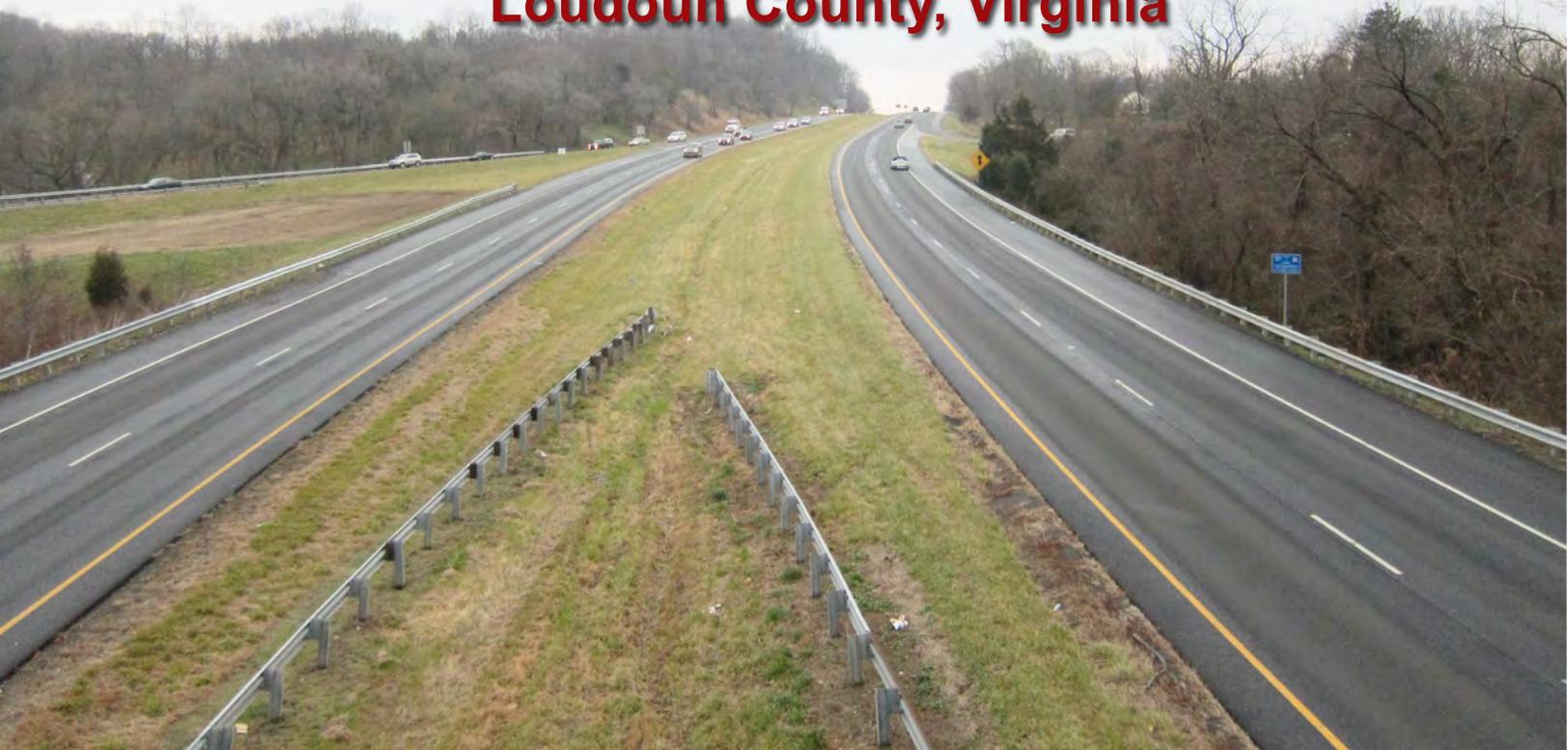


STATEMENT OF QUALIFICATIONS

Route 7 – Westbound Truck Climbing Lane Loudoun County, Virginia



Submitted to



January 10, 2013

Submitted by

**Fort Myer Construction
Corporation**



in coordination with

TY·LIN INTERNATIONAL

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

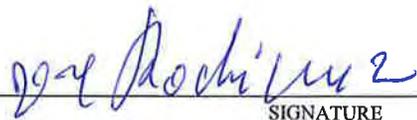
RFQ NO. C00058599DB54
PROJECT NO.: 6007-053-133, R201, C501

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 10/31/12
(Date)
2. Cover letter of Addendum #1 – 12/14/12
(Date)
3. Cover letter of _____
(Date)



SIGNATURE
Jose Rodriguez, President
FORT MYER CONSTRUCTION CORPORATION

January 10, 2013
DATE

ATTACHMENT 3.1.2

Project: 6007-053-133, R201, C501

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Offerors shall furnish a copy of this Statement of Qualifications (SOQ) Checklist, with the page references added, with the Statement of Qualifications.

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	i
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	ii-iv
Letter of Submittal (on Offeror's letterhead)				
Authorized Representative's signature	NA	Section 3.2.1	yes	4
Offeror's point of contact information	NA	Section 3.2.2	yes	3
Principal officer information	NA	Section 3.2.3	yes	3
Offeror's Corporate Structure	NA	Section 3.2.4	yes	3
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	3
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendix A
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendix B
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix C
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix D

ATTACHMENT 3.1.2

Project: 6007-053-133, R201, C501

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.10	no	Appendix E
SCC Registration	3.2.10	Section 3.2.10.1	no	Appendix E
DPOR Registration (Offices)	3.2.10	Section 3.2.10.2	no	Appendix E
DPOR Registration (Key Personnel)	3.2.10	Section 3.2.10.3	no	Appendix E
DPOR Registration (Non-APELSCIDLA)	3.2.10	Section 3.2.10.4	no	Appendix E
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	4
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	5
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix F
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix F
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix F
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix F
Organizational chart	NA	Section 3.3.2	yes	7
Organizational chart narrative	NA	Section 3.3.2	yes	6
Experience of Offeror's Team				8

ATTACHMENT 3.1.2

Project: 6007-053-133, R201, C501

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix G
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix G
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	9-12

Section 3.2

Letter of Submittal



January 10, 2013

Kevin Reichert, PE
Virginia Department of Transportation
1221 East Broad Street
Main Building, 4th Floor
Richmond, Virginia 23219

Re: Route 7 – Westbound Truck Climbing Lane
Loudoun County, Virginia
Project No. 6007-053-133, R201, C501
Contract ID. No. C00058599DB54

Dear Mr. Reichert:

Fort Myer Construction Corporation is pleased to provide information in response to the Request for Qualifications (RFQ) for the Route 7 – Westbound Truck Climbing Lane Project. Through this submittal, Fort Myer attests to its experience and qualifications in the design and construction of the Project, and also commits to deliver your Project in a cost effective manner, on schedule, and within the highest standards of Safety and Quality Control.

Fort Myer is dedicated to delivering superior quality projects meeting all the needs of our customers, all while being a preferred contractor of choice in the Northern Virginia area. Over the years, Fort Myer established itself as a premier infrastructure contractor, incorporating within its own forces specialty trades of excavation, asphalt and concrete paving, granite and concrete curb and gutter installation, exposed aggregate concrete sidewalks, site water, sanitary and storm utilities and electrical and traffic signaling construction.

Fort Myer Construction
Corporation and Lead
Designer, TY Lin
International have over 70
years of combined
experience in Northern
Virginia.

Over its 40 years, Fort Myer has constructed new, milled and re-paved public roads; constructed hundreds of miles of city streets; repaired and

constructed bridges; provided the extension and construction of underground utilities, and provided streetlight and traffic signal construction and rehabilitation services. During that time, Fort Myer has worked on numerous Design-Build projects, including the current reconstruction of I-66 and the reconstruction of the New York Avenue Bridge in the District of Columbia.

Fort Myer is privileged to be partnering with T.Y. Lin International (TYLI) located in Alexandria, VA. Founded in San Francisco in 1954, TYLI is a multi-disciplinary architectural and transportation engineering firm with over 675 planners, scientists, and engineers sited throughout the United States, and provides the U.S. and the global infrastructure market with innovative and cost-effective engineering analysis and design.

TY·LIN INTERNATIONAL

Operating from key office locations around the U.S., TYLI's staff offers a wide range of professional capabilities in the area of bridge and transportation project delivery. In partnership with transportation officials, construction and development firms, and community leaders, they create and help build unique structures while emphasizing constructability, value, and schedule. TYLI provides leadership and support on projects of varying sizes and complexities, such as: design of bridges, interchanges, highways, rail/transit, airport, and port/marine; seismic retrofit and rehabilitation of existing structures; transportation planning and traffic engineering; structural analysis, feasibility studies, and engineering consultation; general civil and structural engineering.

