brinckerhoff	<i>Project Role:</i> Lead Roadway Engineer	
<i>Beginning Date:</i> November 2007	<i>End Date:</i> October 2013	
<p><i>Specific Responsibilities:</i> Michelle served as the Lead Roadway Engineer for the improvements to US 17 (Dominion Boulevard), responsible for preparing final construction documents for this roadway widening project. The scope of the project consisted of three miles of roadway widening to convert an existing two-lane suburban roadway into a four-lane limited access facility with grade separated interchanges. The project included a phased maintenance of traffic plan, six stormwater management facilities, stream modifications, MSE walls, noise barriers, landscaping, and utility coordination and relocation. <b>The design for this project is complete. Construction is currently underway with expected completion in 2017.</b></p> <p><i>Project Relevance:</i> Michelle served as the Lead Roadway Engineer for this project, the same role as proposed for the I-64 project. This project has several similarities to the I-64 project including roadway widening under high traffic volumes requiring robust maintenance of traffic plan, design of stormwater management facilities, significant right-of-way acquisition and utility coordination.</p>		
<b>4. VIRGINIA CAPITAL TRAIL, SHERWOOD FOREST PHASE, Charles City County, Virginia</b>		
<i>Name of Firm:</i> Parsons Brinckerhoff	<i>Project Role:</i> Design Manager	
<i>Beginning Date:</i> August 2011	<i>End Date:</i> December 2013	
<p><i>Specific Responsibilities:</i> As Design Manager, Michelle was responsible for the design of 12.5 miles of trail from the Chickahominy River Bridge to the Charles City Courthouse. This project is part of an overall master plan to connect Williamsburg to Richmond by trail. Tasks associated with this project included geotechnical investigation, trail design, utility relocation and coordination, right of way acquisition, structural design for seven pedestrian bridges, as well as hydraulic analysis. The total contract timeline for this project was 24 months, with design scheduled for completion ten months from Notice to Proceed. <b>Design for this project is anticipated to be complete in October 2014.</b></p> <p><i>Project Relevance:</i> This is a DB project delivered for VDOT. Similar scope elements include geotechnical investigation, utility relocation and coordination, structural design, as well as hydraulic analysis.</p>		
<b>5. HANBURY ROAD/BATTLEFIELD BOULEVARD IMPROVEMENTS, Chesapeake, Virginia</b>		
<i>Name of Firm:</i> Parsons Brinckerhoff	<i>Project Role:</i> Project Manager	
<i>Beginning Date:</i> November 2007	<i>End Date:</i> June 2011	
<p><i>Specific Responsibilities:</i> Michelle was the Project Manager for design improvements to Route 168 interchange at Hanbury Road and Hanbury/Battlefield intersection. The project provided roadway improvements for the Chesapeake Expressway southbound off-ramp to westbound Hanbury Road, as well as signalization and intersection improvements of the southbound off-ramp and Hanbury Road.</p> <p><i>Project Relevance:</i> This roadway improvement project was administered through the City of Chesapeake and reviewed and approved through VDOT.</p>		

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title: <b>Lauren Hansen, Senior Associate</b>	
b. Project Assignment: <b>Public Relations Manager</b>	
c. Name of Firm with which you are now associated: <b>PRR, Inc.</b>	
d. Years experience: With this Firm <u>&lt;1</u> Years With Other Firms <u>13</u> Years Please list chronologically your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): <b>PRR, Inc., 2013-Present.</b> Lauren is a dynamic and results-driven communications professional with 13 years of experience impacting public perception. She has expertise in public relations, marketing, and community outreach. As Senior Associate, Lauren leads communications, public involvement, stakeholder management, community outreach and planning, toll marketing, and website development for the Elizabeth River Tunnels project. Previously, Lauren was the public affairs and communications manager for VDOT working for the state on a local level, spearheading communications programs for significant transportation projects and initiatives, including representing the states interests on the Elizabeth River Tunnels transportation corridor improvements project. In 2012, she led a \$2 million multi-disciplinary advertising and rebranding program for VDOT, earning her dozens of national and international awards. <b>VDOT, 2004-2013.</b> As Public Affairs and Communications Manager, Lauren planned, developed, and oversaw regional public relations initiatives. She previously held the role of Public Affairs Specialist III, where she executed community relations and outreach efforts and provided complex information to the public. <b>Wilson Farms, Inc., 2000-2003.</b> Lauren served as Public Relations and Advertising Manager. She was Project Manager of product promotions and public awareness initiatives in the Boston Metro area.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Northeastern University, Boston, MA / B.S. / 1999 / Journalism, PR and Advertising Massachusetts College of Art, Boston, MA / Graphic Design coursework / 2000	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: N/A	
g. Document the extent and depth of experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b> *On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.	
<b>1. "REACH THE BEACH" ALTERNATE ROUTE MARKETING CAMPAIGN, Hampton Roads, Virginia</b>	
<i>Name of Firm:</i> VDOT	<i>Project Role:</i> Public Affairs Manager/ Communications Lead
<i>Beginning Date:</i> 2009	<i>End Date:</i> 2012
<i>Specific Responsibilities:</i> A substantial electrical lighting upgrade to the I-64 East Hampton Roads Bridge-Tunnel was needed, requiring significant lane closures for three years and conflicting with time-of-year tourism demands. To help motorists avoid work zone construction travel delays, a large scale marketing and earned media campaign was implemented to encourage commuters and tourists visiting the Virginia Beach and Outer Banks areas to use the less traveled alternate route of I-664 Monitor-Merrimac Memorial Bridge-Tunnel. Results included a statistically significant traffic diversion, especially by travelers to tourism destinations, and wide-scale earned media coverage featuring the VDOT marketing program's diversion techniques to balance tourism, commuter and construction demands. The public relations campaign was recognized with five industry awards for communications and public outreach.	

