



JUNE 19, 2014

## STATEMENT OF QUALIFICATIONS



# ROUTE 7

## WIDENING AND BRIDGE REHABILITATION OVER DULLES TOLL ROAD AND AIRPORT ACCESS HIGHWAY



STATE PROJECT NO.: 0007-029-139, P101, R201,  
C501, B617, B618

FEDERAL PROJECT NO.: BR-5401 (738)

CONTRACT ID NO.: C00082135DB77

PREPARED FOR:



SUBMITTED BY:







June 19, 2014

Mr. Stephen D. Kindy, P.E.  
Alternate Project Delivery Office  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, Virginia 23219

**RE: Route 7 Widening and Bridge Rehabilitation over Dulles Toll Road and Airport Access Highway**  
State Project No.: 0007-029-139, P101, R201, C501, B617, B618;  
Federal Project No.: BR-5401 (738)  
Contract ID Number: C00082135DB77

Dear Mr. Kindy:

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

As a leader in the Design-Build method (ranked as the 43<sup>rd</sup> Top Design-Build Firm by *Engineering News-Record*), we appreciate the importance of partnering and have constructed more than \$3 billion in Design-Build projects during the last decade. LANE's teaming and leadership experience enable us to deliver the innovative and technically sound results that VDOT and Virginia residents deserve.

LANE is the Offeror and will be the overall authority on the project as well as the Lead Contractor. We have teamed with Johnson, Mirmiran, and Thompson, Inc. (JMT) as the Lead Designer. Together, we provide VDOT with a reputable team capable of completing a project of this size and scope on time and within budget.

LANE and JMT, in conjunction with hand-selected specialty firms experienced with VDOT processes and procedures, will provide design and construction for the Route 7 Widening and Bridge Rehabilitation over Dulles Toll Road (DTR) and Airport Access Highway (AAH) project. We are confident in our team structure and experience, and have elaborated on our distinctive qualifications in the subsequent sections. The LANE Team has assembled committed personnel, with proven delivery of VDOT's requirements to meet the quality, safety, and schedule demands of this Project.

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

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

**The Lane Construction Corporation**

14500 Avion Parkway, Suite 200, Chantilly, VA 20151 USA T 703.222.5670 F 703.222.5960 LaneConstruct.com

An Equal Opportunity Employer M/F/D/V

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

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

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

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

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

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

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

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

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

**3.2.11 DBE Statement:** LANE supports the Disadvantaged Business Enterprise (DBE) program and is committed to meeting the 8% goal for the design and construction of this Project utilizing Virginia certified DBE companies. LANE will take all necessary steps to ensure that DBE firms have the maximum opportunity to compete for and perform services on this design-build contract.

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

Respectfully submitted,



Richard A. McDonough  
Senior National Pursuits Manager

### 3.3 OFFEROR'S TEAM STRUCTURE

### 3.3 | OFFEROR'S TEAM STRUCTURE

We have carefully chosen a group of the most highly skilled team members, both firms and individuals, to create a team structure that advantageously utilizes the design-build (D-B) process and capitalizes on the strongest attributes of each team member's respective capabilities. LANE's role will include managing the project, supervising construction, and self-performing the major work elements. LANE has selected JMT as the Lead Designer. Together, we are the foundation of the LANE Team.

**LANE** The Lane Construction Corporation (LANE) will serve as the Lead Contractor of the D-B Team for the Route 7 Widening and Bridge Rehabilitation over Dulles Toll Road (DTR) and Airport Access Highway (AAH) project (Route 7 Widening and Bridge Rehab). LANE is currently nationally ranked 6<sup>th</sup> in the Top 20 Transportation Contractors, 7<sup>th</sup> in the Top 50 Domestic Heavy Contractors, and the 43<sup>rd</sup> Top Design-Build Firm by *Engineering News-Record (ENR)*. Our proven heavy civil experience in bridge, roadway, and airport related construction and more than 60 D-B projects ranging in scope and value from \$13M to \$1.5B demonstrates LANE's ability to tackle the region's most challenging infrastructure projects.

LANE has created a team through the careful and strategic selection of high-quality design and construction firms for the Route 7 Widening and Bridge Rehab project. All of our team members have worked together on numerous projects with each other throughout the region and have developed a dynamic synergy that will provide VDOT tremendous value delivering this project.



LANE has selected **Johnson, Mirmiran, and Thompson, Inc. (JMT)** as the Lead Designer for their demonstrated efforts providing value-added solutions and innovations in their approach to D-B projects for 15+ years. JMT is a multidisciplinary employee owned design consulting firm specializing in engineering solutions for a variety of needs. JMT serves public agencies throughout the eastern United States with a broad range of design, and construction management services. JMT is currently ranked 94<sup>th</sup> in *ENR's* List of Top 500 Design Firms for 2014, and ranked 18<sup>th</sup> for Highway Design. JMT has the resources of nearly 1,000 employees and 42 years of experience providing a broad range of roadway, and bridge improvements with Virginia offices located in Herndon, Richmond, and Virginia Beach.

Building upon the team's foundation we have added a group of dedicated, professional firms experienced in D-B who understand the features of this project as well as VDOT requirements and specifications. Each team member will utilize their specialized capabilities and expertise in the development of various aspects of the D-B process.

#### Construction Subconsultants



**Quinn Consulting Services, Inc. (QCS)**, a local Virginia-certified DBE/SWaM firm, will provide the Quality Assurance Manager (QAM) and will be under subcontract to LANE. The QAM, **Mr. Richard Allen, PE** will be assisted by the full-time **Quality Assurance Inspector, Mr. Craig Clatterbuck**. QCS has provided similar specialized consulting and quality assurance management on numerous D-B projects throughout Northern Virginia such as the Dulles Metrorail Extension (Phase 1 and 2), Fairfax County Parkway (Phase III), Waxpool Road, Battlefield Parkway D-B, Route 50 Traffic Calming near Gilberts Corner, and the I-495 Express Lanes (the latter two with LANE).



**ECS Mid-Atlantic, LLC (ECS)** is a multi-discipline engineering consulting firm specializing in the related fields of geotechnical, environmental, and construction materials engineering. ECS, based in Chantilly, VA, was founded in 1988 and employs a staff of approximately 600 throughout Virginia and Maryland. ECS will provide **construction QC testing** (completely independent of the Quality Assurance team led by QCS) for the construction team and **geotechnical engineering services** for the design team. ECS has a strong working relationship with each member of the LANE Team on numerous projects throughout the Commonwealth.



**Sharp & Company (Sharp & Co.), a certified DBE/SWaM firm,** will provide Public Relation services. Sharp & Co., a Virginia DBE, has significant experience providing project communications and public relations services for urban transportation projects with multiple stakeholders from diverse socioeconomic backgrounds. The firm has provided outreach and public engagement services for the *Route 7 (VA) Corridor Study*, Fairfax Connector route expansion, MD-355 Crossing project, Silver Line project, VDOT I-66 Inside the Beltway Multimodal Study, Long Bridge Railroad Bridge Study, South Capitol Street SFEIS process, Chesterfield County (VA) Comprehensive Plan, and James County (VA) Mooretown Road Extension Study.

**Design Subconsultants**

JMT will provide overall project management for all design activities. Under subcontract to JMT and directly reporting to the **Design Manager, Mr. William (Bill) Schaub, PE**, the subconsultants include: **EEE Consulting, Inc. (EEE)** and **ECS**. Mr. Schaub maintains a strong and familiar working relationship with each of the identified design subconsultants. Together, they have successfully delivered numerous projects throughout the region under Mr. Schaub’s leadership and management of multi-disciplinary projects.



**EEE Consulting, Inc. (EEE)**, a local Virginia-certified SWAM firm, will provide environmental permitting and noise studies. EEE specializes in environmental permitting and compliance, environmental engineering, local government planning and environmental education. They have provided similar services to JMT on numerous recently completed projects including the Fairfax County Parkway D-B Project Phases I, II & IV and Mark Center Short and Mid-Term Improvement projects.

The members of the LANE Team as assembled above are able to provide the required key personnel as well as all supporting talent to fulfill the roles to successfully deliver the Route 7 Widening and Bridge Rehab project on time and within budget.

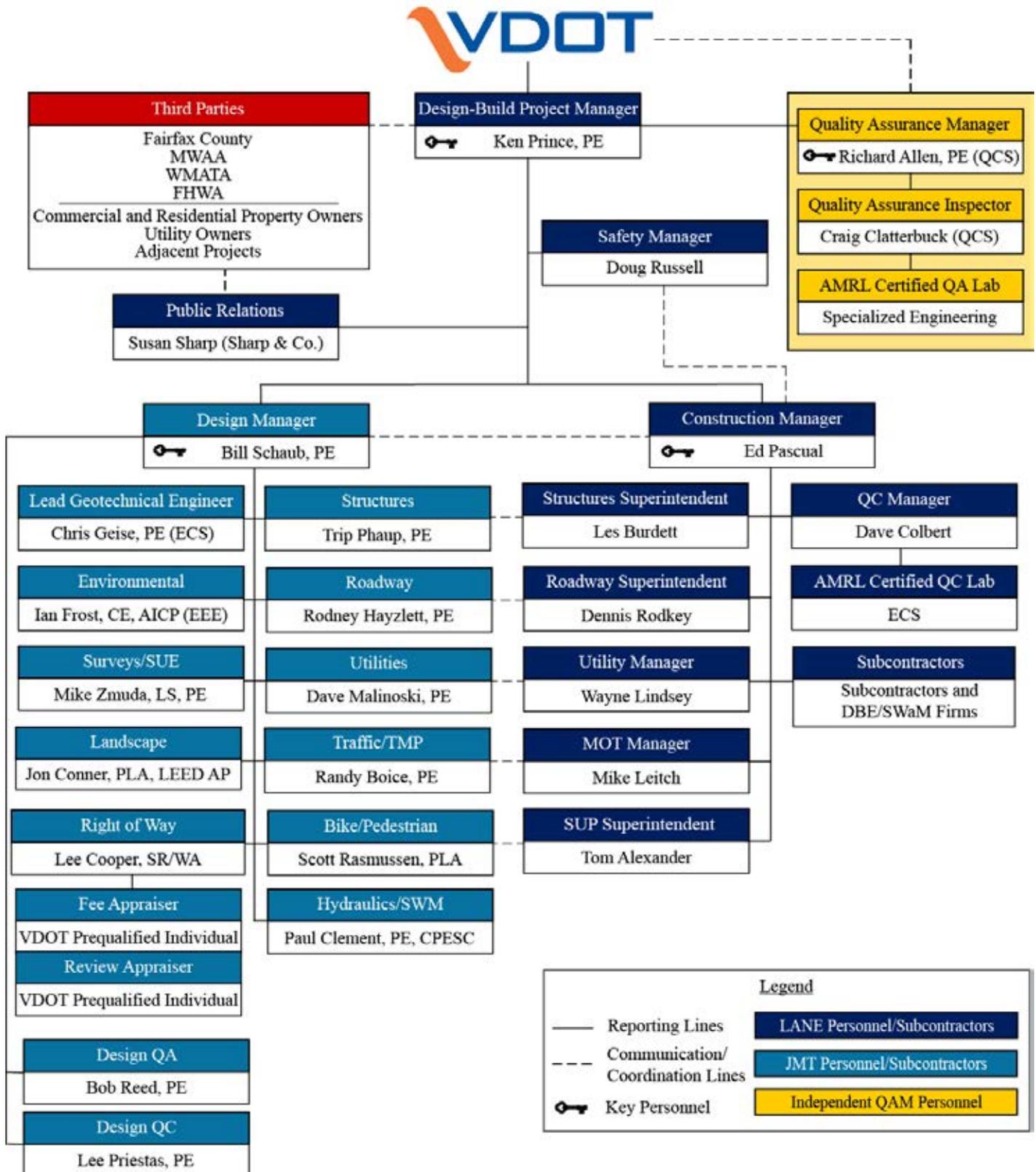
**3.3.1 Qualifications of Key Personnel**

We consider VDOT management and staff true project partners, working alongside the LANE Team members. Our relationships are effective, functional, and benefit from a common accountability initiative—to safely and expeditiously design and construct the project with the highest level of quality. The LANE Team is led by highly qualified and capable professionals with local roots and strong D-B experience. All of the proposed Key Personnel have noteworthy experience on transportation projects similar to the roles they will serve on the Route 7 Widening and Bridge Rehab project. Information regarding their qualifications and experience can be found in Attachment 3.3.1 in the Appendix.