TYLI has been providing design-build services for more than 50 years as such understands what it means to work as an integrated team and maintain the objectivity of project goals. Knowing that design-build is a method chosen by owners for reasons such as design and cost control, risk management, schedule efficiencies and single point of delivery, they have established a reputation for defining, designing, managing and delivering superior projects that meet owner expectations every time.



3.2.2 POINT OF CONTACT

Manuel E. Fernandes, Vice President
Fort Myer Construction Corporation
2237 33rd Street, N.E.
Washington, D.C. 20018
P: (202) 636-9535 x2805
F: (202) 529-1692
mfernandes@fortmyer.com

3.2.3 PRINCIPAL OFFICER

Jose Rodriguez, President
Fort Myer Construction Corporation
2237 33rd Street, N.E.
Washington, D.C. 20018
P: (202) 636-9535

3.2.4 CORPORATE STRUCTURE

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

3.2.5 LEGAL NAME OF LEAD CONTRACTOR AND DESIGNER

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

3.2.6 AFFILIATED COMPANIES

Attachment 3.2.6 can be found in Appendix A.

3.2.7 DEBARMENT FORMS

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



3.2.8 PREQUALIFICATION NUMBER AND STATUS

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

3.2.9 SURETY LETTER

A letter from a surety or insurance company (with a Best's Financial Strength Rating of A minus and Financial Size Category VIII or better by A.M. Best Co.) has been included in Appendix D. It states the Offeror is capable of obtaining a performance and payment bond based on the current estimated contract value referenced in Section 2.1, which bonds cover the Project and any warranty periods.

3.2.10 SCC AND DPOR COMPLIANCE

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

3.2.11 COMMITMENT TO DBE PARTICIPATION GOAL

Fort Myer is committed to achieving a fifteen (15%) DBE participation goal for the entire value of this contact.

The Fort Myer design-build team is committed to meeting VDOT's goals for schedule and cost and exceeding its expectations for quality for the Route 7 - Westbound Truck Climbing Lanes Project. If you have any questions regarding our proposal, please contact our personnel identified above.

Very truly yours,

FORT MYER CONSTRUCTION CORPORATION


Manuel E. Fernandes
Vice President



Section 3.3

Offerors Team Structure



3.3 TEAM STRUCTURE

3.3.1 KEY PERSONNEL

Design-Build Project Manager

Kevin Lange, PE

Fort Myer Construction Corporation

Quality Assurance Manager

David A Schoenwolf, PE

Haley & Aldrich, Inc.

Design Manager

Javier Ortiz, PE

T.Y. Lin International

Construction Manager

Bijan Haghtalab

Fort Myer Construction Corporation

FUNCTIONAL RELATIONSHIPS AMONG PARTICIPANTS

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

Fort Myer encourages partnering at all levels, and will implement a formal partnering process to establish goals, identify stakeholders, to generate buy-in and to develop a true level of commitment to the goals of the project. The partnering process will involve all employees, and will include subcontractors, VDOT, and third party stakeholders. TYLI will coordinate the design information to the subconsultants. During the initial design phase, TYLI and subconsultants will work together to establish the level of coordination and communication desired to make this project successful. The overall responsibility of the design, both from employees and subconsultants, lies with our Design Manager.



The management team will be independently overseen by its Quality Assurance Manager, who is vested with the absolute authority to suspend work on the project should the work fall below applicable standards. Such authority will be communicated to all entities providing labor, materials and services to the Project through the inclusion of a provision in their contracts subordinating the entities to the regulation of the QAM. In addition to the QAM, the Fort Myer Safety Director will also have the authority to suspend the work of any entity providing labor, materials or services to the Project, should an unsafe condition be observed.

ADDITIONAL TEAM MEMBERS

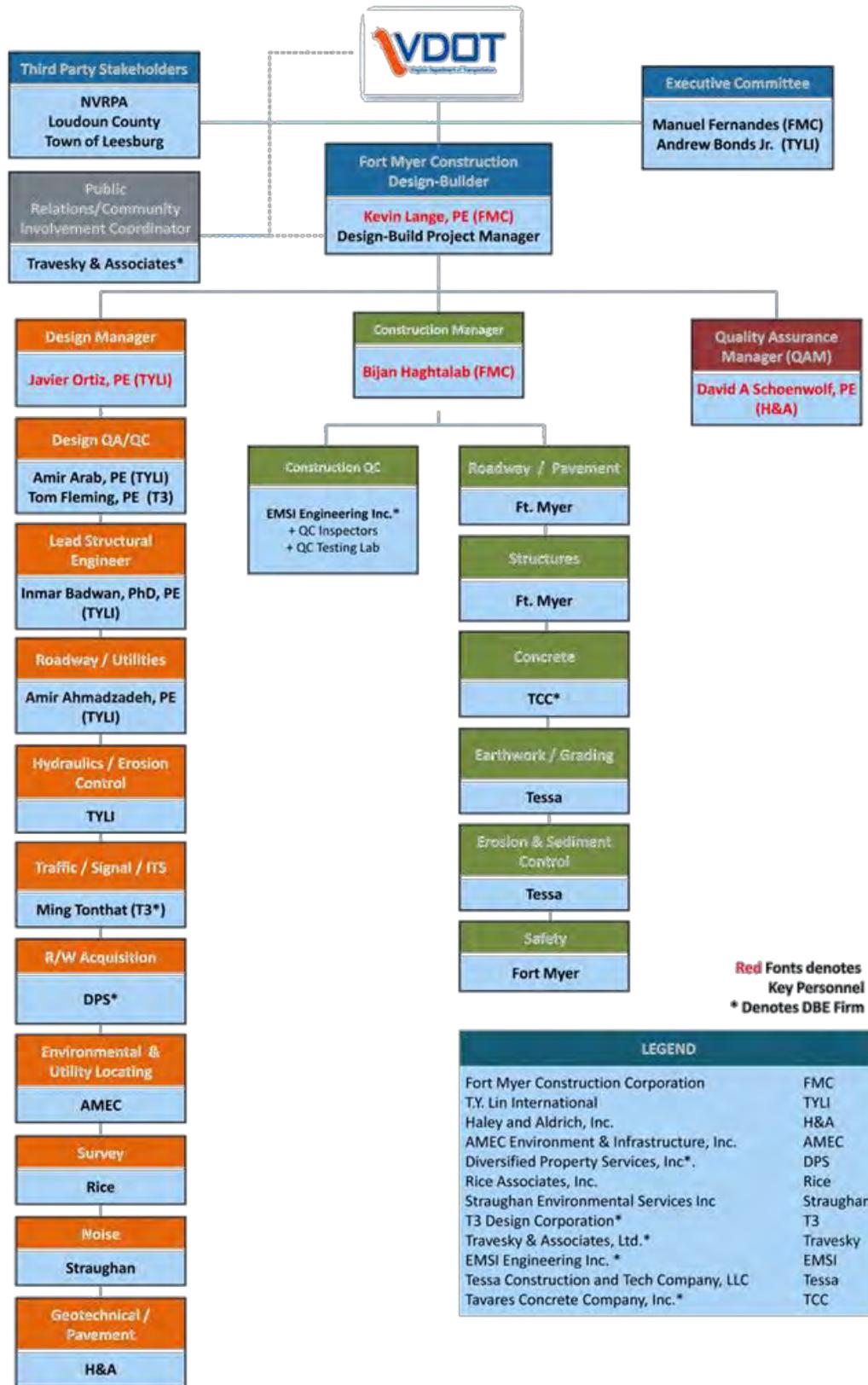
When selecting subconsultants Fort Myer Construction Corporation and T.Y. Lin International selected highly-qualified long-term partners. Our team members have experience working with each other, VDOT, Design-Build procurement, and similar type projects. This team is comprised of members with complementary skills and experience and will work together effectively.

Well qualified and experienced firms rounding out our team include:
(* indicates DBE certified firm)

- *Haley and Aldrich, Inc.* – Quality Assurance Management and Geotechnical Engineering
- *AMEC Environment & Infrastructure, Inc.* - Environmental Services & Utility Locating
- *Diversified Property Services, Inc** - Right-of-way.
- *Rice Associates, Inc.* - Survey
- *Straughan Environmental Services Inc.* – Noise analysis and noise barrier (non-structural)
- *T3 Design Corporation** - Traffic Signal and ITS
- *Travesky & Associates, Ltd.** - Public Relations
- *EMSI Engineering Inc. ** - Construction Quality Control
- *Tessa Construction and Tech Company, LLC* - Earthwork / Grading and Erosion and Sediment Control
- *Tavares Concrete Company, Inc.** - Concrete.