*Project Relevance:* Lauren created a public relations and marketing program to influence motorist behavior and divert them around construction activities at the I-64 bridge-tunnel, especially during peak traffic, tourism months. The I-64 Capacity Improvements project will also require a corridor diversion strategy for the tourism industry at points west and south so as to not overwhelm the parallel Newport News Routes 143 and 60 between Memorial Day and Labor Day.

**2. FORT EUSTIS BOULEVARD WIDENING, Newport News and York County, Virginia**

<i>Name of Firm:</i> VDOT	<i>Project Role:</i> Public Affairs Manager
<i>Beginning Date:</i> 2009	<i>End Date:</i> 2012

*Specific Responsibilities:* The \$15.8 million project widened Fort Eustis Boulevard between Jefferson Avenue (Route 143) in Newport News and George Washington Memorial Highway (Route 17) in York County from one to two lanes in each direction, and included installation of a landscaped median, new turn lanes, a new traffic signal, sound walls and a new roadway drainage system to improve storm water runoff. The project had major impacts for motorists accessing and exiting Fort Eustis Army Base. A strategic communications strategy was implemented to engage the public, both localities and the military.

*Project Relevance:* Similar to the I-64 Capacity Improvements project, the Fort Eustis Boulevard Widening project required close coordination across locality boundaries and with the Fort Eustis Boulevard Military Base.

**3. WARWICK BOULEVARD WIDENING, Newport News, Virginia**

<i>Name of Firm:</i> VDOT	<i>Project Role:</i> Public Affairs Specialist/Comm. Lead
<i>Beginning Date:</i> 2006	<i>End Date:</i> 2010

*Specific Responsibilities:* The Warwick Boulevard Improvement project widened a two mile corridor in the city of Newport News, while integrating the unique needs of the expanding Christopher Newport University campus, residents, students, local businesses and motorists. The \$42 million widening project was divided into three phases or sub-projects to expedite the construction process and involved extensive improvements to the intersection of Warwick and J. Clyde Morris boulevards, utility relocation and upgrades, and roadway widening of US Route 60 from four to six lanes. A grassroots communications campaign was deployed to engage the community that included direct mail, email subscription blasts, and earned media strategies. Crisis communications were essential to the project's outreach plan with efforts becoming an example for other projects to follow in the VDOT Hampton Roads District. A citizen advisory council was established to gauge the effectiveness of communications efforts.

*Project Relevance:* Similar to the I-64 Capacity Improvements project, this project held significant economic impacts for the city of Newport News and Christopher Newport University.

**4. COLISEUM CENTRAL PROJECT BOOMERANG TRANSIT SERVICE, Hampton, Virginia**

<i>Name of Firm:</i> VDOT	<i>Project Role:</i> Public Affairs Specialist
<i>Beginning Date:</i> 2005	<i>End Date:</i> 2006

*Specific Responsibilities:* Lauren managed the transportation partnership between Hampton Roads Transit and VDOT to promote a new, free bus service between Williamsburg and the Virginia Beach oceanfront as a mitigation strategy to tackle work zone and tourism congestion. The service, nicknamed "the Boomerang," was created to encourage tourism after recent studies suggested that fewer people were venturing to both areas due to construction related to the I-64 Coliseum Central project. The service was considered successful through construction.

*Project Relevance:* This program specifically targeted corridor-specific issues resulting from interstate construction.