Name/ Position	Responsibilities on Route 7 Widening and Bridge Rehab Project
<b>Kenneth Prince, PE (LANE) D-B Project Manager</b>	Overall project design, construction quality management, and contract administration for the project.
<b>Richard Allen, PE (QCS) Quality Assurance Manager</b>	QA inspection and testing of all materials used and work performed including monitoring of LANE’s QC program. Ensures that the construction quality meets or exceeds the <i>VDOT Minimum Quality Control and Quality Assurance Requirements for D-B and PPTA Projects</i> , dated January 2012.
<b>William Schaub, PE (JMT) Design Manager</b>	Coordinating individual design disciplines and ensuring the overall project design is in conformance with the contract documents. Responsible for establishing and overseeing the QA/QC program for all pertinent design disciplines.
<b>Ed Pascual (LANE) Construction Manager</b>	On-site for the duration of construction operations. Managing the construction process, to include all QC activities to ensure the materials used and work performed meet contract requirements and the “approved for construction” plans and specifications.

### 3.3.2 Organizational Chart

The LANE Team organization has a straight-forward chain of command, with individual tasks, responsibilities, and functional relationships clearly identified. The following Organizational Chart depicts VDOT, third party stakeholders, key personnel, and their respective relationships and functions.



## **Reporting Relationships of Key Personnel**

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**D-B Project Manager (DBPM), Mr. Kenneth Prince, PE (LANE)** will report to VDOT and serves as VDOT's central point of contact. He will facilitate communication among team partners and adjacent projects, monitor design efforts to proactively eliminate potential constructability issues prior to breaking ground, and delegate resources to deliver the project on time. It will be his responsibility to work with the Team to ensure that the design complies with the owner's specifications. Mr. Prince's management from design through construction will include weekly design and construction meetings to discuss how the Team will construct the project. Additionally, he is responsible for construction quality management and contract administration.

**Quality Assurance Manager, Mr. Richard Allen, PE (QCS)** will report directly to the DBPM on all quality issues. Any item of work failing to meet minimum standards will be rejected and corrected immediately. Construction personnel have no authority over QA inspection staff, and issues raised by construction personnel will be resolved by Mr. Allen and the DBPM. Mr. Allen will keep VDOT informed on the status of quality of construction and issues/solutions through weekly reports and progress meetings. As QAM, Mr. Allen holds the authority to shut down the job if quality issues warrant. **Quality Assurance Inspector, Mr. Craig Clatterbuck (QCS)**, will report directly to the QAM, and will be assigned to the project on a full-time basis for the duration of the project. **Specialized Engineering** will report to QCS and will perform QA testing.

**Design Manager, Mr. William Schaub, PE (JMT)** will report directly to the DBPM. Mr. Schaub will maintain close communication with the DBPM and will ensure the Project is completed in accordance with the requirements of the contract documents. He is responsible for coordinating all design disciplines and ensuring the overall project design is in conformance with project documents; all design disciplines report directly to Mr. Schaub. He will provide VDOT with design plans for review and approval to confirm that the design work is constructable and complies with the requirements of the Contract Documents. Mr. Schaub is also responsible for establishing oversight of the QA/QC program for each design discipline of the project. He will be assisted by Mr. Bob Reed, PE who will provide an independent design QA audit. The design QC will be coordinated by Mr. Lee Priestas, PE and will be performed at the office where the work is conducted by a qualified independent staff person of each team member.

**Construction Manager, Ed Pascual (LANE)** will report directly to the DBPM. His daily duties include: safety, coordination of all project personnel including subcontractors, QC and QA. He holds ultimate responsibility for managing the project schedule with his staff engineer and to coordinate daily with the adjacent projects underway. He will coordinate daily meetings with the QA Lead Inspector to discuss all ongoing construction activities. He will also review all QC reports and lab results. Anything that is not meeting standards will be addressed immediately with corrective actions mandated that same day. Currently Mr. Pascual has recently completed his duties on the I-95 Express Lanes project and is currently assisting with Technical Proposals. He will be available immediately upon award of this project. Mr. Pascual will hold a DEQ RLD Certification and a VDOT ESCCC prior to the commencement of construction.

## **Other Functional Relationships**

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The LANE Team also includes the following recognized specialists whom we deem critical to this Project, albeit non-key personnel as defined by the RFQ; their qualifications are provided below.

**Design QA – Mr. Bob Reed, PE (JMT)** and **Design QC – Lee Priestas, PE (JMT)** will report directly to the Design Manager. With more than 35 years' experience apiece, they are both thoroughly familiar with VDOT QA/QC Guidelines and the complete design process related to transportation projects. Mr. Reed is JMT's Design QC Manager for Route 3 Widening D-B and Project Manager for the Final Design of Jones Branch Connector in Tysons for Fairfax County and VDOT. He has assisted VDOT with D-B projects including Sycolin Road overpass of Route 7/15 Bypass, Pacific Blvd, and Battlefield Blvd. Mr. Priestas previously served as the Director of Public Works/County Engineer for Henrico County in charge of quality for all projects. He has extensive experience in traffic control devices (signs, signals, and pavement markings), roadway design, as well as traffic control for work areas and special events.

**Public Relations Manager – Ms. Susan Sharp (Sharp & Co.),** will report directly to the DBPM. Ms. Sharp has over 35 years of professional experience in strategic planning, electronic and print information, communication and marketing, information architecture, creation and implementation of effective communication strategies, marketing communications, and public involvement. She will provide public involvement/relations and assist the Team with stakeholder coordination and public participation activities. She and the DBPM will work at the direction of VDOT to develop and implement a public participation program which may include conducting both public information and individual one-on-one meetings, developing and updating a project website, preparing monthly project mailers, and securing media coverage.

*The following design professionals will report directly to Mr. Schaub, the Design Manager.*

<b>Rodney Hayzlett, PE</b> Roadway	20 yrs. experience in the management and design of advanced technical urban and rural roadway projects in VA; ranging from minor improvements to reconstruction and widening of interstate-type roadways including major drainage improvements. PM on Route 7 Phase 1 & 2 and Project Engineering on Fairfax County Parkway D-B.
<b>Trip Phaup, PE</b> Structures	25 yrs. experience in the analysis, design, and preparation of preliminary and final plans, special provisions, and construction cost estimates for a variety of highway, railway, and miscellaneous structures. PM on VDOT’s Route 61 Bridge Replacement and Structural QA/QC on the Fairfax County Parkway.
<b>Randy Boice, PE</b> Traffic/TMP	22 yrs. experience in traffic engineering, highway and traffic signal system design, and traffic management system analysis and design, and the design of communications systems between central operations centers and field equipment. Senior Traffic Engineer on several VA projects including Route 7, North Area Roads, & Fairfax County Parkway.
<b>Dave Malinoski, PE</b> Utilities	34 yrs. experience in the management and design of utility, transportation and site improvement projects. Experience includes utility conflict analysis, scheduling and in-plan design deliverables for numerous utilities. Has provided services for interstate, arterial and secondary roadways constructed including LANE’s I-495 Express Lanes project.
<b>Scott Rasmussen, PLA</b> Bicycle/Pedestrian	22 yrs. experience in landscape architecture including landscape studies, aesthetic analysis and environmental planning. His expertise relates to recreational planning and design, pedestrian and bicycle planning, as well as landscape architecture specific to transportation facilities. PLA on the DDOT 11 <sup>th</sup> Street Corridor and Route 7 Phase 1 & 2 projects.

*The following construction professionals will report directly to Mr. Pascual, the Construction Manager.*

<b>Dennis Rodkey</b> Roadway Superintendent	33 yrs. experience transportation related projects. Roadway Superintendent on numerous VDOT jobs including I-95 Express Lanes. Worked with DBPM on Dulles Metrorail and North Area Roads projects and is extremely familiar with roadway construction in Tysons.
<b>Les Burdett</b> Structures Superintendent	42 yrs. of experience in the construction industry. Responsible for the construction of bridges, retaining walls, noise walls and miscellaneous structure work. Worked with CM on the Rt. 7 corridor for the I-495 Express Lanes as a Structures Superintendent.
<b>Mike Leitch</b> MOT Manager	8 yrs. of construction experience. Ensures all MOT operations are in accordance with approved plans and contract documents, reviews MOT designs, plans the MOT installations, supervises multiple MOT crews, and coordinates with the adjacent projects, stakeholders, and Owner. MOT Manager on I-95 Express Lanes and Asst. MOT Manager on I-495 Express Lanes.
<b>Wayne Lindsay</b> Utility Manager	30 yrs. experience in heavy civil roadway construction. Coordinates with all respective utility companies, ensures strict compliance of all SCC regulations, and handles utility relocations. Utility Manager on I-95 Express Lanes and I-495 Express Lanes.
<b>Tom Alexander</b> SUP Superintendent	35 yrs. of experience in the construction industry; Responsible for the hands-on, day-to day construction of the shared use paths, pedestrian tunnels, and all associated components; Structures/Bridge Superintendent on I-95 Express Lanes, I-495 Express Lanes, Woodrow Wilson Bridge, and WMATA Blue Line Extension.

## 3.4 EXPERIENCE OF OFFEROR'S TEAM

### 3.4 | EXPERIENCE OF OFFEROR'S TEAM

As previously mentioned, both LANE and JMT are among the nation's top ranked firms in their respective disciplines. Together and individually, we have designed, built and maintained some of our country's most important infrastructure. Each firm has achieved a widely recognized level of success by paying specific attention to detail in controlling, managing, and executing their work. Bringing this team together for the Route 7 Widening and Bridge Rehab project unifies the abilities of each to perform in a complimentary manner based on our past performance together. The blend of similar projects that we have worked on individually and/or collectively in the region and with the agencies involved confirms our qualifications to successfully deliver all elements of the Route 7 Widening and Bridge Rehab project.