3.3.2 ORGANIZATIONAL CHART



Section 3.4

Work History



3.4 WORK HISTORY

This Page intentionally left blank. Work History Forms (Attachment 3.4.1(a) and (b)) are included in Appendix G.



Section 3.5

Project Risk

3.5 PROJECT RISKS

RISK MANAGEMENT APPROACH

Our team approach to risk management through design and construction minimizes deployment risks associated with the project through:

- Assignment of work tasks to qualified personnel
- Recording and retention of all project documents to ensure that design and construction work is performed according to sound engineering practices, contractual agreements, and client directions
- Periodic review of work in progress to identify and resolve any deficiencies affecting the quality of work
- Monitoring and control of all work activities
- Scheduling and identification of long lead time/critical path items
- Sequencing of work to reduce the number of lane closures
- Coordination of multiple crews
- Backup/contingency plans
- Managing material and equipment procurement
- Clear and continuous communication.

Our approach to risk management begins with a systematic evaluation of the project requirements and physical worksite conditions. These requirements and conditions include schedule milestones, resource procurements, environmental exposures, unknown hazardous materials, and potential utility conflicts, as well as public and stakeholder interface. A thorough understanding of these factors ensures we make accurate and informed decisions on how to mitigate project risks.



Our Risk management will address facets of the design and construction elements of this project. Risk in design will be assessed in the selection of equipment; the selection and design of sign structures; assessment of existing sign structures; equipment integration and testing; design constructability; equipment maintainability and serviceability; design of lane closures; and overall cost-cutting measures. For construction, risk will be assessed in the selection of construction methods, deployment schedule, and cost. Likewise, methodologies will be explored at every juncture to expedite delivery and minimize costs.

Within our project understanding our team was able to identify and develop a list of risk elements that could represent a possible impact to the project. Those elements are shown below in no particular order:

• Geometric: Cross Slope Correction	• Structural: Retaining Walls
• Geometric: PGL	• Cultural Resources
• Utilities Relocation	• Environmental Impacts
• MOT Roundabout Construction	• MOT: Underpass Construction
• Project Commitments	• Right-of-Way
• Geotechnical: Rocky Material	• Design Waivers and Exceptions
• Safety	• Construction Schedule
• Public Relations and Community Outreach	• Stormwater New Regulations
• Design Approvals	• Permitting

After brainstorming each one of the elements mentioned above our team identified three risks that we considered to be the most critical for this project within the information available to us. Those risks are **Utility Relocations, Right-of-Way and Public Relations with Community Outreach.**

UTILITY RELOCATIONS

Utilities on a roadway project carry a risk that can impact the project scope, schedule and budget. Our mitigation strategy for this risk will be conducted as follow:

- Secure buy-in from the utilities involved and commitment by the top officials of the utility companies and Private Party/VDOT in order to establish common ground early-on
- Hold regular progress meetings for accountability to aid in dispute resolution
- Gain early understanding of the logistics of material acquisition to help maintain the project schedule
- Immediately notify owners when unknown utilities are encountered, review design and construction requirements to maintain the schedule.



An example specific to this project is the Verizon unknown underground cable present in the area of the proposed Fort Johnston Road. The

unknown size of the Verizon utility will have to be coordinated directly with the owner early in the project schedule. As-builts will be requested and utility meetings will be conducted with Verizon learn more about it and to prepare a plan of action.

Other utilities that are present in this project that will require relocation are underground and aerial electric lines that will be addressed in same way as the Verizon cable.

Our team understands the risks of securing timely governmental permits and clearing the project right-of-way, in order to relocate utilities ahead of the main roadway construction. We bring experienced local partners familiar with VDOT's Design-Build Specifications and Technical Requirements, which will eliminate any learning curve as to proper procedures in working with VDOT and the Private Party.

RIGHT-OF-WAY

The Team's understanding of the right-of-way associated with this project is that there will be at least 3.5 acres for permanent ROW, 2.5 acres permanent easements and 1.2 acres of temporary easements. Right-of-way acquisition and coordination is a long process that can also impact the project scope, budget and schedule. Our mitigation strategy for the right-of-way will be conducted as follows:



- Our team has experienced subconsultants that are prequalified by VDOT to acquire right-of-way which will help minimize the impact to schedule in the case that the right-of-way negotiations force a change of scope and/or should additional right-of-way be necessary.
- The Team will develop a Public Outreach program that will create partnering of impacted property owners in hopes of minimizing the timeline associated with right-of-way negotiations should additional impacts be require.

PUBLIC RELATIONS WITH COMMUNITY OUTREACH

The purpose of this project is to provide a safe truck climbing lane in the westbound direction along Route 7. Outside of the design and constructability challenges lies the necessity to reduce the instances where the truck may need to stop and start. To achieve this, existing access and egress points on Route 7 by way of roadway crossings need to be eliminated. Crossings at Leeland Orchard Road, White Gate Road and Hidden Gap Road will be removed. The removal of the existing traffic operations at these points results in significant changes of typical traffic patterns that have been in place for a long period of time. How these roadway changes are instituted and communicated to the stakeholders are keys to the success of this project. Therefore, Construction Phasing will be a significant part of Public Relations and Community Outreach.

Our strategy includes the following:

- Utilize public meetings and hearings to keep stakeholders informed
- Provide an open and consistent communication platform
- Implement a variety of methods to keep impacted communities and the traveling public informed
- Communication will be frequent and regular with the public and emergency services to allow them to better manage their routing in conjunction with construction
- Close coordination with VDOT's Public Affairs and the Private Party's designee.

This risk will be managed by the Design-Build team with heavy involvement from the team member, Travesky and Associates, Ltd. whom specializes in government and community relations. Recent experience includes public involvement efforts for the Route 460 Corridor Improvement project, Virginia Megaprojects and The I-81 Truck Climbing Lane Project.

Maintaining good public relations with the stakeholders of the area and the community will help expedite the project schedule and maintain a safe corridor during construction. This project will require keeping the public well informed of each traffic pattern change to avoid major incidents and traffic delays. The public and stakeholders will also be informed also of any changes in design (if any) and any impacts that this may bring. The right-of-way acquisition will require open channels of conversations with property owners and other parties involved. Without this clear channel of communication the project can be delay which can ultimately hinder the progress of the construction. We know what needs to be done to mitigate this in advance.

Appendix A

Attachment 3.2.6 – Affiliated Companies



Appendix B

Attachment 3.2.7 (a) and (b) – Debarment Forms



ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

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.

<u>Jose Rodriguez</u>	<u>January 10, 2013</u>	<u>Jose Rodriguez, President</u>
Signature	Date	Title

FORT MYER CONSTRUCTION CORPORATION
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

- 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.

Rohy Rino 12/14/12 SR VICE PRESIDENT
Signature Date Title

TY LIN INTERNATIONAL
Name of Firm

ATTACHMENT NO. 3.2.7(b)

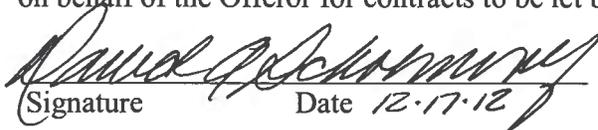
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

- 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	Title
Date 12.17.12	

HALEY & ALDRICH, INC.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

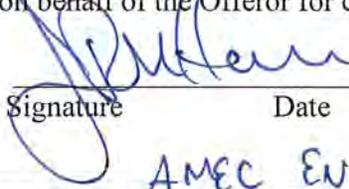
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

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.

	12/21/12	PRINCIPAL
Signature	Date	Title
AMEC ENVIRONMENT & INFRASTRUCTURE, INC.		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

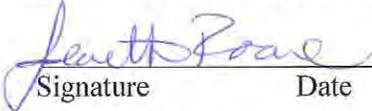
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

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>1/2/2013</u>	<u>Treasurer</u>
Signature	Date	Title

Diversified Property Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

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.



_____	12/17/2012	Principal
Signature	Date	Title

Rice Associates, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

- 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.

Eileen K. Straughan, 1/2/13
Signature Date

President
Title

Straughan Environmental, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

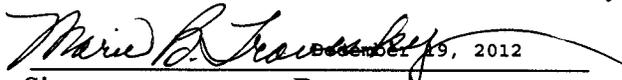
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

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.

 December 19, 2012 President
Signature Date Title

Travesky & Associates, Ltd.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

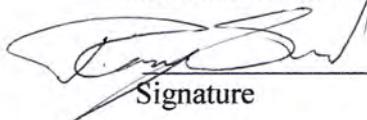
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

- 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.