**5. I-64 BATTLEFIELD BOULEVARD, Chesapeake, Virginia**

<i>Name of Firm:</i> VDOT	<i>Project Role:</i> Public Affairs Manager
<i>Beginning Date:</i> 2006	<i>End Date:</i> 2009

*Specific Responsibilities:* Lauren led VDOT's efforts for a multi-dimensional communications strategy targeting businesses, residents, motorists and key elected officials that utilized advertising and marketing collateral including direct mail, earned and paid media campaigns. Crisis communications planning was instrumental to the project's success. Annual citizen and business satisfaction surveys were commissioned to validate the outreach's results and help adjust the targeted approach. The \$103 million I-64 Battlefield Boulevard project improved a major chokepoint for the Hampton Roads Beltway in the City of Chesapeake with over 100,000 vehicles using this corridor per day. The project included the expansion of I-64 from six lanes to fourteen lanes, four new interstate bridges, demolition and replacement of the existing Battlefield Boulevard bridge over I-64, a replacement bridge widened from four lanes to six lanes, a sound barrier wall, ten mechanically stabilized earth retaining walls, the completion of the fiber optic traffic management system (TMS) throughout the project limits, and installation of the first braided collector-distributor lanes in Hampton Roads. Public relations efforts were recognized with four industry awards for communications campaign and public outreach.

*Project Relevance:* This significant Interstate 64 Widening project mirrors the type of coordination and commitment that will be required to successfully educate the public at-large for I-64 Capacity Improvement project on the Peninsula.

# **Attachment 3.4.1: Work History Forms**

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement. (in thousands)
					Original Contract Value	Final or Estimated Contract Value	
 Name: <b>I-495 Express Lanes</b> Location: <i>Fairfax County, VA</i>	Name: HNTB	Name of Client / Owner: VDOT Phone: (571) 483-2651 Project Manager: John Lynch Phone: (571) 238-2970 Email: john.lynch@vdot.virginia.gov	12/2012	11/2012 (early delivery)	\$1,346,560	\$1,481,670 (Owner approved change orders)	\$642,000

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



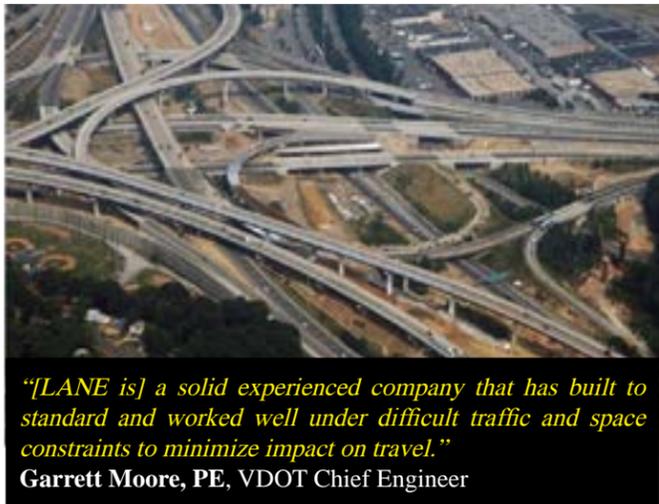
**Project Scope**  
Construction of four new general-purpose traffic lanes (two in each direction) inside of the existing lanes/median on the Capital Beltway. Work included the reconstruction of ramps, interchanges, frontage roads, overpasses and underpasses, bridges and other necessary crossings.

LANE constructed two new lanes in each direction on a 14-mile stretch of I-495 from the Springfield Interchange to just north of the Dulles Toll Road. The project encompassed the replacement of more than \$260 million of aging infrastructure, including 58 bridges and overpasses. This project included interfacing and crossing over WMATA Metro rail track, Norfolk Southern rail, and other major construction contracts, such as the Dulles Corridor Metrorail project. Two high occupancy toll lanes were constructed in the **center median area**. The site traversed behind dozens of subdivisions as well as urban areas, crossing multiple wetlands, wooded areas, and state and county park lands, which required identification and protection of specimen trees on the project perimeter as well as wetland delineation, protection and conversion. The alignment crossed eight major central roads requiring intensive local maintenance of traffic coordination. Three new access points to the Capital Beltway at Route 29/Lee Highway, Westpark Bridge and Jones Branch Drive were designed and constructed as well as upgrades to 12 key interchanges. LANE also built more than 70,000 linear feet of sound walls to double the existing protection for local neighborhoods.

*This project recorded five million safe hours: The 495 Express Lanes project achieved a major safety milestone—completing five million safe work hours from September 2, 2010 to September 12, 2012 without a lost-time incident. Numerous awards were presented to the LANE team for I-495, including the Fluor Safety Excellence Award and the Work Zone Safety Awareness Award.*

The new I-495 Express Lanes offers faster travel choices and congestion relief for motorists in the Northern Virginia/Washington, D.C. Region, one of the most traffic congested regions in the country. **LANE performed as the lead dedicated builder as part of the DB team, delivering the project one month ahead of schedule.**

LANE managed the ITS, communications and toll systems performed by subcontractors. LANE's Virginia Sign and Lighting division performed significant electronic sign and highway electrical work.



The I-495 Express Lanes project is the most significant package of improvements to the Capital Beltway in a generation. It provides drivers with the option of paying a toll for a faster, more predictable trip. Drivers using the Express Lanes have access to (HOV) lanes usually limited to vehicles with multiple occupants.