Adding to this, LANE has a well-known commitment to VDOT and the Commonwealth of Virginia. We have maintained a regional office in Northern Virginia for over 40 years; employ a full time workforce in excess of 900 craftsmen in Northern Virginia alone; and own and operate asphalt plants nearby in Loudoun County, Chantilly, Alexandria, Occoquan, and Stafford. Plus, our construction group has successfully completed a wide variety of D-B projects for VDOT and other owners to include most recently the highly acclaimed VDOT I-495 P3 D-B Express Lanes project.

Similarly, JMT has a strong relationship with VDOT. They routinely employ a proactive approach to D-B projects providing an interactive design process of collaboration with the contractor and VDOT to assure engineering excellence. Their successful proactive approach is evident in the numerous D-B projects that JMT has worked on in Virginia including the Fairfax County Parkway (Phases I, II and IV), the Route 61 Bridge over the New River-Town of Narrows, and the Mark Center Short and Mid-Term Improvement project in Alexandria, VA. JMT also has held numerous statewide contracts for Design and Traffic Engineering throughout the Commonwealth which further illustrates JMT's experience and commitment to supporting and improving Virginia's infrastructure.

**JMT is currently providing design and traffic analysis services to VDOT to widen Route 7 from the Dulles Toll Road westward to Reston as well as leading the final design of the Jones Branch Connector across the Capital Beltway in Tysons for Fairfax County.**

**LANE and JMT Together.** LANE and JMT developed a working relationship over a decade ago and have personnel that have worked together on a number of projects. JMT has also completed the preliminary engineering for numerous LANE projects including the MWAA North Area Roads project. And recently, LANE was awarded the \$38M West Carson Street Viaduct project in Pennsylvania which was designed by JMT. Whether it's a D-B or a D-B-B project, LANE and JMT continue to maintain a reciprocal relationship throughout design and construction phases which enhances constructability, saves time, and increases quality.

#### 3.4.1 Work History Forms

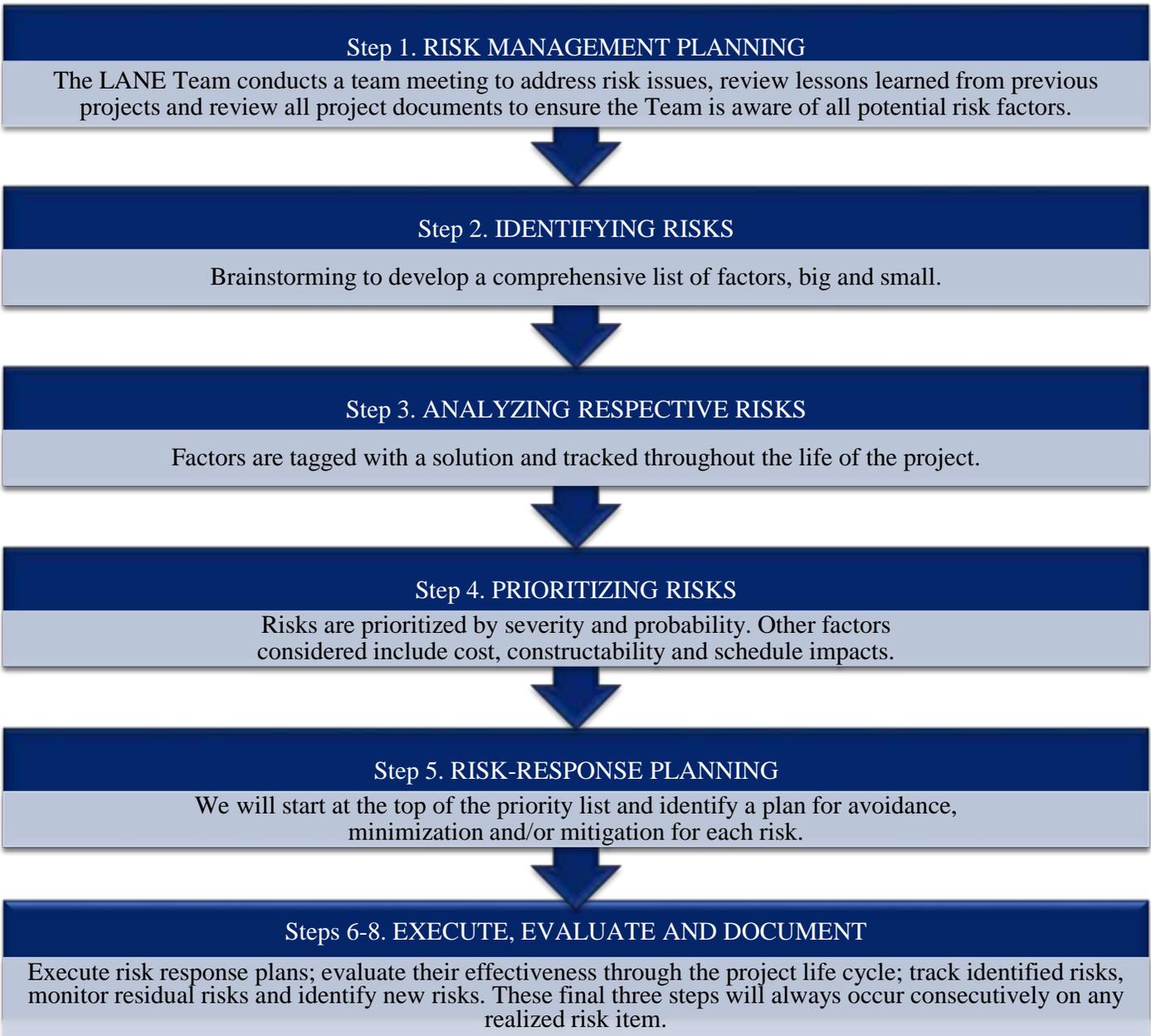
Work History Forms (Attachments 3.4.1(a) and (b)) as required for LANE (Lead Contractor) and JMT (Lead Designer) are included in the Appendix.



### 3.5 | PROJECT RISKS

The LANE Team has carefully considered the key elements of work for the Route 7 Widening and Bridge Rehab project to determine three critical Project Risks. In making our assessment, we considered numerous potential risks to the project including: geotechnical, utilities, bridge demolition/ construction, maintenance of traffic, noise control, traffic management/safety, agency/stakeholder coordination, SWM, shared use paths, and ROW. We have concluded that **Temporary Traffic Control during Construction, Public Relations/3rd Party Involvement, and Shared Use Paths** are the most critical to the success of this project.

To aid in the management and mitigation of the risks LANE employs an eight (8) step process. Throughout the life of the project, at a minimum of once per quarter, the list of risks is reviewed to assess whether the risk still exists, additional risks have arisen, and/or if additional or alternative mitigation measures could be implemented. The eight step process (below) is repeated every time the list of risks is reviewed and helps the LANE Team take a proactive approach to risks and risk mitigation.



**Risk No. 1 – Temporary Traffic Control (TTC) during Construction**

**Risk Identification:** A critical risk for this project is ensuring safety through the work zones during construction while minimizing impacts to the traveling public (vehicular, pedestrian, and bicyclists), optimizing traffic operations, and maintaining access to businesses near the work zone. Vehicular traffic volume along Route 7 in this area currently exceeds 53,000 vpd and the DTR traffic volume exceeds 60,000 vpd. The opening of the Silver Line’s Spring Hill Metro Station will add to a significant increase in pedestrian and bicycle traffic crossing through the work zone. In addition to the traffic conflicts inherent to replacing the bridges, the ramps between Route 7 and DTR will be interrupted for installation of eight underpasses to accommodate bicyclists and pedestrians through the busy area.

**Why this Risk is Critical and Impact on the Project:** TTC during construction is critical for numerous reasons including:

- Current traffic volumes stress the capacities of the existing roadways; LOS F conditions are experienced during peak traffic periods.
- Ensuring structural integrity of the existing Route 7 bridges during phased construction.
- Vehicular, bike and pedestrian growth rates in Tysons are becoming exponential with the advent of rail transit access and associated high-density developments; we anticipate continued growth in traffic during construction.
- The bridge location is a vital “pinch-point” connecting NW Fairfax County and the Tysons area.
- Deficient LOS and capacity is costing Fairfax County, the Commonwealth and businesses untold millions of dollars in revenue.
- The new design will need to accommodate the planned future Tysons Ramp project as well as maintain the current high volumes of traffic along the DTR and AAH.
- Work areas are in close proximity to unpredictable traffic conditions.

**Risk Mitigation Strategy:** LANE has successfully completed some of the most difficult “construction under traffic” MOT jobs in the country which includes the Route 7 and I-495 corridors (Tysons). We will take this invaluable experience, personnel, and innovative methods and combine that with the experience of JMT to introduce and maintain a seamless, easily navigable travel way throughout the project during construction. As evidenced in our relevant projects (Section 3.4), our team has the experience and innovative ability to not only *mitigate* this risk but to actually *eliminate* significant portions of the risk by innovative design and construction means-methods. Our team will optimize construction sequencing and work zones in order to minimize disruption to travelers and provide full access to all residences and businesses while providing the shortest schedule possible.

**Our DBPM and CM have worked in the Tysons//Rt. 7 corridor for the past 5 years; designed hundreds of MOT plans; and developed strong working relationships with key stakeholders.**

A multi-phase, MOT plan will be developed that demonstrates that all modes of traffic will be safely conveyed through the work zone along Route 7, the DTR and the AAH while ensuring access to businesses and residents along the corridors. All of these diverse traffic issues will be studied as part of our Traffic Management Plan (TMP) development in order to understand and accommodate both vehicular and pedestrian/bicyclist flows. The TMP will be developed to balance the needs of the construction schedule with the safe and timely conveyance of the public through the jobsite. The TMP will be made of three components:

- **Temporary Traffic Control Plans (TTCP):** Provides the sequence of construction activities. The proposed construction along with any proposed lane closures will be shown with the appropriate traffic control devices (i.e. barrels-Group 2 channelizing devices, concrete barriers, temporary pavement, temporary pavement markings, temporary signs and signals, etc.). Typical sections will be provided to demonstrate how each interim phase of construction interacts with the existing condition and the ultimate completed project. These typical sections will help identify areas of need for temporary drainage

facilities to ensure that water is not being trapped during any phase of construction. The LANE Team will look at strategies to improve safety and operations during maintenance of traffic including modifying the proposed design to reduce MOT requirements, signal timing modifications including real time management, use of reversible lanes to accommodate directional peak hour volumes, sequencing the construction to move traffic out of the work zone. The LANE Team will prepare multi-phased TTCP in accordance with VDOT requirements and accommodating the sequencing and work zones described above. Our Team has a wealth of VDOT-certified Traffic Control Designers and the in-house capability to train and certify all of our staff. Each plan will meet all RFP requirements, adhere to the VDOT Work Area Protection Manual and MUTCD criteria to address work-zone traffic control, detours, work restrictions, constructability concerns and potential traffic impacts. These plans and associated provisions will include ADA and MUTCD compliant details such as traffic management stage narratives/schedules, work zone signage, detour routes, access to local homes and businesses, public notification requirements, alternate routes, maintenance of pedestrian and bike routes, and coordination with emergency services and school transportation. The TTCP will expedite the opening of completed sections to travelers in order to improve traffic operations when possible.