January 2, 2013

Chief Executive Officer

Signature

Date

Title

EMSI ENGINEERING INC.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

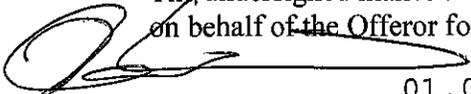
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

- 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.



01.02.2013

Siamak Lajmiri Member

Signature

Date

Title

Tessa Construction & Tech Co LLC

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

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>PRESIDENT</u>
Signature	Title
Date <u>1/3/13</u>	
<u>TAVARES CONCRETE COMPANY, INC.</u>	
Name of Firm	

Appendix C

VDOT Prequalification Certificate



AUG 20 2012



COMMONWEALTH OF VIRGINIA



CERTIFICATE OF QUALIFICATION

FORT MYER CONSTRUCTION CORPORATION

Vendor Number: F034

In accordance with the Regulations of the Virginia Department of Transportation, you are hereby notified that the following Rating and Classifications have been assigned to your firm:

Prequalified

Work Classes: MAJOR STRUCTURES; ASPHALT CONCRETE PAVING; PORTLAND CEMENT CONCRETE PAVING; UNDERGROUND UTILITIES; BRIDGE REPAIRS

Issue Date: 03/15/2012

This Rating and Classification will Expire: 05/31/2013

Suzanne H. Lucas

Suzanne FR Lucas Prequalification Officer

Don E. Stiles

Don E. Stiles, State Contract Officer

Appendix D

Surety Letter



CNA SURETY

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

January 8, 2013

Re: Fort Myer Construction Corporation/Route 7 – Westbound Truck Climbing Lane,
RFQ No. C00058599DB54

Dear Sir or Madam:

As surety for Fort Myer Construction Corporation, Western Surety Company, a C N A company, with an A.M. Best Financial Strength Rating of A and Financial Size Category of IX is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction (\$32 million), and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this Project.

Very truly yours,
Western Surety Company

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

Western Surety Company

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

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

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

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

- In Unlimited Amounts -

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

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

In Witness Whereof, WESTERN SURETY COMPANY has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 19th day of October, 2012.



WESTERN SURETY COMPANY

Paul T. Bruflat

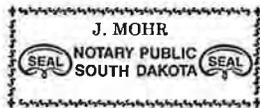
Paul T. Bruflat, Vice President

State of South Dakota }
County of Minnehaha } ss

On this 19th day of October, 2012, before me personally came Paul T. Bruflat, to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is the Vice President of WESTERN SURETY COMPANY described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said corporation and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said corporation.

My commission expires

June 23, 2015



J. Mohr

J. Mohr, Notary Public

CERTIFICATE

I, L. Nelson, Assistant Secretary of WESTERN SURETY COMPANY do hereby certify that the Power of Attorney hereinabove set forth is still in force, and further certify that the By-Law of the corporation printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said corporation this 8th day of January, 2013.



WESTERN SURETY COMPANY

L. Nelson

L. Nelson, Assistant Secretary

Authorizing By-Law

ADOPTED BY THE SHAREHOLDERS OF WESTERN SURETY COMPANY

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

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

Appendix E

Attachment 3.2.10 – SCC and DPOR Table



ATTACHMENT 3.2.10

State Project No. 6007-053-133, R201, C501

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Fort Myer Construction Corporation	0150814-2	Professional Corporation	Active	2237 33rd St NE Washington, DC 20018	Contractor Type A	2701 015396	08-31-14
T.Y. Lin International	F038827-4	Professional Corporation	Active	5285 Shawnee Rd Suite 210 Alexandria, VA 22312	APELSCIDLA	0405 000362	12-31-13
Haley and Aldrich, Inc.	F108818-8	Professional Corporation	Active	7926 Jones Branch Dr.Suite 870 McLean, VA 22102	APELSCIDLA	0407 003076	12-31-13
AMEC Environment & Infrastructure, Inc.	F144198-1	Professional Corporation	Active	2020 Winston Park Dr Suite 700 ON L6H 6X7 Canada	APELSCIDLA	0407 004079	12-31-13
Diversified Property Services, Inc.	0414774-0	Professional Corporation	Active	20 E Timonium Road Suite 111 Timonium, MD 21093	Appraisal	4008001190	11-30-14
Rice Associates, Inc.	3310662-7	Professional Corporation	Active	10625 Gaskins Way Manassas, VA 20109	APELSCIDLA	0407 003842	12-31-13
Straughan Environmental Services Inc	F129591-6	Professional Corporation	Active	9135 Guildford Rd Suite 100 Columbia, MD 21046	APELSCIDLA	0407 005614	12-31-13
T3 Design Corporation	0658539-2	Professional Corporation	Active	3927 Old Lee Hwy, Suite 101C Fairfax, VA 22030	APELSCIDLA	0405 001624	12-31-13
Travesky & Associates, Ltd.	0292417-3	Professional Corporation	Active				
						N/A	

ATTACHMENT 3.2.10

State Project No. 6007-053-133, R201, C501

SCC and DPOR Information

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
EMSI Engineering Inc.	031327-9	Professional Corporation	Active	9720 Capital Ct. Suite 400 Manassas, VA 20110	ENG	0407 002869	12-31-13
Tessa Construction and Tech Company, LLC	S058642-2	LLC	Active	43149-101 John Mosby Highway Chantilly, VA 20152	Class A	2705 056098A	3-31-13
Tavates Concrete Company, Inc	0229375-2	Profession Corporation	Active	8000 Cinder Bed Rd Lorton, VA 22079	Class H&H	2701 025978A	3-31-2013

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
T.Y. Lin International	Javier Ortiz-Velez	5285 Shawnee Rd Suite 210 Alexandria, VA 22312	115 Hanover Road Reisterstown MD, 21136	Eng	0402 045904	11-30-13
Haley and Aldrich, Inc.	David A Schoenwolf	7926 Jones Branch Dr.Suite 870 McLean, VA 22102	1 Plantation Court Rockville MD, 20852	Eng	0402 022802	8-31-14

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That FORT MYER CONSTRUCTION CORPORATION is duly incorporated under the law of the Commonwealth of Virginia;

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

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
December 1, 2011*

Joel H. Peck

Joel H. Peck, Clerk of the Commission

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, August 5, 2009

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

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

Qualification Date: June 29, 1981

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



State Corporation Commission

Attest:

Joel H. Beck

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, October 24, 1991

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

HALEY & ALDRICH, INC.

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



State Corporation Commission

Attest:

William J. Bridge

F102918-3

Clerk of the Commission

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That AMEC Environment & Infrastructure, Inc., a corporation incorporated under the law of Nevada, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on September 20, 2000; and

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

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

November 15, 2011

Joel H. Peck

Joel H. Peck, Clerk of the Commission

Commonwealth of Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC. (USED IN VA BY: DIVERSIFIED PROPERTY SERVICES, INC.), a corporation existing under the laws of MARYLAND, holds a certificate of authority to transact to transact business in Virginia, and is in good standing.

The certificate was issued on August 05, 1997.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
August 18, 2009*

Joel H. Peck

Joel H. Peck, Clerk of the Commission

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That RICE ASSOCIATES, INC. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is December 15, 1988;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



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

Joel H. Peck

Joel H. Peck, Clerk of the Commission

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, May 23, 1997

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

STRAUGHAN ENVIRONMENTAL SERVICES, INC.

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



State Corporation Commission

Attest:

William J. Bridge

Clerk of the Commission

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That T3 Design Corporation is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is May 18, 2006;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
November 20, 2012*

Joel H. Peck

Joel H. Peck, Clerk of the Commission

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, September 11, 1986

This is to Certify that the certificate of incorporation of
TRAVESKY & ASSOCIATES, LTD.

this day issued and admitted to record in this office
and that the said corporation is authorized to transact its
business subject to all the laws of the State applicable to the
corporation and its business.



State Corporation Commission

Raymond B. [Signature]

Clerk of the Commission

Commonwealth OF Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

EMSI ENGINEERING INC. is a corporation existing under and by virtue of the laws of Virginia, and is in good standing.