The success of the I-495 project led VDOT to select the LANE team to construct I-95 Express Lanes.

SIMILAR SCOPE ELEMENTS:	
✓ roadway widening	✓ survey
✓ structure & bridge	✓ environmental
✓ geotechnical	✓ hydraulics/SWM
✓ traffic control	✓ MOT (300,000 ADT)
✓ noise walls	✓ right-of-way
✓ utilities	✓ landscaping
✓ public involvement	✓ ITS
✓ QA/QC	✓ railroad coordination
EVIDENCE OF PERFORMANCE:	
LANE won several awards for the I-495 project, including:	
✓ 2013 CMAA Construction Management Project Achievement Award	
✓ ARTBA National and Regional 2011 Work Zone Safety Awareness Award	
✓ Public Relations Society of America 2011 Impact Award for Best Organizational Communication Program ("Community Relations" category)	
✓ NAPA 2012 Operations Safety Innovation Award	

**Proposed personnel that also worked on the I-495 Express Lanes project include:**  
**Ali Alkouraishi:** Project Engineer, RR Coordination  
**Jim Compton:** Superintendent  
**Bernie Leitch:** MOT Manager  
**Wayne Lindsay:** Utility Manager  
**Vijay Modi (HDR):** Lead Structural Engineer

\*For multiple phase projects, only a single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement. (in thousands)
					Original Contract Value	Final or Estimated Contract Value	
 Name: <b>I-95 Express Lanes</b> Location: <i>Fairfax County to Stafford County, VA</i>	Name: HDR Engineering, Inc. / HNTB	Name of Client / Owner: VDOT Phone: (571) 483-2651 Project Manager: Charlie Warraich, PE Phone: (571) 273-8229 Email: h.s.warraich@vdot.virginia.gov	03/2012	03/2015 (estimate; 70% construction complete)	\$691,147	\$722,732 (Owner approved change order)	\$306,850

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



**Project Scope**

This project will create approximately 29 miles of Express Lanes on I-95 from Alexandria at the northern terminus to Stafford at the southern terminus. A seamless, direct connection to the I-495 Capital Beltway Express Lanes will be created at the completion of this project. The project will add capacity to the existing HOV Lanes from the Prince William Parkway to the vicinity of Edsall Road, and improve the existing two HOV lanes for six miles from Route 234 to the Prince William Parkway. A nine-mile reversible two-lane extension of the existing HOV lanes from Dumfries to Garrisonville Road in Stafford County will help to alleviate the worst traffic bottleneck in the region.

As a joint venture partner, LANE, with teammate HDR as the designer, is responsible for the construction of the \$722 million I-95 Express Lanes project. The project includes sound walls, asphalt mill and overlay, shoulder reconstruction, structural bridge work; and a roadway extension that will consist of major clearing, earthwork and bridge flyovers. Additional relevant technical elements of the project include:

- **Roadway widening (to the inside median)**
- **Extensive Maintenance of Traffic**
- Significant bridge structures – The project includes 29 bridges and rehabilitated flyovers including 9 new structures
- Extensive ITS and Communication Systems – Requiring integration with the existing Megaproject systems, the I-495 Express Lanes
- Traffic shifting and roadway construction elements
- Utility Relocation – Past identification and data gathering
- Widen and tie into existing concrete asphalt overlay pavement structure section interstate

LANE works continuously with the design team, HDR and HNTB, to review pavement, structures, and sign concepts against existing utilities, determined mitigation measures, and ongoing coordination with utility companies. This project involves an expedited design and construction schedule. Elements include: dedicated and significant resources available to work both day and night shifts; fast track design culminating in a four-month schedule; and extensive team collaboration amongst all stakeholders to produce a quality design expeditiously in order to commence construction. The project also includes site entrance and egress challenges and tight work areas. In order to mitigate any impediments to the project, LANE works closely with its designers and VDOT to establish comprehensive MOT plans and conducts extensive orientation and training for supervisors and workers.

*As of March 31, 2014, this project has recorded over 2,350,000 safe work hours with zero (0) Lost Work Day Cases. The current project OSHA Recordable Incident Rate is 0.42—well below the industry average of 3.6.*



I-95 was designed to address one of the most significant rush hour landscapes in the United States.