Figure 1. Our proposed sequence of construction will provide detailed staging to raise and replace the bridge decks while accommodating a growing level of vehicular, bicycle, and pedestrian traffic. Analysis of interim loading conditions on the bridges may be required due to the age and condition of the bridges.

- **Public Communication Plan:** This plan is critical for traffic, incident, and congestion management. Lane closures/new traffic patterns will need to be communicated to all users (including Fairfax County, emergency vehicles, and WMATA) of the corridor in advance of their implementation.
- **Transportation Operations Plan:** Provides a process to notify the Traffic Operations Center (TOC) to place detours and lane closure information on the 511 system. A list of local emergency response agencies will be included in the plan along with procedures to respond to traffic incidents that may occur in the work zone. Traffic analysis will be performed for each phase of construction to confirm that the proper LOS is being maintained at each intersection and ramp access within the project limits plus the adjacent intersections along Route 7. The traffic analysis along with any traffic incidents will provide the tools necessary for modifying the TTCP if required along with providing historical data for future projects. JMT developed a VISSIM model for our adjacent project along Route 7 that will play an important role in these analyses.

**During construction of the Route 7 Bridge over I-495, LANE worked with Tysons Corner Mall representatives to ensure construction/lane closures did not interfere with their major shopping season (Thanksgiving-New Year). LANE developed extensive MOT plans to accommodate the Mall's extended holiday hours as well as special events.**

Introducing of temporary barrier on bridges and roadways, demolition activities, lane shifts and general construction activities can be disruptive and serve as a distraction to motorists, thus increasing the risk of an accident. Where possible, LANE will schedule work activities at night, adjust sequencing, use temporary screening and examine other methods to implement in order to mitigate these distractions.

**Role of VDOT and Other Agencies:** The LANE Team anticipates that VDOT will provide oversight and approvals of the TMP process. The Team requests that VDOT will provide assistance if unforeseen situations should arise and will publish notifications of LANE-provided construction activities through their traffic management systems (511, variable message signs, etc.), using the TOC.

### Risk No. 2 – Public Relations/Communications

**Risk Identification:** Tysons is home to many prominent businesses and citizens who will not hesitate to let VDOT, elected officials, and the media know of their displeasure with the design and/or the construction process. In addition, the area has weathered several years of disruption with the build-up to and construction of the Silver Line and I-495 Express Lanes and is fatigued by chronic transportation conflicts and traffic congestion.

**Why this Risk is Critical and Impact on the Project:** Impacts to traffic are always a concern when preparing to launch road construction projects. The Route 7 Widening and Bridge Rehab project involves disrupting a major commuting route without a comparable alternative and includes a roadway traveled for deadline-sensitive reasons (AAH) by geographically dispersed users. If the community doesn't feel that they are receiving adequate project updates, and elected officials and the media become actively involved, it can significantly impact project design and delay the construction schedule which could sacrifice long-term benefits for short-term convenience.

Additionally, Fairfax County, MWAA, WMATA, and FHWA are all significant 3<sup>rd</sup> party stakeholders and need to be kept informed throughout the project. Fairfax County and MWAA will want traffic to move efficiently through the work zones. WMATA will want detailed information related to how we propose to maintain commuter, including pedestrians and bicyclist, access to their stations during construction. Coordination with Wolf Trap National Park (Wolf Trap) will be important to ensure construction does not interfere with the venue's special events. Utility companies need to maintain services to their customers. Timely coordination with the utility owners will be required to ensure the project remains on schedule while accommodating the utility company needs.

**Risk Mitigation Strategy:** First and foremost, the LANE Team includes the public relations firm of Sharp & Co., bringing over 30 years of experience in Northern Virginia and the Route 7 corridor. They will ensure the public outreach and messaging for this project is well-managed, timely, and effective. The LANE Team will employ a proactive partnering approach with VDOT, major 3<sup>rd</sup> party stakeholders, utilities, regulatory agencies, and the public. Clear communication between LANE, JMT, subcontractors and suppliers, VDOT, Wolf Trap, 3<sup>rd</sup> party stakeholders is vital to the success of the overall project.

LANE and JMT will work with Sharp & Co., with VDOT input, to develop and implement the Public Relations Plan. This plan will be based on information extracted from the VDOT approved construction schedule which will identify timelines and/or milestones for each work package along with corresponding MOT phasing. The plan will be dynamic so as to accommodate changes in local business needs, special events, etc. The plan will utilize tools such as portable variable message signs, press releases, email blasts, flyers, outreach events, social media and mass media to name a few. The plan will

**Sharp & Co. is currently engaged in the Route 7 Corridor Study which is an in-depth assessment of the travel needs of the Route 7 Corridor from Tysons to Alexandria.**

**Sharp & Co.'s knowledge, experience and public relations connections in the Tysons Corridor will prove to be invaluable to the LANE Team, VDOT, the public, and key stakeholders to mitigate potential impacts related to the construction of the project.**

provide a process of notification of changes to traffic patterns, incidents and delays. Part of the LANE Team communication plan includes establishing and organizing joint Task Force group meetings, to which VDOT, 3<sup>rd</sup> parties and others will be invited. These meetings will serve not only to update VDOT and stakeholders on project progress and developments but for the Lane team to receive input from 3<sup>rd</sup> parties and resolve any conflicts that may arise. Efficient/ proactive project coordination and communication between all parties is the key to the successful completion to facilitate achievement of the projects milestones. In addition to partnering and task force meetings we will establish a website that provides access to stakeholders where information can be shared in near real time.

Public outreach must be treated as an essential activity for this project and given an identity that immediately expresses how the benefits outweigh any potential inconveniences. To accomplish this, we propose the following activities as part of our comprehensive public outreach efforts:

- Develop benefit-focused theme and messaging for all communication
- Develop a stand-alone website for the project that becomes a resource for traffic information, alternate routes, anticipated traffic interruptions, etc.
- Create and regularly communicate via an e-blast notification system.
- Provide project overview to traffic reporters and other media and schedule regular updates.
- Coordinate with WMATA, MWAA and other public transportation providers to inform them of the project and anticipated delays.
- Proactively reach out to businesses and communities along the Route 7 and DTR/AAH corridors to prepare them for upcoming disruptions, such as:
  - Community informational meetings, announcements on list-servs and bulletin boards
  - Kiosks at Tysons malls
  - Pop-up meetings at community events
- Build community goodwill through community-based interactions and participation in community events (e.g., clean up days, sports, etc.).
- Focus on communicating to those with driving needs all day long, not just during rush hour (e.g., those running errands or airport traffic).
- Encourage Travel Demand Management efforts by businesses to reduce commuter traffic.
- Work with the LANE Team to develop and disseminate disruption messages and provide alternate routes.
- Work with airlines, airport car rental companies, and airport shuttle and taxi services to inform them of project and anticipated disruptions.
- Notify police and emergency personnel of project and anticipated disruptions.

The LANE Team has been working with the traveling public in the Tysons area for many years. LANE staff coordinated reconstruction of the Route 7/ I-495 bridge as well as major utility relocations along adjacent Route 7 as part of the Silver Line construction. Staff members from JMT are conducting citizens' task force meetings as part of the on-going public involvement program for widening Route 7 from Tysons to Reston. We are well aware of the local public traffic issues and communications opportunities available within the Tysons area.

**Role of VDOT and Other Agencies:** The LANE Team requests VDOT's approval of our Public Communication Plan and to help in a cursory

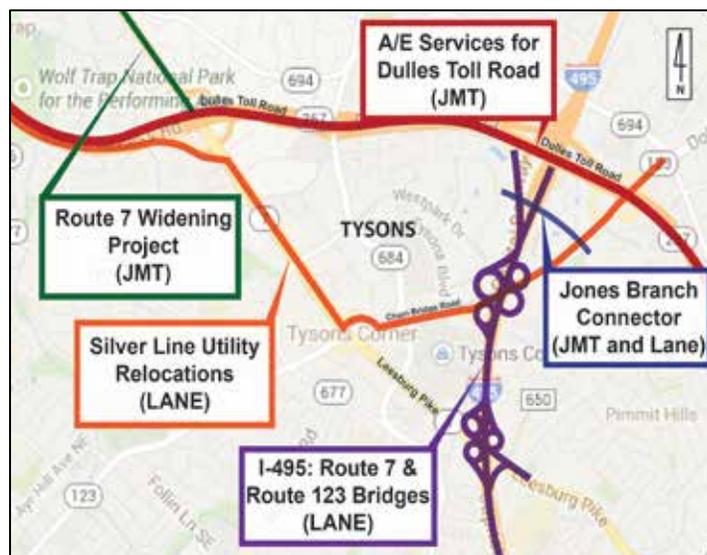


Figure 2. LANE and JMT have extensive project experience involving public relations in the Tysons corridor.

fashion to facilitate coordination and communication. It is also suggested that VDOT consider participating in any public outreach events and coordination/Task Force meetings with stakeholders and provide oversight if needed. Transportation services – WMATA, Fairfax Connector, Tysons Circulator, MWAA, etc. – will be requested to engage with our Public Relations team regularly to gain information first-hand and give feedback when appropriate. At the very least, we will directly notify them of rerouting, delays, and alternate trip planning tools so that they can share the information with their drivers and passengers.

### Risk No. 3 – Shared Use Paths (SUP)

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**Risk Identification:** A key component of the proposed project involves providing for safe and efficient bike and pedestrian crossings of the DTR and connecting ramps along the Route 7 corridor. The project lies at the gateway of the transit-oriented, dense development of Tysons and links it to the more suburban Route 7 corridor to the west. No parking is provided for the Spring Hill Metro Station; alternative modes of travel will be an important component in allowing the rail transit system to reach its full potential. A large investment is being made to ensure that safe and efficient routes are provided for pedestrians and bicyclists to cross through the busy corridor. The proposed new bike/pedestrian system introduces a longer but safer route, but the final design must be optimized to encourage actual use. Some bike/pedestrian users may still want to cross at the ramps along Route 7 and add to potential conflicts at these busy and dangerous locations. A poor final design and implementation would waste tax-payer dollars and require costly modifications after initial construction is completed.