The date of incorporation is December 03, 1987.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
January 25, 2001*

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



Commonwealth of Virginia State Corporation Commission

Virg

08/28/12

LLCM3220

LLC DATA INQUIRY

11:19:09

LLC ID: S058642 - 2 STATUS: 00 ACTIVE STATUS DATE: 10/27/06
 LLC NAME: Tessa Construction & Tech Company, LLC

DATE OF FILING: 01/30/2001 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

P R I N C I P A L O F F I C E A D D R E S S

STREET: 413 N ARGONNE AVENUE

CITY: STERLING STATE: VA ZIP: 20164-0000

R E G I S T E R E D A G E N T I N F O R M A T I O N

R/A NAME: ROBERT K RICHARDSON

STREET: ODIN FELDMAN & PITTLEMAN PC
 1775 WIEHLE AVENUE STE 400

RTN MAIL:

CITY: RESTON STATE: VA ZIP: 20190-0000

R/A STATUS: 4 MEMBER OF VSB EFF DATE: 08/27/12 LOC: 129 FAIRFAX COUNTY

YEAR	FEES	PENALTY	INTEREST	BALANCE
12	50.00			

(Screen Id:/LLC_Data_Inquiry)



Commonwealth of Virginia State Corporation Commission

SCC Ho
Contact S
Site M
Se



Virginia.

CISM0180 CORPORATE DATA INQUIRY 01/07/13 13:12:32

CORP ID: 0229375 - 1 STATUS: 00 ACTIVE STATUS DATE: 05/19/98
CORP NAME: TAVARES CONCRETE CO., INC.

DATE OF CERTIFICATE: 04/29/1982 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 30.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: ARMANDO J TAVARES

STREET: 8000 CINDER BED ROAD AR RTN MAIL:

CITY: LORTON STATE : VA ZIP: 22079 1007
R/A STATUS: 2 OFFICER EFF. DATE: 03/09/05 LOC : 129
ACCEPTED AR#: 212 04 6552 DATE: 02/24/12 FAIRFAX COUNTY
CURRENT AR#: 212 04 6552 DATE: 02/24/12 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
12 100.00 2,000

(Screen Id:/Corp_Data_Inquiry)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
08-31-2014

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

NUMBER
2701015396

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

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



Gordon N. Dixon
Gordon N. Dixon, Director

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

NUMBER
0405000362

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

PROFESSIONS: ENG

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



Gordon N. Dixon
Gordon N. Dixon, Director

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

NUMBER
0407003076

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

PROFESSIONS: ENG

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



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

NUMBER
0407004079

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

PROFESSIONS: ENG

AMEC ENVIRONMENT & INFRASTRUCTURE, INC.
2020 WINSTON PARK DRIVE
STE. 700
ON L6H 6X7 CANADA



Gordon N. Dixon
Gordon N. Dixon, Director

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
11-30-2014

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

NUMBER
4008 001190

REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION

DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC
20 E TIMONIUM ROAD SUITE 111
TIMONIUM MD 21093 0000



Gordon N. Dixon
Gordon N. Dixon, Director

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-28-2014

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

NUMBER
0411000200

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

PROFESSIONS: LS

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



Gordon N. Dixon
Gordon N. Dixon, Director

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

NUMBER
0407005614

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

PROFESSIONS: ENG

STRAUGHAN ENVIRONMENTAL SERVICES, INC
9135 GUILDFORD RD
STE 100
COLUMBIA, MD 21046



Gordon N. Dixon
Gordon N. Dixon, Director

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

NUMBER
0405001624

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

PROFESSIONS: ENG

T3 DESIGN CORPORATION
3927 OLD LEE HWY STE 101-C
FAIRFAX, VA 22030-2422



Gordon N. Dixon
Gordon N. Dixon, Director

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

NUMBER
0407002869

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

PROFESSIONS: ENG, ARC

EMSI ENGINEERING, INC.
9720 CAPITAL CT SUITE 400
MANASSAS, VA 20110



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
03-31-2013

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

NUMBER
2705 056098A

BOARD FOR CONTRACTORS
CLASS A CONTRACTORS LICENSE

TESSA CONSTRUCTION & TECH COMPANY LLC

43149-101 JOHN MOSBY HWY

CHANTILLY VA 20152



Gordon N. Dixon
Gordon N. Dixon, Director

CLASSIFICATIONS CIC HIC H/H

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
03-31-2013

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

NUMBER
2701 025978A

BOARD FOR CONTRACTORS
CLASS A CONTRACTORS LICENSE

TAVARES CONCRETE CO INC

8000 CINDER BED ROAD

LORTON VA 22079



Gordon N. Dixon
Gordon N. Dixon, Director

CLASSIFICATIONS H/H

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
11-30-2013

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

NUMBER
0402045904

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

JAVIER ORTIZ-VELEZ
115 HANOVER RD
REISTERSTOWN, MD 21136



Gordon N. Dixon
Gordon N. Dixon, Director

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
08-31-2014

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

NUMBER
0402022802

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

DAVID A SCHOENWOLF
1 PLANTATION CT
ROCKVILLE, MD 20852



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

Appendix F
Attachment 3.3.1 –
Resumes of Key Personnel

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: KEVIN LANGE, PE Senior Design-Build Manager
b. Project Assignment: Design-Build Project Manager
c. Name of Firm with which you are now associated: 
d. Years experience: With this Firm <u>1</u> Years With Other Firms <u>19</u> Years 2012-Present - Senior Design Build Manager w/ Fort Myer Construction Corporation, Washington DC: Serves as Senior Design Build Manager for Fort Myer Construction Corporation. Responsibilities include management of overall Project design, construction, quality, and contract administration. Mr. Lange brings a unique asset to design build projects due to his design and construction background. 2005-2012 - Vice President w/ Grade Line Engineering & Construction, LLC Gaithersburg, MD: Mr. Lange served as Vice President of Construction and as Construction Superintendent. Responsible for roadway utility, construction, project management, and construction management projects. Responsibilities have included water main, sewer main replacement, water service and sewer service installation, grading, and installation of storm water drainage systems. 1992-2005 - Senior Civil-Highway Engineer, Parsons Transportation Group, Washington, DC: Mr. Lange served as a Senior Civil Highway Engineer for Parsons Transportation Group. He spent over 12 years in design and construction management both in U.S. and overseas. Responsibilities included roadway geometric design, grading, hydraulic analysis and design of stormwater drainage systems, pavement design and traffic analysis for both highway and airport projects, preparation of contract engineer's estimates and contract proposals. Performed construction management on highway construction, bridge rehabilitation and roadway resurfacing and asphalt repair projects. Expertise in various types of CADD, scheduling and traffic analysis software: including HCSS, Microstation, Geopak, INROADS, Autoturn, Primavera, Suretrak, HCS 3.2, SIDRA and Emme/2 (limited).
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: The Catholic University of America / Bachelor of Civil Engineering / 1992 / Transportation and Construction Management
f. Active Registration: Year First Registered/ Discipline/VA Registration #:

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

**Design-Build Roadways - Wards 3 and 4
Washington, DC**

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

**South Capitol Street Near Term Improvements
Washington, DC**

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

**Jay Street Bio-Retention Ponds
Washington, DC**

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: DAVID A. SCHOENWOLF, PE Senior Vice President
b. Project Assignment: Quality Assurance Manager
c. Name of Firm with which you are now associated: 
d. Years experience: With this Firm 35 Years With Other Firms 0 Years Please list chronologically your employment history, position and general experience or fields of practice for the last fifteen(15) years: 2002– Present – Senior Vice President w/ Haley & Aldrich, McLean, VA: Providing consulting engineering and project management services and acted as officer-in-charge / client leader as needed. Has served as Quality Assurance Manager ensuring all contract requirements and specifications are appropriately administered and applied, all required quality control testing and independent quality assurance is carried out in accordance with applicable requirements ensuring construction quality standards are met and payments appropriately processed. Performs constructability reviews at major preliminary engineering milestones to ensure appropriate consideration is given to construction means and methods and possible value engineering opportunities. 1988 - 2002– Vice President w/ Haley & Aldrich, McLean, VA: Providing consulting engineering and project management services. Acted in officer-in-charge role as needed in addition to providing consulting design and project management services. 1984 - 1988 – Project Manager w/ Haley & Aldrich, McLean, VA: Providing consulting engineering and project management services. 1978 - 1984 – Senior Geotechnical Engineer w/ Haley & Aldrich, McLean, VA: Providing consulting engineering services.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Illinois, Champaign/Urbana / BS / 1976 / Civil Engineering University of Illinois, Champaign/Urbana / MS / 1977 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1992 / Professional Engineer / VA Registration #0402 022802

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

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

I-495 HOT Lanes Project

Northern, VA

Officer-in-charge of geotechnical engineering and Quality Assurance services for final design of certain key aspects of the 14-mile HOT lanes project that extends from the Springfield Interchange to just north of the Dulles Toll Road. Twelve key interchanges and two new access points were created. This project was delivered as a Public-Private Partnership between Fluor-Transurban and VDOT. The scope of our work included planning and executing a subsurface exploration program and preparing design recommendations for retaining walls, sound walls, culverts and earthwork. Post-design phase services included responding to RFIs, submittal reviews, and construction-related design changes. Our scope also included performing Quality Assurance to ensure conformance to VDOT design standards. (H&A, 2008 – Present)