**SIMILAR SCOPE ELEMENTS:**

✓ roadway widening	✓ survey
✓ structure & bridge	✓ environmental
✓ geotechnical	✓ hydraulics/SWM
✓ traffic control	✓ MOT (256,000 ADT)
✓ noise walls	✓ right-of-way
✓ utilities	✓ landscaping
✓ public involvement	✓ ITS
✓ QA/QC	✓ railroad coordination

**PROJECT BENEFITS:**

- ✓ Additional capacity manages congestion
- ✓ Expansion of HOV/Transit network
- ✓ Support of 11,800 jobs
- ✓ Faster travel options
- ✓ Congestion relief for Northern VA
- ✓ Less stop and go traffic
- ✓ Positive environmental impact
- ✓ Reduced emissions

**EVIDENCE OF PERFORMANCE:**

*“The 95 Express Lanes combined with the 495 Express Lanes will bring a transportation network that manages congestion efficiently, saving time and better connecting commuters with some of Virginia’s most important employment centers and military sites.”*

**Sean Connaughton**, Former VA Secretary of Transportation

**Proposed personnel that also worked on the I-95 Express Lanes project include:**

- 🔑 **Ken Prince:** Design-Build Project Manager
- 🔑 **Ali Alkouraishi:** Project Engineer, RR Coordination
- 🔑 **Bernie Leitch:** MOT Manager
- 🔑 **Robert Simmons:** Environmental Compliance Manager
- 🔑 **Vijay Modi (HDR):** Lead Structural Engineer

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement. (in thousands)
					Original Contract Value	Final or Estimated Contract Value	
 Name: <b>I-85 Widening</b> Location: <i>Cabarrus County, NC</i>	Name: HDR Engineering, Inc.	Name of Client / Owner: NCDOT Phone: (704) 983-4171 Project Manager: Davis Diggs, PE Phone: (704) 983-4171 Email: ddiggs@ncdot.gov	10/2014 (estimated)	10/2014 (estimated)	\$125,000	\$145,000 (Owner approved change orders)	\$145,000

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



**Project Scope**  
 The widening of the heavily traveled Interstate 85 was needed to accommodate additional traffic and reduce congestion. This \$145 million DB project includes the widening (to the inside) of approximately seven miles of concrete pavement on I-85 from four to eight lanes from south of Bruton Smith Boulevard/Concord Mills Boulevard to north of NC 73 and improvements to roads around the interchange. Work on Bruton Smith Boulevard is designed to reduce traffic congestion around the popular Charlotte Motor Speedway by adding a lane for easier access to the interstate. The interchange is also home to Concord Mills Mall, which is North Carolina's No. 1 visitor attraction.

LANE, with teammate HDR as the designer, removed the deteriorated pavement of a four-lane divided highway and is nearing completion replacing and extending it with eight lanes of new concrete pavement. Work includes: permitting, erosion control, lighting, signing and pavement marking, traffic control, right-of-way and utility relocation. The work also encompasses all the required retaining and noise walls, storm drainage, foundations, embankments, slopes and temporary structures.

*The majority of the new roadway width is being constructed in the existing 70-foot median, creating a very difficult access challenge and potentially severe safety concerns for the travelling public. The*

*I-85 utilizes proven award-winning innovations for improved safety and minimized traffic impacts. The innovative design and construction of the temporary median access bridge allows construction vehicles to move to and from the project site safely without affecting the travelling public.*

need for an innovative work zone traffic control and access plan was particularly critical on this DB project due to the severe state of deterioration and Average Daily Traffic of over 118,000 riders per day. Unimpeded access to the existing median was critical to improve safety, minimize impacts to traffic, reduce stress on existing peripheral infrastructure, accelerate the project schedule, and reduce cost of construction by increasing efficiency.

LANE developed an innovative way to protect workers and the traveling public while accelerating the construction schedule during the widening of I-85. Due to the severe congestion and contract hauling restrictions on all of the roads crossing the I-85 corridor, using an existing bridge was not an option in this situation. LANE staff subsequently determined that the construction of a temporary bridge was warranted to implement a median access ramp concept. Repurposing construction materials that LANE recovered from other projects, the company created a unique temporary bridge structure over the interstate with access ramps into the median work zone. This bridge connects the worksite on both sides of the highway with the median area, while separating construction vehicles from passenger cars. The safety improvements resulting from this concept are significant. The need to haul 40,000 loads of material across interstate traffic into the median has been completely eliminated and, while hauling is critical, thousands of trips by construction and NCDOT inspection staff have also been made safely and without entering traffic.

LANE received the following awards for the innovations used on I-85:

- 2012 American Road and Transportation Builders Association, "TransOvation Award and Roadway Work Zone Safety Awareness for Temporary Median Access Bridge and Ramp Design"
- 2012 National Asphalt Pavement Association "Asphalt Operations Safety Innovations"

SIMILAR SCOPE ELEMENTS:	
✓ roadway widening	✓ survey
✓ structure & bridge	✓ environmental
✓ geotechnical	✓ hydraulics/SWM
✓ traffic control	✓ MOT (118,000 ADT)
✓ noise walls	✓ right-of-way
✓ utilities	✓ landscaping
✓ public involvement	✓ ITS
✓ QA/QC	✓ railroad coordination

**EVIDENCE OF PERFORMANCE:**  
*"The I-85 Widening project is a success story that is a result of LANE's people, effective project management, and proactive change management. LANE is committed to the delivery of a quality project that will meet the needs of the community. The project would not have been successful without LANE's willingness to partner with NCDOT and work together towards a common goal."*