**Why this Risk is Critical and Impact on the Project:** The Shared Use Path system’s design and construction is crucial for overall function of the project and presents several components of risk, primarily:

- **User Acceptance:** The underpasses and off-road Shared Use Paths provide a safer but significantly longer route through the intersection. Shorter, on-road routes are apparent to users but they do not provide the desired level of safety or operations. A balanced design led by experienced designers is needed to gain user acceptance and provide a cost-effective solution to improve safety and avoid vehicular/bike/pedestrian accidents.
- **Safety:** The trails require a balancing of risk and design criteria. A safe design should provide a system meeting ADA and bike/pedestrian design criteria but these criteria make the route significantly longer. Users may take the shorter, less safe, route along the roadway instead. A trail that is inherently unsafe due to lighting, geometry, or traffic conflicts will not be used. A balance of user safety and practicality is critical to acceptance and use of the Shared Use Path.
- **Cost:** VDOT has been entrusted with a stable source of funding and the public expects their money to be used wisely. The proposed trail design is expensive; eight costly underpasses are proposed and a substantial amount of high-value construction and land is used for the circuitous trails; competing uses for the land could be parking, maintenance space, or staging areas for the future Tysons Ramp project. Design credibility and fiscal trust is at risk of failure if the trail is not successful. Post construction refinements to the design could be expensive and should be avoided.
- **Design:** Some aspects of the design require additional development. Cost-effective and constructible solutions for the underpasses must be investigated. Adequate drainage of low points in the trails must be provided. Features such as fences, lighting (including natural lighting), landscaping or walls may be needed to direct users safely along the trail. Context Sensitive Design coupled with Design Waivers could be considered to add more practicality to the final design.
- **Constructability:** While there is nothing inherently complex regarding the installation of this type of pre-cast arch tunnel, phased installation under live traffic always adds a level of risk. In order to excavate under the ramps, pour footings, install and backfill arches and retaining walls, traffic will need to be detoured or shifted and temporary shoring will need to be installed. The detour design for construction will be complicated by the extremely tight work space around the ramps. The work will involve large pieces of heavy equipment and materials adjacent to the travel lane, ingress and egress of large trucks and crane setting large pre-cast concrete arches, all of which will require careful and precise planning,

with safety being paramount. This type of close proximity work always brings an inherent risk with it and these types of roadside activities tend to serve as a distraction to drivers, further increasing the potential for mishaps.

**Risk Mitigation Strategy:** This risk will be mitigated using several strategies:

- **Public Outreach:** Conduct early and continued discussions with planners and potential users to obtain detailed input and assure public acceptance of the final design. The LANE Team is using the public relation talents of Sharp & Co. to oversee this key role.
- **Bike and Pedestrian Experts:** Jon Conner and Scott Rasmussen (both JMT) are recognized experts in the design and implementation of successful pedestrian and bicycle systems. The idea of Complete Streets, which has been embraced in the Tysons Urban Design Standards adopted by VDOT and Fairfax County, is to ensure that all modes of transportation are considered in the roadway footprint. JMT has been implementing complete streets principles in the planning and design of roadway projects long before the “Complete Streets” terminology was created. JMT is a Silver Partner of the National Complete Streets Organization (NCSO). Jon Conner, a member of this Team, is a designated speaker for the NCSO. Scott Rasmussen is helping to design the trails along Route 7 from Tysons to Reston as part of the JMT design to widen Route 7. Jon and Bob Reed are leading the design for the Jones Branch Connector across the Beltway in Tysons – this link will provide bike, pedestrian, HOV, bus circulator, and vehicular access from the core Tysons area to the new rail transit station along Route 123.
- **Design-Build Innovation:** The D-B procurement for this project will promote innovation and cost-effectiveness into the final project. The LANE Team excels at meeting the client’s functional requirements by introducing innovative solutions that fulfill the basic needs of the project. Our ideas would consider detailed means and methods to construct the underpasses while maintaining traffic and cost effective techniques to funnel bike and pedestrian traffic onto the trail system and away from vehicular traffic.
- **Context Sensitive Design and Design Waivers:** Strict adherence to design criteria could result in an overall system that is no longer practical due to cost or excessive extra travel lengths. The VDOT Chief Engineer, Garrett Moore, has stressed the need to design to the given context to create practical and cost efficient solutions. Mr. Moore also urged local designers to use more Design Exceptions and Design Waivers as they are tools to document sound engineering design decisions when routine application criteria should not be applied.
- **Constructability:** The proposed Shared Use Path underpasses beneath the ramps will, in some instances necessitate the need for detouring traffic slightly from the travel lane(s), temporary shoring and large heavy equipment alongside the roadway. This, in turn could affect traffic flows, minimum radii and sight distances during construction. We will use innovative materials, design and methods in order to plan this work so that impacts to motorists, bikes, and pedestrians are minimized or eliminated where possible. The Traffic Control Plan will be coupled with our Public Communication Plan in order elevate motorist awareness and to efficiently notify and update all stakeholders of upcoming traffic shifts or patterns, major construction events, temporary closures, etc.



*Figure 3. LANE has constructed numerous shared use paths under roadways similar to the Rt. 7 Widening and Bridge Rehab project.*

**Role of VDOT and Other Agencies:** We request VDOT to participate in our design technical work group sessions. We also request VDOT to review and approve any beneficial Design Exceptions or Waivers. The bike planning staff from VDOT and Fairfax County DOT could provide vital input into the final design of the shared use path system helping to make it consistent with other planned segments in Tysons.



**ATTACHMENT 3.1.2**  
**SOQ CHECKLIST**

**ATTACHMENT 3.1.2**

**Project: 0007-029-139, P101, R201, C501, B617, B618**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

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

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

**ATTACHMENT 3.1.2**

**Project: 0007-029-139, P101, R201, C501, B617, B618**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
<b>SCC and DPOR registration documentation (Appendix)</b>	Attachment 3.2.10	Section 3.2.10	no	<b>Appendix Attachment 3.2.10</b>
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	<b>Appendix Attachment 3.2.10.1</b>
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	<b>Appendix Attachment 3.2.10.2</b>
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	<b>Appendix Attachment 3.2.10.3</b>
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	<b>Appendix Attachment 3.2.10.4</b>
<b>DBE statement within Letter of Submittal</b> confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
<b>Offeror's Team Structure</b>				3
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	<b>4/ Attachments 3.3.1</b>
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	<b>Appendix Attachment 3.3.1</b>
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	<b>Appendix Attachment 3.3.1</b>
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	<b>Appendix Attachment 3.3.1</b>
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	<b>Appendix Attachment 3.3.1</b>
Organizational chart	NA	Section 3.3.2	yes	5

**ATTACHMENT 3.1.2**

**Project: 0007-029-139, P101, R201, C501, B617, B618**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
Organizational chart narrative	NA	Section 3.3.2	yes	6-7
<b>Experience of Offeror's Team</b>				8
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	<b>Appendix Attachment 3.4.1(a)</b>
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	<b>Appendix Attachment 3.4.1(b)</b>
<b>Project Risk</b>				9
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	9-15

**ATTACHMENT 2.10**  
**FORM C-78-RFQ**

**ATTACHMENT 2.10****COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION****RFQ NO.** C00082135DB77**PROJECT NO.:** 0007-029-139, P101, R201, C501, B617, B618**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 05/13/2014  
(Date)
2. Cover letter of RFQ Addendum No. 1 06/04/14  
(Date)
3. Cover letter of \_\_\_\_\_  
(Date)

  
SIGNATURE

June 18, 2014

DATE

**ATTACHMENT 3.2.6  
AFFILIATED AND SUBSIDIARY COMPANIES  
OF THE OFFEROR**

## ATTACHMENT 3.2.6

**State Project No. 0007-029-139, P101, R201, C501, B617, B618**

### **Affiliated and Subsidiary Companies of the Offeror**

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

**The Offeror does not have any affiliated or subsidiary companies.**

**Affiliated and/ or subsidiary companies of the Offeror are listed below.**

<b>Relationship with Offeror (Affiliate or Subsidiary)</b>	<b>Full Legal Name</b>	<b>Address</b>
PARENT COMPANY	Lane Industries Incorporated	90 Fieldstone Court Cheshire CT 06410
AFFILIATE	Lane Worldwide Infrastructure, Inc.	90 Fieldstone Court Cheshire CT 06410
AFFILIATE	Lane Infrastructure, Inc.	90 Fieldstone Court Cheshire, CT 06410
AFFILIATE	Lane International, B.V.	Prins Bernhardplein 200 1097 JB Amsterdam, the Netherlands
AFFILIATE	Lane Mideast Contracting, LLC	P.O. Box 35243 Abu Dhabi, UAE Makeen Tower Corner of 9th and 10th Streets
AFFILIATE	Lane Mideast, Qatar, LLC	Grand Hamad Street Bin Al Sheikh Bldg. 3 <sup>rd</sup> Floor Doha, Qatar
SUBSIDIARY	Lanecon Corporation	90 Fieldstone Court Cheshire, CT 06410
JOINT VENTURE (51% PARTNER)	Virginia Guardrail Partners	90 Fieldstone Court Cheshire, CT 06410
JOINT VENTURE (35% PARTNER)	Fluor-Lane 95, LLC	6700 Las Colinas Blvd. Irving, TX 75039
JOINT VENTURE (20% PARTNER)	AGL Constructors	929 West Adams Street Chicago, IL 60607

**ATTACHMENT 3.2.6**

**State Project No. 0007-029-139, P101, R201, C501, B617, B618**

**Affiliated and Subsidiary Companies of the Offeror**

JOINT VENTURE (25% PARTNER)	Gemma-Lane Liberty Partners	769 Hebron Avenue Glastonbury, CT 06033
JOINT VENTURE (25% PARTNER)	Gemma-Lane Patriot Partners	769 Hebron Avenue Glastonbury, CT 06033

**ATTACHMENT 3.2.7(a)**  
**DEBARMENT FORM- PRIMARY COVERED**  
**TRANSACTIONS**

**ATTACHMENT NO. 3.2.7(a)**

**CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS**

Project No.: 0007-029-139, P101, R201, C501, B617, B618

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

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

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

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

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

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

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



Signature

June 18, 2014

Date

Senior National Pursuit Manager

Title

The Lane Construction Corporation

Name of Firm

**ATTACHMENT 3.2.7(b)**  
**DEBARMENT FORM- LOWER TIER COVERED**  
**TRANSACTIONS**

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0007-029-139, P101, R201, C501, B617, B618

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

May 21, 2014

Date

Cheif Engineer/Vice President

Title

ECS Mid-Atlantic, LLC

Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0007-029-139, P101, R201, C501, B617, B618

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.



05/23/2014

President

Signature

Date

Title

EEE Consulting, Inc.

Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0007-029-139, P101, R201, C501, B617, B618

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

May 21, 2014

Date

Vice President

Title

Robert G. Reed, PE/Johnson, Mirmiran & Thompson

Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0007-029-139, P101, R201, C501, B617, B618

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.

	May 27, 2014	President
Signature	Date	Title

Quinn Consulting Services, Inc.

Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0007-029-139, P101, R201, C501, B617, B618

- 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.