I-95/I-395 Express Lanes Project

Fairfax to Prince William County, VA. Officer-in-charge for geotechnical engineering design aspects and Quality Assurance services for the proposed 21-mile Express Lanes segment which extends along I-95/I-395 from Fairfax to Prince William County. The existing reversible high-occupancy vehicle (HOV) lanes on I-95/I-395 will be expanded from two to three lanes from just north of Edsall Road in Alexandria to Dumfries Road in Prince William County. The lanes will become reversible HOV/Bus/HOT lanes, meaning that buses and carpools with three or more people can continue to use the lanes for free, while non-HOV motorists can choose to pay a toll to access the lanes. Improvements to bus stations and Park & Ride facilities are also planned. The Virginia Department of Transportation (VDOT) is partnering with Fluor-Transurban under the Public-Private Transportation Act of 1995 (PPTA) to develop HOT lanes for Interstates 95 and 395. Under the partnership agreement, VDOT will own and oversee the HOT lanes and Fluor-Transurban will construct, operate, and maintain the HOT lanes. (H&A, 2008 to present)

Largo Stations and Parking Facilities Project

Largo, MD

Officer-in-charge of the geotechnical investigation and design for the Washington Metropolitan Area Transit Authority (WMATA) Largo Town Center and Morgan Boulevard metro stations. The design-build project includes construction of two parking garages, mechanically stabilized earth (MSE) retaining walls, access roads, parking lots, and several stormwater management ponds. The subsurface exploration program consisted of drilling in excess of 50 test borings and 10 cone penetrometer soundings. Recommended foundation support systems for major structures include drilled shafts, driven piles, mat foundations and spread footings. Ground improvement consisting of closely spaced driven piles was used at the Morgan Station for the track slab mat foundation. Project responsibilities included planning and executing the subsurface exploration program, analyzing geotechnical and analytical laboratory test data, engineering analyses, report preparation, reviewing pile load test submittals and , and responding to contractors Requests for Information (RFIs). Engineering analyses included shallow and deep foundations, groundwater control, retaining walls, slope stability and pavement design. Construction monitoring responsibilities included reviewing pile load tests, reviewing submittals, and responding to RFIs. The project design and construction had to be performed in accordance with WMATA requirements. (H&A, 2002 – 2006)

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: JAVIER ORTIZ-VELEZ, PE Senior Civil Engineer
b. Project Assignment: Design Manager
c. Name of Firm with which you are now associated: TYLIN INTERNATIONAL
d. Years experience: With this Firm <u><1</u> Years With Other Firms <u>16</u> Years October 2012 – Present - Senior Civil Engineer and Project Manager w/ TY Lin International, Alexandria, VA: Senior Civil Engineer and Project Manager is responsible for the coordination and implementation of roadway design elements including project management, preparation of plans and specifications, agency coordination and public involvement/outreach principally for major freeway projects. Provides geometric expertise and has strong skills associated with Roadway Grading, Paving, Drainage Design, Signalization, Signage, and issues associated with Maintenance of Traffic. October 2008 – October 2012 Senior Project Engineer w/ AECOM, Baltimore, MD: Prepared plans, schedules, assignments, and reviews of the work of field and office engineering staff, including the management, planning, design, construction, and maintenance of assigned infrastructure projects. February 2007 – June 2008 Assistant Project Manager w/ Infrastructure Engineering, Inc., Saint Cloud, FL: Duties and responsibilities included the management of a team of 5 civil engineers and 1 cadd technician in the transportation division. Directed and coordinated sub-consultants during the production of various phases of the contract plans. Project manager responsibilities included scheduling, budgeting and billing. May 2006 – January 2007 Project Manager w/ Carrol Engineering Corporation, Warrington, PA: Various Highway Occupancy Permits, duties included pavement design report, permit application and coordination. Elkin Park Streetscape Project in Cheltenham Township, PA., Responsible for PennDot Construction Plans. Plans included the design of a mini roundabout. Coordination with various agencies including SEPTA. East and West Pumping Station Road Improvements, Richland Township, Responsible for construction plans, Cost estimate, DEP permit application and coordination between agencies. July 2005 – May 2006 Project Engineer w/ Transystems Corporation, Orlando, FL: Responsible for finalizing contract plans. Duties included the preparation and submittal of final contract plans(using Pedds), specifications and quantities. Directed and supervised design team of two engineers and one technician. Coordination with clients and sub consultants (including billing and scheduling). February 2004 – July 2005 Project Engineer w/ HNTB, Philadelphia, PA: Prepared and supervised the preparation of design calculations and reports; oversees preparation of drawings for projects and assignments of varying complexity and scope in accordance with standards (i.e., DOT) and department procedures. November 2002 – February 2004 Project Engineer w/ DRMP, Orlando, FL: Responsible for aiding in the planning and design of Transportation-related projects, including preliminary engineering studies, development of plans, specifications and estimate (PS&E), and construction administration. March 2002 – November 2002 Project Manager w/ Miller Consulting Inc., Pompano Beach, FL: Responsible for aiding in the planning and design of Transportation-related projects, including preliminary engineering studies, development of plans, specifications and estimate (PS&E), and construction administration.

March 1998 – March 2002 Roadway Engineer w/ DRMP, Orlando, FL: Responsible for field coordination and implementation of highway design elements including preparation of plans, specifications and estimates.

January 1996 – February 1998 Roadway Designer Florida Department of Transportation, Deland, FL: Engaged in professional design work, exercised independent judgement and specialized skills.

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

**The Pennsylvania State University University Park, PA / BS / 1994 / Civil Engineering
Keller School of Business, Chicago, IL / MPM /2012 / Project Management**

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

2009 / Professional Engineer / VA Registration No: 0402045904

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

I-70 Design Build Phase 2D

Frederick County, Maryland

Civil and Utility Task Manager. Project consist of the widening of I-70 for one mile connecting to the already widened sections on the west and east limits of the project. The construction will include dual bridge replacement above South Street, the reconfiguration of ramps and the milling and resurfacing of crossing roads. Responsible for the geometry design and coordination, ROW coordination, MOT, utilities relocations and preparation of design packages for the different construction phases. (AECOM, 03/01/2010-12/03/2012)

Nebraska Avenue Complex Design-Build project

Washington DC

Civil task manager for the Baltimore office. Responsible for the analysis of new electrical duct banks alignments and subterranean electrical substations locations. Also responsible for the preparation of a 100% civil drawings that include the utilities relocations, substations locations, duct banks alignments and MOT. Duties also include the monitoring of the civil task budget, weekly progress reporting to the project manager and design manager, coordination with stakeholders of the campus and coordination with utilities owners.(AECOM, 03/02/2009-07/05/2010)

US 301

New Castle County, Delaware

Civil task manager for the Baltimore office in the new construction of the extension of the US 301 for Delaware Department of Transportation. Responsible for the preliminary analysis of different interchanges and mainline alternatives. Analysis included the line and grade mainline profile and the creation of the propose dtm model of the corridor. Duties also include the coordination between in-house disciplines.(AECOM, 10/01/2008 – 05/01/2009)

Roundabout Concept Development Studies

Cecil County, Maryland

Civil Task Manager responsible for supervision and development of concept development studies for seven proposed roundabouts sites in Cecil County under contract with the Maryland State Highway Administration. Concept development studies included development of conceptual design of the roundabouts, geometry alternatives, MOT analysis, ROW Investigation, traffic analysis and cost estimates. (AECOM, 02/07/2011-06/06/2011)

SR 408 (East West Expressway)

Orlando-Orange County, Florida

Civil Task Manager responsible for 4.5 miles of an expressway widening. Project main purposes was the widening of the East West Expressway from 4 to 6 lanes. Main duties included the supervision and development of design alternatives for the relocation of the main toll plaza, ramps toll booths and new interchange configurations. Coordination with other discipline including structures, architectural, landscaping, SWM and ROW adquisition. Supervised engineers and technician involved. (DRMP, 11/01/2002 – 12/16/2003)