**Davis Diggs, PE**  
**District Engineer, NCDOT Division 10**

**Proposed personnel that also worked on the I-495 Express Lanes project include:**  
**Jim Compton: Superintendent**

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

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement. (in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
 <b>Name:</b> <b>I-264 Widening/Interchange and MLK Extension Design-Build</b> <b>Location:</b> <i>Portsmouth, VA</i>	<b>Name:</b> SKW Constructors, Inc. (an incorporated Joint Venture of Skanska Civil Southeast, Inc., Kiewit Construction, and Weeks Marine, Inc.	<b>Name of Client:</b> SKW Constructors <b>Phone:</b> (757) 673-9487 <b>Project Manager:</b> Wade Watson <b>Phone:</b> (757) 673-9487 <b>Email:</b> wade.watson@skanska.com	December 2016 (Design is complete)	Estimated October 2016 (Design is complete)	\$205,000	\$205,000	\$12,000

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the **prime designer** or a subconsultant. **This project was managed and executed primarily from Parsons Brinckerhoff's Virginia Beach office. Other offices within the region provided design support.**



Parsons Brinckerhoff delivered final construction plans for the widening of and modifications to I-264 required to construct the MLK Extension (one mile of new location elevated freeway); a new interchange; and the elimination of existing interchange ramps as part of the Elizabeth River Tunnels project. Specific scope elements included: widening of two interstate bridges; the elevated MLK Extension (a controlled access facility) over CSX's Portsmouth Yard; 11 stormwater ponds/basins (including significant aesthetic treatments to two); three noise barriers; eight new/widened bridges; 108,000 sf of MSE walls at 20+ locations; significant overhead highway signage; landscaping; ITS system replacement/upgrades along I-264; and new ITS systems along the MLK Extension. Parsons Brinckerhoff is currently providing design support during construction, including shop drawing reviews, preparing responses to RFIs, and As-Built documentation.

As the **Prime Designer**, Parsons Brinckerhoff performed major components of the design effort including: widening of I-264; Ramp EN geometrics; new Ramp EN structure over US 17; preparation of the Transportation Management Plan (TMP); utility coordination and relocation; stormwater system modeling and stormwater basin design for all 11 basins; coordination with CSX and N&PBL Railroad; and preparation of the Noise Abatement Design Report (NADR) for three new noise walls.

*Parsons Brinckerhoff has and continues to coordinate with LANE's Virginia Paving Company on this project, particularly with respect to pavement placement and to minimize the impacts to traffic in the course of paving activities.*

**Parsons Brinckerhoff's management team utilized several tools and techniques which proved to be particularly valuable in increasing the efficiency and coordination of the project team. These included:**

- ✓ Using **ProjectWise**, a web-based document management system, provided a single platform for the entire design team, allowing interdisciplinary coordination to occur in real time during design development.
- ✓ Conducting **interdisciplinary web-conferencing for QC reviews** in advance of submittals to resolve interdisciplinary issues prior to submittal.
- ✓ Packaging design plans into **discreet work packages** (grading & drainage; bridges; signing & pavement markings, etc.) to meet project schedules.
- ✓ Holding **weekly progress teleconferences** to update progress, communicate potential issues and discuss interdisciplinary coordination.
- ✓ Establishing and utilizing **"Subject Matter Task Forces,"** including environmental permitting & approvals; geotechnical & structures, right-of-way & utilities; TMP/MOT; and public relations.

These same tools and techniques will be implemented by our team on the I-64 Capacity Improvements project.

*At \$205 million, the I-264 Widening/Interchange and MLK Extension Design-Build project is slightly larger and more complex than the I-64 Capacity Improvements project; however, there are numerous similarities. Design services provided by Parsons Brinckerhoff for this project are very similar to those required for the I-64 Capacity Improvements project.*

**SIMILAR SCOPE ELEMENTS:**

✓ roadway widening	✓ survey
✓ structure & bridge	✓ environmental
✓ geotechnical	✓ hydraulics/SWM
✓ traffic control	✓ TMPs
✓ noise walls	✓ right-of-way
✓ utilities	✓ landscaping
✓ public involvement	✓ ITS
✓ QA/QC	✓ railroad coordination
✓ project management	

**UNIQUE FEATURES:**

Unique elements of this design include an **elevated roadway structure over a CSX facility** that required significant coordination with CSX during design, and the use of **Geofoam** in areas with significant fill and poor subsurface material.