*Ellen Sharp*      *6-4-14*      *President*  
Signature                      Date                      Title

*Sharp Company, Inc.*  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0007-029-139, P101, R201, C501, B617, B618

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.

 5-29-14   
Signature Date Title

Specialized Engineering  
Name of Firm

**ATTACHMENT 3.2.8  
VDOT PREQUALIFIED SUPPORTING  
DOCUMENTATION**

TRNSPORT - E22  
LSPPREQ

COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION  
PREQUALIFIED VENDORS SORTED BY VENDOR NAME  
THIS LIST INCLUDES ALL PREQUALIFIED LEVELS  
AS OF 05/09/2014

05/09/2014  
2:02 PM  
PAGE 246

- L -

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

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

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

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

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

**ATTACHMENT 3.2.9  
SURETY LETTER**

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

June 10, 2014

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

RE: **The Lane Construction Corporation**  
**Request for Qualifications - Contract ID Number: C00082135DB77**  
**Route 7 Widening and Bridge Rehabilitation over Dulles Toll Road and Airport Access Highway**  
**State Project No.: 0007-029-139, P101, R201, C501, B617, B618, Federal Project No.: BR-5401 (738)**  
**Estimated Value of Project: \$29,700,000.00**

To Whom It May Concern:

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

The Lane Construction Corporation has developed a strong track record of completing complex construction projects on time and within the available budget. In the recent past, the co-sureties have executed bonds on behalf of The Lane Construction Corporation for individual projects with contract values approaching \$350,000,000 and corresponding backlogs approaching \$2,000,000,000. At this time, The Lane Construction Corporation is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this Project.

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

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

Sincerely,

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



Theresean E. Rowedder  
Attorney-in-Fact

Aon Risk Services  
One Federal Street  
20<sup>th</sup> Floor  
Boston, MA 02110  
860-830-1769

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

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

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

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

**ATTEST:**

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



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

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

State of Maryland  
City of Baltimore

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

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

*Maria D. Adamski*

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



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

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

**CERTIFICATE**

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 10th day of JUNE, 2014.



*Geoffrey Delisio*

Geoffrey Delisio, Vice President

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

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

Certificate No. 6281548

American Fire and Casualty Company  
The Ohio Casualty Insurance Company

Liberty Mutual Insurance Company  
West American Insurance Company

**POWER OF ATTORNEY**

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

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

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



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

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

STATE OF WASHINGTON ss  
COUNTY OF KING

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

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



By: KD Riley  
KD Riley, Notary Public

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

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 10th day of June, 2014.



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

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

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

**ATTACHMENT 3.2.10**  
**SCC AND DPOR INFORMATION**

## ATTACHMENT 3.2.10

### State Project No. 0007-029-139, P101, R201, C501, B617, B618

#### SCC and DPOR Information

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

<b>SCC &amp; DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)</b>							
<b>Business Name</b>	<b>SCC Information (3.2.10.1)</b>			<b>DPOR Information (3.2.10.2)</b>			
	<b>SCC Number</b>	<b>SCC Type of Corporation</b>	<b>SCC Status</b>	<b>DPOR Registered Address</b>	<b>DPOR Registration Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
<b>The Lane Construction Corporation</b>	<b>F0254476</b>	<b>Foreign Corporation</b>	<b>Active</b>	<b>90 Fieldstone Court Cheshire, CT 06410</b>	<b>Contractor Class A</b>	<b>2701011871</b>	<b>01/31/2016</b>
<b>ECS – Mid-Atlantic, LLC</b>	<b>S1208216</b>	<b>Limited Liability Company</b>	<b>Active</b>	<b>14026 Thunderbolt Place Suite 100 Chantilly, VA 20151</b>	<b>Business Entity Registration</b>	<b>0407004628</b>	<b>12/31/2015</b>
<b>EEE Consulting, Inc.</b>	<b>05049416</b>	<b>Corporation</b>	<b>Active</b>	<b>8525 Bell Creek Road Mechanicsville, VA 23116</b>	<b>Business Entity Registration</b>	<b>0407003798</b>	<b>12/31/2015</b>
<b>Johnson, Mirmiran &amp; Thompson, Inc.</b>	<b>F1499013</b>	<b>Foreign Corporation</b>	<b>Active</b>	<b>72 Loveton Circle Sparks, MD 21152</b>	<b>Business Entity Registration</b>	<b>0407001314</b>	<b>12/31/2015</b>
				<b>13921 Park Center Road Suite 140 Herndon, VA 20171</b>	<b>Business Entity Branch Office Registration</b>	<b>0411000441</b>	<b>02/29/2016</b>
<b>Quinn Consulting Services, Inc.</b>	<b>04925517</b>	<b>Corporation</b>	<b>Active</b>	<b>14160 Newbrook Drive Suite 220 Chantilly, VA 20151</b>	<b>Business Entity Registration</b>	<b>0407003733</b>	<b>12/31/2015</b>
<b>Sharp &amp; Company Incorporated</b>	<b>F1761412</b>	<b>Foreign Corporation</b>	<b>Active</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
<b>DIW Group, Inc. DBA Specialized Engineering</b>	<b>F1281908</b>	<b>Foreign Corporation</b>	<b>Active</b>	<b>4845 International Blvd. Suite #104 Frederick, MD 21703</b>	<b>Business Entity Registration</b>	<b>0407004748</b>	<b>12/31/2015</b>

**ATTACHMENT 3.2.10**

**State Project No. 0007-029-139, P101, R201, C501, B617, B618**

**SCC and DPOR Information**

<b>DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)</b>						
<b>Business Name</b>	<b>Individual's Name</b>	<b>Office Location Where Professional Services will be Provided (City/State)</b>	<b>Individual's DPOR Address</b>	<b>DPOR Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
<b>The Lane Construction Corporation</b>	<b>Kenneth K. Prince</b>	<b>14450 Avion Parkway, Suite 200 Chantilly, VA 20151</b>	<b>Bristow, VA 20136</b>	<b>Professional Engineer</b>	<b>0402044906</b>	<b>01/31/2015</b>
<b>Quinn Consulting Services, Inc.</b>	<b>Richard M. Allen</b>	<b>14160 Newbrook Drive Suite 220 Chantilly, VA 20151</b>	<b>Bristow, VA 20136</b>	<b>Professional Engineer</b>	<b>0402036809</b>	<b>11/30/2015</b>
<b>Johnson, Mirmiran &amp; Thompson, Inc.</b>	<b>William E. Schaub</b>	<b>72 Loveton Circle Sparks, MD 21152</b>	<b>Hampstead, MD 21074</b>	<b>Professional Engineer</b>	<b>0402047571</b>	<b>07/31/2014</b>

**ATTACHMENT 3.2.10.1**  
**SCC SUPPORTING DOCUMENTATION**



Commonwealth of Virginia  
**State Corporation Commission**

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**THE LANE CONSTRUCTION CORPORATION**

**General**

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

**Principal Office**

90 FIELDSTONE COURT  
CHESHIRE CT06410



Commonwealth of Virginia  
**State Corporation Commission**

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**ECS - Mid-Atlantic, LLC**

**General**

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

**Principal Office**

14026 THUNDERBOLT PL STE 100  
CHANTILLY VA20151



Commonwealth of Virginia  
**State Corporation Commission**

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**UCC or Tax Liens**

**Court Services**

**Additional Services**

**EEE Consulting, Inc.**

**General**

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

**Principal Office**

8525 BELL CREEK RD  
MECHANICSVILLE VA23116



Commonwealth of Virginia  
**State Corporation Commission**

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**UCC or Tax Liens**

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**Additional Services**

**Johnson, Mirmiran & Thompson, Inc.**

**General**

SCC ID: F1499013  
Entity Type: Foreign Corporation  
Jurisdiction of Formation: MD  
Date of Formation/Registration: 10/17/2006  
Status: Active  
Shares Authorized: 1000

**Principal Office**

72 LOVETON CIRCLE  
SPARKS MD21152



Commonwealth of Virginia  
**State Corporation Commission**

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**Business Entities**

**UCC or Tax Liens**

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**QUINN CONSULTING SERVICES INCORPORATED**

**General**

SCC ID: 04925517  
Entity Type: Corporation  
Jurisdiction of Formation: VA  
Date of Formation/Registration: 10/24/1997  
Status: Active  
Shares Authorized: 5000

**Principal Office**

14160 NEWBROOK DRIVE  
SUITE 220  
CHANTILLY VA20151



Commonwealth of Virginia  
**State Corporation Commission**

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**Business Entities**

**UCC or Tax Liens**

**Court Services**

**Additional Services**

**SHARP & COMPANY INCORPORATED**

**General**

SCC ID: F1761412  
Entity Type: Foreign Corporation  
Jurisdiction of Formation: MD  
Date of Formation/Registration: 7/23/2008  
Status: Active  
Shares Authorized: 10000

**Principal Office**

794 NELSON ST  
ROCKVILLE MD20850



Commonwealth of Virginia  
**State Corporation Commission**

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## DIW GROUP, INC.

### General

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

### Principal Office

4845 INTERNATIONAL BLVD.  
#104  
FREDERICK MD21703

**ATTACHMENT 3.2.10.2**  
**DPOR SUPPORTING DOCUMENTATION**  
**FOR EACH OFFICE**



Department of Professional and Occupational Regulation

- License Lookup
- Online Renewal & Services
- Boards
- Professions & Occupations
- Forms & Applications
- Fair Housing Office
- Community Associations
- Report a Licensee
- Records & Documents

### Details of license number 2701011871

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



Department of Professional and Occupational Regulation

- License Lookup
- Online Renewal & Services
- Boards
- Professions & Occupations
- Forms & Applications
- Fair Housing Office
- Community Associations

### Details of license number 0407004628

Name:	ECS-MID-ATLANTIC LLC
Doing Business As:	LEO J TITUS JR PE
License Number:	0407004628
License Description:	Business Entity Registration
Business Type:	LLC
Address:	14026 THUNDERBOLT PL STE 100 CHANTILLY, VA 20151
Initial Certification Date:	2004-12-10
Expiration Date:	2015-12-31



Department of Professional and Occupational Regulation

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### Details of license number 0407003798

Name:	EEE CONSULTING INC
License Number:	0407003798
License Description:	Business Entity Registration
Business Type:	CORP
Address:	8525 BELL CREEK RD MECHANICSVILLE, VA 23116
Initial Certification Date:	1998-08-24
Expiration Date:	2015-12-31



Department of Professional and Occupational Regulation

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### Details of license number 0407001314

Name:	JOHNSON MIRMIRAN & THOMPSON INC
License Number:	0407001314
License Description:	Business Entity Registration
Address:	72 LOVETON CIRCLE SPARKS, MD 21152
Initial Certification Date:	1982-08-30
Expiration Date:	2015-12-31



Department of Professional and Occupational Regulation

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### Details of license number 0411000441

Name:	JOHNSON MIRMIRAN & THOMPSON INC
License Number:	0411000441
License Description:	Business Entity Branch Office Registration
Business Name:	JOHNSON MIRMIRAN & THOMPSON INC
Address:	13921 PARK CENTER RD SUITE 140 HERNDON, VA 20171
Initial Certification Date:	2006-03-06
Expiration Date:	2016-02-29