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: BIJAN HAGHTALAB Project Manager
b. Project Assignment: Construction Manager
c. Name of Firm with which you are now associated: 
d. Years experience: With this Firm <u>5.5</u> Years With Other Firms <u>20</u> Years May 2007-Present - Project Manager w/ Fort Myer Construction Corporation, Washington DC: Responsible in providing managerial, technical, and administrative support for assigned projects including but not limited to Quality Control (QC) activities. Also responsible to coordinate with regulatory agencies, sub-contractors, contract compliance, scheduling, change order negotiation and issuance, and invoicing. May 2004 – 2007 - Project Coordinator w/ City of Hagerstown, Water and Sewer Department, Hagerstown, MD: Managed capital improvement projects including water and wastewater treatment plants improvements, sanitary sewer collection system and water distribution rehabilitation and/or replacement. Coordinated design and production time lines for the scheduled improvements with consultant. Conducted in house investigation of Infiltration and Inflow and analyze of collected data to determine rehabilitation type. June 2003 - November 2004 - Chief Engineer w/ Prince Construction Company, Inc., Washington, D.C.: Manage engineering projects including design, production, estimating, contract negotiations and construction. Coordinate project schedule, material selection and budget with client and architect. Prepare design drawings, cost estimates and bid packages. Supervise daily activities of all construction workers. Conduct safety classes and site inspections. Address and resolve site problems and change order issues. Prepare monthly payment requisitions. Interact with staff, client engineers, architects, financial officers, and project managers. January 2001 - June 2003 - Chief Engineer w/ Peake Construction Inc., Washington, D.C.: Managed design through construction of residential and commercial projects. Prepared drawings and specifications for construction bid package. Coordinated project schedule, logistics, materials, and manpower. Conducted training on safety and construction procedures. Tracked project costs and invoices. Interacted with government officials, agencies, developers and contractors. December 1988 - January 2001 - Area Engineer w/ District of Columbia Department of Public Works, Washington, D.C.: Supervised 25 engineers and technicians in street restoration and maintenance projects. Participated in departmental budget planning and policy development. Hired and trained new employees. Developed project cost proposals. Prepared technical drawings using AutoCAD. Reviewed consultant roadway and bridge contracts. Monitored contract claims and change order negotiations. Attended civic association meetings. Interacted with city chief engineer, council members, and mayor's office.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Norwich University, Vermont / Master of Science / 2007 / Civil Engineering with emphasis in Environmental Engineering University of Memphis, Memphis, TN / Bachelor of Science / 1984 / Civil Engineering University of Memphis, Memphis, TN / Master-Level coursework / 1985 / Planning & Land Development

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

Mr. Haghtalab will hold Virginia Department of Conservation and Recreation (DCR) Responsible Land Disturber (RLD) Certification and a VDOT Erosion and Sediment Control Contractor Certification (ESCCC) prior to the commencement of construction.

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

Reconstruction of Pennsylvania Avenue, S.E.

Washington, DC

Project Management, scheduling, technical support, material submittals, ordering, and coordination with sub-contractors and field staff. This \$25M project consisted of total rehabilitation of existing roadway, removal of existing curb and gutter, sidewalk, and construction of flexible pavement, granite stone curbs, PCC gutter, and exposed aggregate sidewalk as well as drainable asphalt bicycle path. The project also includes rehabilitation of storm sewer and water distribution systems throughout the limits of project, installation of new traffic signalization and street lighting system using CCTV and speed cameras and hard and soft landscaping. (Fort Myer, 2009 – 2012)

South Capitol Street, S.E., Near Term Improvements Contract

Washington, DC

Project Management, scheduling, technical support, materials submittal, ordering, and coordination with sub-contractors and field staff. This \$31M project consists of reconstruction of all streets surrounding National Stadium. As part of this project all existing water and sewer systems were designed-built to accommodate newly constructed stadium and surrounding developments. This project also consisted of installation of storm sewer management structures, installation of traffic signals and street light poles, new retaining walls, granite curb and brick sidewalk, drive entrances, and bicycle/wheelchair ramps. (Fort Myer, 2007 – 2008)

Metropolitan Bicycle Trail

Washington, D.C.

Project Management, scheduling, technical support, material submittals, ordering, and coordination with sub-contractors, designers and field staff. This \$4.5M Design-Build project that includes construction of bike path, at least two retaining walls, gateway entrances which encompasses concrete base, curb and gutter, sidewalk, wheelchair/Bicycle ramps, and surface asphalt. The project also includes installation of street light pole, emergency telephones using solar and cellular technologies. (Fort Myer, 2008)

Columbia Pike (Route 244) Streetscape & 12” Water Main

Arlington, Virginia

Project Management, scheduling, technical support, material submittals, ordering, and coordination with sub-contractors and field staff. The project consists of removal of existing curb and gutter, sidewalk, designated drainage structures, and designated segments of roadway and reconstruct realigned PCC curb and gutter, PCC sidewalk with brick band, construction of storm water drainage, reconstruction of disturb portions of the roadway, and mill and overlay the entire length of the project. The work also involved installation of 12” water main in designated locations and providing As-Build to the owner. (Fort Myer, 2008 – 2009)

Appendix G

Attachment 3.4.1 – Work History Forms



ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Design-Build Roadways – Wards 3 & 4 Washington, DC	Parsons Transportation Group	DDOT Muhammed Khalid Muhammed.Khalid@dc.gov 202-671-4614 FHWA-EFHLD Thomas J. Scott, PE 703-404-6260 thomas.scott@dot.gov	October 2004	October 2005	\$26,321	\$27,880	\$22,759

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



This project, the first Design-Build project owned by DDOT was administered by FHWA-EFLHD for DDOT did not yet have its D-B procurement measures in place. The work consisted of 106 separate locations in Wards 3 & 4 and was divided into three design categories used by DDOT; Upgrading, Resurfacing and Reconstruction. The Design-Build team for this project consisted of Fort Myer Construction Corporation and Parsons Transportation Group. In only a few cases were these original categories, established by DDOT before the RFQ, changed and then only after the D-B Team's assessments of the existing conditions demonstrated the need for change was approved by DDOT.

The work associated with "Upgrading" locations consisted of a complete survey, excavation to sub-grade with possible undercuts, installation of storm sewers, construction of an aggregate base course, the construction of curb and gutter, an asphalt base course, concrete or brick sidewalks, streetlights and traffic signals, landscaping, an asphalt surface course with pavement markings and the installation of all appropriate permanent signs. This work was done to "low-cost roadway" streets that had never previously been brought up to design standards

The work associated with "Resurfacing" locations consisted mainly of the repair of existing curbs and sidewalks, possible upgrading of drainage structures, repairs to failed roadway areas, the milling and resurfacing of the entire street, replacement of pavement markings and permanent signs.

The work associated with "Reconstruction" locations was very similar to the work in the "Upgrading" category, but was done primarily to replace old or otherwise worn out infrastructure which, due to its age, required replacement any widening or addition on non-existent features. Many of these locations required advance work by utility companies as in the Upgrading locations. During construction, at the request of DDOT, additional work was defined for the construction of new water mains on select Reconstruction locations to avoid future issues with the 20 year moratorium on new streets, resulting in change orders after funding was secured.

The first work done was to the entire residential area known as Glover Park, west of Wisconsin Avenue (35 locations within a small area of the city). With the cooperation of the entire neighborhood and the assistance of ANC 3, all streets designated for the three types of work were completed without major disruption to the neighborhood. Locations were staggered on the schedule to insure that no construction site would be larger than two blocks, thus insuring adequate parking for residents of the densely populated area. At the conclusion of this portion of the work our team was highly complemented by the residents of Glover Park and their ANC's.

During the entire project DDOT made available to our Design-Build Team the list of complaints and citizens' concerns for the proposed worksites. Members of our team then contacted all of the concerned parties, either privately or in arranged meetings, to discuss their issues and seek resolution.

At the conclusion of the project each member of the team, FHWA-EFLHD, DDOT, PTG and Fort Myer Construction were awarded the Global Achievement Award for 2006 by the International Road Federation (IRF). In addition, the team published a paper to the Transportation Research Board titled "Use of Design-Build Procurement Methods to Rehabilitate Urban Roadways" elaborating on our experiences on this project (TRB 06-2310)

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
South Capitol Street- Near Term Improvements Washington, DC	Parsons Brinkerhoff	District of Columbia Department of Transportation (DDOT) Abdullahi Mohmaed 202-671-4614 Abdullahi.Mohmaed@dc.gov	February 2008	February 2008	\$30,603	\$30,129	\$20,712

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



This project was designed by Parsons-Brinkerhoff and advertised for bid as a conventional construction contract. The purpose of the project was to entirely replace and upgrade the existing infrastructure of all the streets surrounding the newly constructed Major League Baseball stadium with a defined completion date coinciding with the opening of baseball season. It was the largest infrastructure construction project ever done by DDOT.

Within this conventionally bid project, however, was a large Design-Build segment; the complete development of an entirely new water system, storm and sanitary sewer systems to provide total service to the new development as well as further improvements projected for the future. For the design of this work we selected Precision Systems, Inc., a local DBE design group.