**Proposed personnel that also worked on the I-264 Widening/Interchange and MLK Extension project include:**

-  **Derek Piper:** Design Manager
-  **Michelle Martin:** Lead Roadway Engineer
- Robin Huelsbeck:** Signing & Pavement Marking
- Ray Magsanoc:** Noise Analysis
- Melissa Pritchard:** Lead Hydraulics Engineer
- Tim Rayner:** Lead Traffic Engineer
-  **Lauren Hansen:** Public Relations
- EEE Consulting:** Contaminated/hazmat investigations

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

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement. (in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: <b>US 17 (Dominion Boulevard) Widening</b> Location: <i>Chesapeake, VA</i>	Name: Dominion Boulevard Constructors, Joint Venture (a Joint Venture of McLean Construction, R.R. Dawson, E.V. Williams, and Bryant Construction)	Name of Client: City of Chesapeake Phone: (757) 382-6101 Project Manager: Kevin Lundgren Phone: (757) 382-6383 Email: klundgren@cityofchesapeake.net	April 2017 (design is complete)	Estimated February 2017 (early delivery)	\$188,000	\$194,400	\$12,604

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 was managed and executed from Parsons Brinckerhoff's Virginia Beach office.**



Parsons Brinckerhoff delivered final construction plans for the widening and improvements to US 17 (Dominion Boulevard) using VDOT's Concurrent Engineering Process and meeting VDOT/FHWA standards. The firm is currently providing design support during construction, including shop drawing reviews, preparing responses to RFIs, and As-Built documentation.

The project involves roadway widening under heavy traffic volumes to convert an existing two-lane suburban roadway into a four-lane limited access facility with grade separated interchanges throughout the project limits. The project design includes a phased TMP/MOT plan to construct grade separated interchanges while maintaining existing traffic flows at the major intersections with US 17. The project includes six new stormwater management facilities; modifications to both lengthen and convert an existing twin-cell box culvert to a triple-cell box culvert; stream modifications; 120,000 sf of MSE wall at 20 locations; noise barriers; landscaping; and significant utility relocations. The project also involves replacement of the existing bascule bridge over the Atlantic Intracoastal Waterway (AIW) with a mile-long, high-level, fixed span providing 95 ft of vertical clearance, and grade separated bridges carrying mainline US 17 over Cedar Road; mainline US 17 over Great Bridge Boulevard; and Bainbridge Boulevard over mainline US 17. Modifications to existing structures were also required to accommodate widening of ramps passing under existing bridges at the Oak Grove Interchange.

The project design involved development of the roadway plans package to include a detailed and specific construction sequence and maintenance of traffic plan for the project in order to maintain traffic on existing US 17 during construction. The northbound lanes and 1-mile structure over the AIW is being constructed as an

initial phase and will carry mainline US 17 traffic while the new southbound bridge and widening is constructed, generally on existing alignment. The plan includes several stages of construction involving maintenance of roadway traffic as well as coordination with marine traffic on the AIW. Maintenance of traffic activities included the design of temporary traffic devices as well as the coordination of the installation of permanent traffic devices during the various phases of construction in order to facilitate the most effective traffic flow. Traffic devices included in this coordination include all temporary and permanent signal equipment, variable message signs, overhead sign structures, ground mounted signs, and pavement markings. Each phase of construction was modeled using Synchro software in order to assess the effects of each phase of construction and document such. The project involves a completely new signage system due to the conversion to a four-lane limited access facility with 14 new overhead sign structures and detailed foundation designs for each. The Final NADR included requirements for relocating / modifying on existing noise barrier and constructing one new noise barrier. The project includes wetlands permitting and mitigation and stream modifications permitting.

As the **Prime Designer**, Parsons Brinckerhoff performed major components of the design effort including: roadway widening and bridge design; TMP/MOT plans; stormwater management design; utility coordination and relocation; preparation of the Noise Abatement Design Report (NADR); ITS design; signing & pavement marking plans; and environmental permitting (including wetlands impacts and mitigation, and stream modifications).

*Although slightly larger than the I-64 Capacity Improvements project at \$188 million, the US 17 (Dominion Boulevard) Widening project has numerous similarities.*

**SIMILAR SCOPE ELEMENTS:**

✓ roadway widening	✓ survey
✓ structure & bridge	✓ environmental
✓ geotechnical	✓ hydraulics/SWM
✓ traffic control	✓ TMPs
✓ noise walls	✓ right-of-way
✓ utilities	✓ landscaping
✓ public involvement	✓ ITS
✓ QA/QC	✓ project management

**LESSONS LEARNED:**

One of the key lessons learned from the US 17 (Dominion Boulevard) Widening project is the importance of having a well-thought-out and coordinated sequence of construction to minimize impacts to the travelling public. For this project, the team developed a Transportation Management Plan (TMP) that evaluated the impacts to traffic during each phase of construction. In addition, we prepared a Contract Time Determination Report (CTDR) to establish the time needed to complete construction. Through this process, the team determined that the additional cost of upgrading a parallel route (which would serve as a detour for a portion of the construction) was more than offset by the savings that were realized by shortening construction. The detour route allowed for a major portion of the project to be constructed unimpeded and provided a safe, reliable alternative for the travelling public.