Department of Professional and Occupational Regulation

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### Details of license number 0407003733

Name:	QUINN CONSULTING SERVICES INC
License Number:	0407003733
License Description:	Business Entity Registration
Address:	14160 NEWBROOK DR STE 220 CHANTILLY, VA 20151
Initial Certification Date:	1998-03-05
Expiration Date:	2015-12-31



- License Lookup
- Online Renewal & Services
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- Community Associations

### Details of license number 0407004748

Name:	DIW GROUP INC
Doing Business As:	SPECIALIZED ENGINEERING
License Number:	0407004748
License Description:	Business Entity Registration
Business Type:	CORP
Address:	4845 INTERNATIONAL BLVD #104 FREDERICK, MD 21703
Initial Certification Date:	2005-11-01
Expiration Date:	2015-12-31

**ATTACHMENT 3.2.10.3**  
**DPOR SUPPORTING DOCUMENTATION**  
**FOR KEY PERSONNEL**



Department of Professional and Occupational Regulation

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### Details of license number 0402044906

Name:	PRINCE, KENNETH KWAME
License Number:	0402044906
License Description:	Professional Engineer License
Address:	BRISTOW VA, 20136
Initial Certification Date:	2009-01-05
Expiration Date:	2015-01-31



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### Details of license number 0402036809

Name:	ALLEN, RICHARD MEINRAD
License Number:	0402036809
License Description:	Professional Engineer License
Address:	BRISTOW VA, 20136
Initial Certification Date:	2001-11-30
Expiration Date:	2015-11-30



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### Details of license number 0402047571

Name:	SCHAUB, WILLIAM E
License Number:	0402047571
License Description:	Professional Engineer License
Address:	HAMPSTEAD MD, 21074
Initial Certification Date:	2010-07-21
Expiration Date:	2014-07-31

**ATTACHMENT 3.3.1  
KEY PERSONNEL RESUMES**

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title: <b>KENNETH PRINCE, PE, DISTRICT MANAGER</b>	
b. Project Assignment: <b>DESIGN BUILD PROJECT MANAGER</b>	
c. Name of Firm with which you are now associated: <b>THE LANE CONSTRUCTION CORPORATION</b>	
d. Years' experience: With this Firm <b>11</b> Years, With other Firms <b>7</b> Years. Please list chronologically your employment history, position general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): <b>The Lane Construction Corporation</b> <ul style="list-style-type: none"><li>• <b>2011–Present. District Manager.</b> Mr. Prince serves as the District Manager for various projects in the Mid-Atlantic ranging from \$7M to \$722M. In this role as District Manager, Mr. Prince is responsible for overall management of the design and construction of the numerous D-B projects on which LANE is performing. Mr. Prince provides strategic planning and execution for the LANE district projects, leads a team of project and construction managers, works with design and construction teams on innovative techniques and means and methods to execute the work, organizes and assigns equipment, personnel and subcontractor resources to execute project, leads and implements safety initiatives, establishes project objectives, policies, procedures and performance standards, sets and monitors budgets, and ensures quality management system is in place including system audits.</li><li>• <b>2003–2010. Project Manager/Engineer.</b> As Project Manager, Mr. Prince was responsible for the operation of all transportation construction operations, safety, quality control programs, and supervising work crews and subcontractors. Projects included interstate construction, utility relocation, major concrete paving, bridges, earthwork, and environmental controls.</li></ul> <b>Washington Group International, 2001–2002. Construction Engineer/Superintendent.</b> Responsible for all construction operations, scheduling of work crews and subcontractors, safety and quality programs and construction plans. <b>Dillingham Construction N.A., Inc., 1999–2000. Construction/Scheduling Engineer.</b> Responsible for maintaining and updating CPM schedule. Estimated and negotiated contract change orders, managed and coordinated the activities of subcontractors.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>University of Michigan, Ann Arbor, MI / B.S. / 1996 / Civil Engineering</b>	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>2009/PE,VA 0402044906</b>	
g. Document the extent and depth of experience and qualifications relevant to the Project. <ol style="list-style-type: none"><li>1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i></li></ol> <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b> *On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.	
<b>VDOT, I-64/I-264 PAVEMENT REHABILITATION, Norfolk, Virginia (DESIGN-BUILD)</b>	
<b>Name of Firm:</b> The Lane Construction Corporation	<b>Project Role:</b> District Manager
<b>Beginning Date:</b> 2014	<b>End Date:</b> 2015
<b>Specific Responsibilities:</b> Mr. Prince oversees the management of construction for this D-B project. Construction project design, construction, quality management, safety program and contract administration. He facilitates communication among team partners, efficiently designates resources to ensure timely delivery, and coordinates with personnel on adjacent projects. Mr. Prince's interactions from design through construction include leading project meetings to discuss all aspects of the project, verifying that VDOT specifications are followed in design through construction, and participating in constructability reviews. He addresses issues with the proper personnel and VDOT; and has continuous interaction with the QAM to ensure project compliance. He is available to perform the role of DBPM upon contract award.	
<b>Project Relevance:</b> This \$30.7M D-B project consists of the rehabilitation of reinforced concrete pavement on approximately 10.2 miles of Interstates 64 and 264 in Norfolk. This project has many similar elements to the Route 7 Widening and Bridge Rehabilitation project such as safety hardware upgrades, modifications, and adjustments to barriers, guardrail, curbs, and signage. In addition, stone matrix asphalt with transitions to existing grade at interchange ramps will be constructed. The project also includes public relations, QA/QC, full and partial depth concrete patching of existing concrete pavement (as determined by VDOT & LANE), lighting and utility adjustments, maintenance of traffic, adjustments to storm drainage structures, and environmental permits.	

<b>VDOT, I-95 EXPRESS LANES, Fairfax County to Stafford County, Virginia</b>		<b>(DESIGN-BUILD)</b>	
<b>Name of Firm:</b>	The Lane Construction Corporation	<b>Project Role:</b>	District Manager
<b>Beginning Date:</b>	2012	<b>End Date:</b>	2014
<p><b>Specific Responsibilities:</b> Mr. Prince is responsible to administer this contract on behalf of LANE. He is the direct supervisor of LANE's DBPM. He is responsible for providing the resources necessary to execute the project, scheduled progress of the design/construction deliverables, and ensuring that safety and quality standards are upheld. He coordinates regularly with project partners, including VDOT, GEC, and key stakeholders, and negotiates and resolves contract terms.</p> <p><b>Project Relevance:</b> This \$722M D-B project creates 29 miles of Express Lanes on I-95 from Alexandria to Stafford. Similar to Route 7 Widening and Bridge Rehab project, this project includes nine new bridges and four new flyovers. A nine-mile reversible two-lane extension of the existing HOV lanes will help to alleviate the worst traffic bottleneck in the region. The project consists of extensive noise walls, asphalt mill and overlay, shoulder reconstruction, structural bridge work, and an 8.3-mile roadway extension consisting of major clearing, earthwork, and bridge flyovers. Like Route 7 project, I-95 includes extensive MOT plans, utility relocation efforts (including past identification and data gathering), review of design concepts against existing utilities, determination of mitigation measures, and ongoing coordination with utility companies. The project requires coordination with VRE and Norfolk Southern railroad and comprehensive public relations with over 365 outreach meetings held to date.</p>			
<b>VDOT, I-95 LEFT SHOULDER AND AUX. LANES IMPROVEMENTS, Prince William County, Virginia</b>		<b>(DESIGN-BUILD)</b>	
<b>Name of Firm:</b>	The Lane Construction Corporation	<b>Project Role:</b>	District Manager
<b>Beginning Date:</b>	2013	<b>End Date:</b>	2014
<p><b>Specific Responsibilities:</b> Mr. Prince has been responsible for directing and managing the project management team, coordinating with and monitoring contract progress with VDOT and subcontractors (including adherence to contractual requirements and specifications), and overseeing the overall safety and quality control programs. He ensures that project resources (manpower, materials, subcontractors, and equipment) are available in a timely manner to the project. Construction for the project is nearing completion, early completion forecasted for December 2014—eight months ahead of schedule.</p> <p><b>Project Relevance:</b> Similarities include: a comprehensive TMP, 3rd party involvement, geotechnical, safety, and quality. The \$30M contract for the seven mile improvement along the congested I-95 corridor includes 100,000 cy of excavation, 170,000 tons of asphalt paving, ten miles of guardrail, major MOT. Other activities include pavement markings, the installation/monitoring of erosion and sediment control measures, demolition, overhead sign structures foundation design, procurement, and installation and construction of concrete retaining walls, temporary and permanent drainage.</p>			
<b>MWAA, DULLES CORRIDOR METRORAIL PHASE 1, Dulles, Virginia</b>		<b>(DESIGN-BUILD)</b>	
<b>Name of Firm:</b>	The Lane Construction Corporation	<b>Project Role:</b>	Project Manager/District Manager
<b>Beginning Date:</b>	2008	<b>End Date:</b>	2012
<p><b>Specific Responsibilities:</b> As Project Manager on this project, Mr. Prince was responsible for overall construction, quality and safety programs, ensuring all requirements and specifications were delivered, contract administration, directing and managing project development, constructability reviews with the designers, defining project scope, goals and deliverables, collaborating with senior management and stakeholders, estimating resources, scheduling project timelines and milestones, supervising team members, and developing best practices and tools for project execution and management. See Lead Contractor Work History for more details.</p> <p><b>Project Relevance:</b> This \$139M contract included overall project management from commencement through execution and completion of over 17 miles of major utility relocation, support of excavation, environmental and erosion and sediment controls, maintenance of traffic along Route 7 in Tysons and the 11 mile Phase 1 alignment of the Dulles Metrorail Silver Line. The project included the construction and implementation of extensive MOT plans (over 300), road construction and repairs on Routes 7, 123 and related side streets in Tysons; erosion and sediment control measures; demolition; earthwork; utilities; contaminated soil and hazardous material coordination and mitigation; asphalt and concrete pavement; traffic signals; and roadway lighting. Utilities installed included electrical duct bank, waterlines, sanitary sewer, storm drain, traction power duct bank, and communication duct bank for more than eight different communication companies. Extensive public relations and involvement with the community was required. This project received LANE's "Safest Project of the Year" Award in 2010 and 2011 for an IRR of 0.00.</p>			
<b>MWAA NORTH AREA ROADWAY IMPROVEMENTS, PHASE 2, Dulles, Virginia</b>		<b>(DESIGN-BUILD)</b>	
<b>Name of Firm:</b>	The Lane Construction Corporation	<b>Project Role:</b>	Project Manager
<b>Beginning Date:</b>	2004	<b>End Date:</b>	2007
<p><b>Specific Responsibilities:</b> Mr. Prince was Project Manager responsible for commencement, execution, and completion of the project, including the construction and implementation of erosion and sediment control measures; roadway bridges; demolition; earthwork; storm drainage, water, electrical, communication utilities; asphalt; retaining walls; traffic signals; and roadway lighting. Mr. Prince was responsible for the overall quality management and safety program as well as contract administration. Construction for the project is complete. See Lead Contractor work history for a full detail of project.</p> <p><b>Project Relevance:</b> Similar to Route 7 Widening and Bridge Rehab project, North Area Roadway involved the demolition and reconstruction of the AAH. Work on this \$29M project included bridge construction, bridge widening and the reconstruction and widening of a 4-lane highway, major drainage improvements, facilities and overhead structures. Extensive coordination with MWAA operations and Engineering Managers. Project quantities included 300,000 cy of earth work, 60,000 tons of asphalt, and several overhead sign truss structures. The project was designed and built to VDOT Road and Bridge Specifications and Standards. The South section project was successfully delivered to the Owner five months early.</p>			
<p>h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. <b>N/A. Mr. Prince is not required on-site full-time.</b></p>			