Not only the new stadium was under construction, but many old vacant and/or industrial sites were being transformed into new condo buildings, hotels and offices; entirely changing the demographic makeup of the area

Work on this project included the total removal of all existing public space improvements and their replacement with an entirely new and modern infrastructure. The work included new, wider streets, granite curbs, wider sidewalks, the newly designed water and sewer systems, a new streetlight system, a new traffic signal system replacing the old system and adding several new signalized intersections and other public utility upgrades. Also included was the complete streetscape landscaping which included not only trees and shrubs, but an underground tree root protection system, Silva cells, at selected locations to further nurture the newly planted trees. Throughout the construction period vehicular and pedestrian traffic and access o all construction sites, local business' and the stadium site were maintained at all times.

The most important aspect of this project was the absolute need for completion of all work prior to the first baseball game at the new National's Park. Because of the time required to design the new sewer and water plans and then obtain their approvals, the actual construction work on the infrastructure could not commence for several months. Once construction began, the entire project (± \$30,000,000.00) was successfully completed in a period of less than ten months and well before the "opening day" deadline.

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Reconstruction of Pennsylvania Avenue, SE, 200' East of Minnesota Avenue, SE to Eastern Avenue Washington, DC	ALA, Inc	District Department of Transportation Dawit Muluneh 202-671-4556 dawit.muluneh@dc.gov	December 2011	March 2012	\$25,418	\$28,877	\$23,101

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



This project, although not a design-build contract, typifies the large sized, fast paced projects that Fort Myer Construction Corporation regularly perform. This project is part of the City's "Great Streets" program. The work consisted of the channelization, upgrading and reconstruction of major portions of the existing infrastructure of Pennsylvania Avenue, SE for approximately 1.5 miles. As one of the main entrance portals into the city, Pennsylvania Avenue, SE is a major arterial roadway with traffic counts of over 52,500 cars per day. The work included the construction of entirely new roadways, realigned to accommodate the construction of a new center median which transformed the heavily traveled street into a boulevard. Associated with the realignment and roadway reconstruction was the complete replacement and upgrading of the entire storm drainage system, installation of new water-main components, extensive construction of retaining walls, consisting of three different wall types, to accommodate the proposed widening, the relocation of sidewalks and the installation of several porous (green) sidewalks), the construction of an entirely new streetlight system and the upgrading of nine signalized intersections. The work was done in distinctive MOT stages and rush hour traffic was maintained throughout the length of the project during construction utilizing a reversible lane signal system. During construction, at the request of DDOT, a construction acceleration plan was developed and initiated saving considerable time in Phase 1. In addition, several "long weekend" special construction efforts were performed to accomplish work in several difficult locations to minimize inconvenience to the public and to shorten construction time. An example would be that on one holiday weekend (three days of nonstop work) work was completed that could have lasted for four weeks.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
I-64 Widening Kanawha County, West Virginia	TYLI – Alexandria, VA was the Engineer-of-Record. Brayman Construction Corporation held the largest contract. There were a total nine construction contracts.	West Virginia Department of Transportation Division of Highways Ahmed Mongi, PE 304-558-9739 ahmed.n.mongi@wv.gov	July 2012	July 2012	\$140,000	\$140,000	\$12,000

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant.



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

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

The project also included design for the redecking and widening of 12 structures, reconstruction of two structures to provide clearances and widening, and a new bridge over the Kanawha River.

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

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



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

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
New York Avenue, NE from Florida Avenue/4th, Penn and Neal Streets Washington, DC	TYLI - Alexandria, VA is the Prime Designer-of-Record for DB Contract Change order #2. Name: Fort Myer Construction Corporation is the Contractor.	DC Department of Transportation/ IPMA Mr. Ali Shakeri, PE, Program Manager, Wards 5 & 6 202-671-4612 ali.shakeri@dc.gov	March 2011	October 2013	\$25,000	\$32,000	\$800
			Initial design performed by 3 rd party. Different site conditions found and amended design required to address constructability issues, approval process by the Railroads and elimination of the entire catenary relocation as included in the original Design-Bid-Build contract.				

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant.

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

Specifically this design-build project involves the demolition, removal, lowering and reconstruction of the twin-span New York Avenue bridge superstructure, rehabilitation of piers, widening of existing abutments and construction of two independent piers to support two gateway monuments. Construction includes removal of the existing bridge deck, barriers, lighting, girders, beams, bracing, piers and bearings; new beam seats backwall as well as pier columns and post-tensioned cap beams; reinforced concrete deck and joints at each abutment; design, installation and removal of temporary structures to support construction and safety protection of construction personnel working over high-voltage wires and rail tracks. Electrical work includes rehabilitating or replacing bridge and roadway lighting; and pavement restoration to New York Avenue to match the elevation change of the bridge abutments. Roadway items included profile grade adjustment and modification of the 6-ft median/island. Additionally, there was a need for stormwater management and new manholes. The entire construction is affected by the railroads and requires close coordination with Third Parties including railroads, private property owners and other stakeholders.

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

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

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



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
NJTA Interchange 6 to 9 Widening Program, Section 5 Design Robbinsville and East Windsor Townships, New Jersey	Contract 501: IEW Corporation Contract 502: Rencor Corporation Contract 503: Ferreira Construction Co. Inc. and Cridel Group, Inc. a Joint Venture	New Jersey Turnpike Authority 732-750-5300 Lisa Navarro, Project Manager 732-750-5300 x8273 navarro@turnpike.state.nj.us	July 2012	TBD 2014	\$110	\$105	\$13,600

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant.

The NJ Turnpike Interchange 6 to 9 Widening Program consists of approximately 35 miles of road widening and associated interchange improvements from the vicinity of Interchange 6, in Mansfield Township, Burlington County (Milepost 48) to just south of Interchange 9 in East Brunswick Township, Middlesex County (Milepost 83). When complete, the Widening Program will result in a 12- lane (6 in each direction) dual-dual roadway from Interchange 6 to Interchange 9, capable of accommodating projected traffic needs through the year 2032. The Widening Program will add 170 lane miles at a cost of about \$2.5 billion.

T.Y. Lin International (TYLI) prepared the final design of Section 5 (MP 62.0 to MP 66.8) in Robbinsville and East Windsor Townships, Mercer County. In addition to nearly 5 miles of mainline widening, the project also includes the design of 6 overpassing bridges and approach roadway, 3 structures over waterways, 29 retaining walls totaling 9425 linear feet, 4,150 LF of noise barriers and 16 sign structures. The project area is bordered by environmentally sensitive areas of many types including wetlands, flood hazards areas, habitat for threatened and endangered species, a State-owned wildlife management area, preserved farmland, an historic property, a cemetery, school property, and municipal and county park land, all of which needed to be accommodated in the design process.

Environmental permits included New Jersey Department of Environmental Protection (NJDEP) Freshwater Wetlands Permit, NJDEP Flood Hazard Area permit, Delaware & Raritan Canal Commission permit, and Mercer County Soil Conservation District permits for each construction contract. To address stormwater management concerns, 3 wet ponds, 2 bio-retention ponds, and 27 manufactured treatment devices were designed and included in the project. Also, retaining walls were added in many areas to minimize environmental impacts.

The local road overpasses carry utilities including gas, telephone, electric, and cable TV. Additionally, three electric transmission lines are within the project limits, the largest of which is PSE&G's New Freedom – Deans 500 KV transmission line which runs the length of the project adjacent to the easterly right of way. Colonial Pipeline Company has a 30" petroleum transmission line which also runs adjacent to the easterly right of way, and which required five segments of relocation. Last, a fiber optic communication cable runs the length of the project along the southbound roadway, and it required a complete relocation prior to the start of the highway contracts.

Right of way plans and documents were prepared for approximately 60 parcels; right of way fence and property monuments are included throughout the project length. ITS features in the project include 6 variable message signs, 4 cameras, roadway sensors, and wireless connections between all units. Signage, striping, and delineator plans were prepared for the entire Section as well as overpassing roads. Detailed Traffic Control Plans were prepared in order to maintain traffic on the existing Turnpike during construction. Two of the local roads are being detoured during construction, while the other 3 are being constructed in stages.

Section 5 is separated into 3 construction contracts. Construction of Contract 501 is now complete, having been awarded in May 2009. This \$15 million contract consists of 1.1 mile of widening, a culvert extension, and other minor structures. Contract 502 was awarded in April 2010 for \$39 million. It includes 1.4 miles of widening and 3 overpassing structures. Contract 503 was awarded in June 2010 for \$46 million. It includes 2.2 miles of widening and 3 overpassing structures.