**Proposed personnel that also worked on the US 17 (Dominion Boulevard) Widening project include:**

- Derek Piper:** Design QA
- Michelle Martin:** Lead Roadway Engineer
- Robin Huelsbeck:** Signing & Pavement Marking
- Jake Keller:** Design QA/QC
- Ray Magsanoc:** Noise Analysis
- Melissa Pritchard:** Lead Hydraulics Engineer
- Tim Rayner:** Lead Traffic Engineer

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

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement. (in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
 Name: <b>I-295 Widening/Interchange at Meadowville Road Design-Build</b> Location: <i>Chesterfield, VA</i>	Name: Curtis Contracting, Inc.	Name of Client: VDOT Phone: (804) 674-2800 Project Manager: Jeff Roby Phone: (804) 674-2800 Email: jeffrey.robby@vdot.virginia.gov	December 2011	October 2011	\$11,715	\$11,820	\$994

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 was managed and executed from Parsons Brinckerhoff's Virginia Beach office.**



As Lead Designer for this DB project, Parsons Brinckerhoff designed the widening of I-295 in association with the interchange at Meadowville Road. The project included 1.5 miles of interstate widening from the Varina-Enon Bridge to the Route 10 interchange along I-295 in Chesterfield County. The purpose of the project was to add an additional lane and shoulder in each direction to accommodate a new interchange at Meadowville Road.

Maintaining interstate traffic and a safe work zone was an integral component of the Traffic Management Plan (TMP) for this project. The existing **concrete pavement** of both the outside lane and shoulder required demolition to facilitate the interstate widening. The existing pavement had to be removed to the nearest longitudinal joint which fell on the lane line for the adjacent travel lane. To accommodate traffic and construction in this area, there were several temporary conditions implemented in the TMP that were critical in providing a safe work zone. These conditions included reducing the speed limit in the corridor, reducing the travelway to two-lanes in each direction, and reducing the travelway lane widths. As a stipulation to the construction contract, the temporary conditions could not be in place during holiday or peak travel seasons. Therefore, the work zone traffic control needed to be dynamic, to allow for regular implementation and removal. The approach that the DB team used reduced the construction time in the corridor by several months.

As part of the final design approval process for the project, a preliminary design was required for the ultimate widening of I-295 to validate that our design did not preclude future widening. The

ultimate design included additional lanes for mainline I-295 as well as CD roads for the interchanges at Meadowville Road and Route 10.

The design team prepared a subsequent set of drawings that included the design of the ultimate widening of I-295 overlayed on the roadway construction drawings. These drawings were issued to both VDOT and FHWA for authorization to commence construction.

A bridge Type, Size, and Location (TS&L) Study was also performed for the Meadowville Road overpass to accommodate the future widening of I-295.

Parsons Brinckerhoff provided a full range of design services that rapidly developed initial "approved for construction" documents within three months from Notice to Proceed. Parsons Brinckerhoff developed an early construction package that included erosion and sediment control plans, the design of major drainage structures, and geotechnical investigations to advance rough grading activities. This allowed the contractor to expedite construction activities while the final design documents were completed. The early construction package was also used to coordinate with the public and private utility providers that ultimately lead to undergrounding a high voltage power line and fiber optic cable, as well as the encasement of a 30" water line. The early construction package was used to commence the permit process with the Department of Environmental Quality and the U.S. Army Corps of Engineers for the stream and wetland impacts associated with the project.

*Although slightly smaller than the I-64 Capacity Improvements project at \$12 million, the I-295 Widening/Interchange at Meadowville Road project features elements very similar to those required for the I-64 Capacity Improvements project.*

**SIMILAR SCOPE ELEMENTS:**

✓ roadway widening	✓ survey
✓ structure & bridge	✓ environmental
✓ geotechnical	✓ hydraulics/SWM
✓ traffic control	✓ TMPs
✓ landscaping	✓ utilities
✓ project management	✓ QA/QC

**NOTABLE FEATURES:**

This project not only received high praise and appreciation from VDOT, but has also been recognized numerous times in the transportation industry. The first opportunity was when the Governor chose the project site to sign a \$3B transportation funding package, the largest allocation to transportation in Virginia in the last 20 years. The second was when the project was selected as one of five in the Commonwealth of Virginia to be presented at the 2011 Governor's Transportation Conference for its positive influence by Chesterfield County and the successful implementation. This project was also recognized with a Merit Award at the 2013 Design Build Institute of America (DBIA) National Conference.

**Proposed personnel that also worked on the I-295 Widening/Interchange at Meadowville Road project include:**

-  **Michelle Martin:** Design Manager
-  **Julie Perkoski:** Quality Assurance Manager
- Robin Huelsbeck:** Signing & Pavement Marking
- Derek Piper:** QA Review
- Melissa Pritchard:** Lead Hydraulics Engineer
- Tim Rayner:** Lead Traffic Engineer

\*For multiple phase projects, only a single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.



# LANE

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