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title: <b>RICHARD ALLEN, PE, QUALITY ASSURANCE MANAGER</b>	
b. Project Assignment: <b>QUALITY ASSURANCE MANAGER</b>	
c. Name of Firm with which you are now associated: <b>QUINN CONSULTING SERVICES, INC.</b>	
d. Years' experience: With this Firm <u>1</u> Year, With other Firms <u>18</u> Years. Please list chronologically your employment history, position general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): Mr. Allen has a master's degree in civil engineering and is a licensed professional civil engineer in Virginia, Maryland, the District of Columbia, and Pennsylvania. His professional record includes over 19 years of experience in quality assurance and engineering with a heavy emphasis in the construction of transportation and transit facilities. Mr. Allen's experience with VDOT projects and the LANE team brings value to Route 7 Widening and Bridge Rehabilitation. <b>Quinn Consulting Services, Inc., 2013 - Present, Quality Assurance Manager.</b> Mr. Allen has worked exclusively on the \$722M I-95 Express Lanes D-B project with the LANE team. As an independent consultant, Mr. Allen is in charge of all QA activities and monitored QC for compliance with the approved QA/QC Plan, the Minimum Requirements as set forth in the VDOT QA/QC Design-Build Manual, and other relevant documents incorporated into the contract. <b>Dulles Transit Partners, 2007 - 2012, Senior Civil Structural Engineer.</b> Mr. Allen worked on the \$1.6B Dulles Metrorail (Phase 1 - Silver Line) D-B PPTA Project in Northern, VA. During the design phase he oversaw a group of design engineers with the goal of providing a quality design package with respect to completeness, accuracy, and consistency between various design package submittals. His specific responsibilities included the review of civil structural design calculations, drawings, and specifications for evaluation of constructability and conformance with contract plan documents, design standards and applicable specifications and codes such as WMATA, VDOT, AREMA, AASHTO, ASCE, ACI, PCI, and IBC. During the construction phase he performed site inspections, monitored quality of materials and workmanship, and assisted the construction team in addressing field issues as they arose. He also developed remedial solutions to correct non-conformance issues. <b>The Reinforced Earth Company, 2000 - 2007, Senior Civil Design Engineer.</b> Mr. Allen worked in MSE wall design and material supply as a Senior Civil Design Engineer. Responsibilities included final design of MSE wall shop drawings for specific regions of the US. Also responsible for addressing both field design and quality control issues as related to both MSE and noise walls. <b>PA Department of Transportation, 1999 - 2000, Project Manager/Lead Construction Inspector.</b> As Lead Construction Inspector in the District I-0 Construction Unit, Mr. Allen was responsible for supervising a construction inspection staff of six inspectors on-site during active road repair and rehabilitation projects.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>Old Dominion University, Norfolk, VA / Master of Science / 1995 / Engineering</b> <b>The Pennsylvania State University, State College, PA / Bachelor of Science / 1992 / Civil Engineering</b>	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>2011 / PE / VA, MD, DC / #0402036809</b>	
g. Document the extent and depth of experience and qualifications relevant to the Project. <ol style="list-style-type: none"><li>1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i></li></ol> <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b> *On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.	
<b>VDOT, I-95 EXPRESS LANES, Fairfax County to Stafford County, VA (DESIGN-BUILD)</b>	
<b>Name of Firm:</b> Quinn Consulting Services, Inc.	<b>Project Role:</b> Quality Assurance Manager
<b>Beginning Date:</b> 2013	<b>End Date:</b> December 2014 (Projected)
<b>Specific Responsibilities:</b> Mr. Allen is the QAM for the \$722M I-95 Express Lane project. He is responsible for overseeing project QA staff and for verifying all work performed on the project is inspected and tested in accordance with the VDOT Minimum Requirements for QA/QC on D-B and PPTA projects and the project specific QA/QC plan. Mr. Allen has worked extensively with the proposed Route 7 Widening Project LANE team members (Prince and Pascual) and understands the intricacies of working with VDOT in the busy Northern Virginia corridor.	

**Project Relevance:** The I-95 Express Lanes are similar in both scope and complexity to Route 7 Widening in that they each take into consideration the Performed Quality Assurance Management Services. The requirements are identical to those required under the Route 7 RFQ including the use of VDOT's Design-Build Manual and the procedures and rates specified for inspection, testing, preparatory meetings, and non-conformance issues. I-95 is similar to Route 7 in the design and construction of: roadway, survey, structures and bridges, environmental, compliance, geotechnical, hydraulics, traffic control devices, MOT - category C, utilities, landscaping, public relations/outreach, QA/QC, ROW, project management, lighting, and railroad coordination. Collaboration and teamwork are required for the success and timely completion of both projects. I-95 is 75% complete and will not interfere with the success of Route 7 Widening and Bridge Rehabilitation.

<b>MWAA, DULLES CORRIDOR METRORAIL, SILVER LINE, Northern Virginia</b>		<b>(DESIGN-BUILD)</b>	
<b>Name of Firm:</b>	Dulles Transit Partners	<b>Project Role:</b>	Senior Civil Structural Engineer
<b>Beginning Date:</b>	2007	<b>End Date:</b>	2013

**Specific Responsibilities:** Oversight of four design engineers and four to six designer/draftsmen with high focus on contract due dates, completeness, accuracy, and consistency between various design package submittals. Review of civil structural design calculations, drawings, and specifications for evaluation of constructability and conformance with contract plan documents, design standards, and applicable building codes such as WMATA, VDOT, AASHTO, ASCE, ACI, PCI, and IBC. Coordination and review of subcontractor submitted shop drawings. As Lead Structural Engineer for the McLean Station, coordination of station specific interdisciplinary engineering issues to deal with special engineering or construction problems such as conflicting utilities, mislocated structural connections, rebar interference with connections, honeycombing of concrete and develop and/or review remedial solutions to correct unforeseen issues. Conducting periodic visits to active construction sites to investigate, conduct reviews, and provide sound engineering advice and solutions to field issues encountered during the construction phase of the project. Greatly involved in the final design of seventeen miles of cast-in-place retaining walls and assisted Construction Unit with field issues arising during the material fabrication and construction phases of the walls.

**Project Relevance:** Experience gained on this project is relevant due to the use of VDOT Specifications and the experience gained in both the design and construction phases of design-build projects. Mr. Allen worked with member of the LANE team extensively on Dulles Metrorail (Mr. Prince was the PM for Utility Relocation portion of the project). The Dulles Metrorail project is adjacent to the Route 7 Bridge and Rehab project, and will need coordination with the WMATA team and the busy Tyson's community of which Mr. Allen is well acquainted.

<b>I-15 NOW PROJECT, UTAH DEPARTMENT OF TRANSPORTATION, Utah</b>		<b>(DESIGN-BUILD)</b>	
<b>Name of Firm:</b>	The Reinforced Earth Company	<b>Project Role:</b>	Regional Engineer
<b>Beginning Date:</b>	2006	<b>End Date:</b>	2007

**Specific Responsibilities:** As Regional Engineer, Mr. Allen oversaw the complete and final design of all MSE wall drawings and calculations including internal, external, and global stability. He coordinated work assignments with the Regional Manager and assisted Project Managers with engineering related issues arising at construction sites. He performed regular site visits to investigate reasons, collect data, and observe extent of occasional settlement issues working with Project Managers to formulate corrective procedures and perform any additional engineering calculations necessary to address the modified conditions. He worked closely with Owner's (i.e., primarily State DOT's), engineering, and construction staff to address field issues expeditiously with sound engineering judgment and review of the causes to the issues.

**Project Relevance:** Experience gained in this position is directly relevant to Route 7 Widening and Bridge Rehab as it pertains to the structural engineering and construction processes VDOT requires when designing and constructing project structural elements including MSE walls and bridges.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. **N/A. Mr. Allen is not required on-site full-time.**

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title: <b>WILLIAM E. SCHAUB, PE, VICE PRESIDENT</b>	
b. Project Assignment: <b>DESIGN MANAGER</b>	
c. Name of Firm with which you are now associated: <b>JOHNSON, MIRMIRAN &amp; THOMPSON, INC.</b>	
d. Years' experience: With this Firm <b>9</b> Years, with other Firms <b>25</b> Years. Please list chronologically your employment history, position general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): <b>Johnson, Mirmiran &amp; Thompson, Inc., 2005 - Present, Vice President/Design-Build Manager and Senior Associate/Civil Structural Engineer.</b> Mr. Schaub currently holds the position of practice leader for JMT's transportation design-build efforts throughout the eastern US. He has led and completed multiple Design Build projects in Northern Virginia, MD and PA. His duties included management of full service engineering staff, environmental scientists including personnel required to address hazardous materials remediation and right of way acquisition personnel. His Design Build experience includes projects valued from \$12M to more than \$300M. As Senior Associate/Civil Structural Engineer, Mr. Schaub worked on numerous transportation and facility projects for Federal Highway Administration-Eastern Federal Lands Highway Division, Virginia Department of Transportation, Maryland State Highway Administration, Pennsylvania Department of Transportation, Baltimore District Corps of Engineers, Maryland Port Administration, Maryland Transportation Authority, City of Baltimore Department of Transportation and numerous County agencies. <b>Wallace Montgomery and Associates, LLP, 2003 - 2004, Structural Engineer/Project Manager.</b> Mr. Schaub managed the construction document preparation of numerous highway and bridge projects. <b>STV, Inc., Pre 1999 - 2003, Project Manager/Chief Structural Engineer/GIS Manager.</b> Mr. Schaub managed the construction document preparation of numerous highway and bridge projects. He is experienced in planning and design of structures and highways. The types of highway structures he designed included concrete, steel and timber bridges for roads and railroads. His bridge and roadway design experience includes both rehabilitation and new design.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>University of Maryland, College Park, MD/BS/1984/Civil Engineering</b>	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>1989/ PE/ MD &amp; VA / #0402047571</b>	
g. Document the extent and depth of experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b> *On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.	
<b>VDOT, FAIRFAX COUNTY PARKWAY (FCP), PHASES I/II &amp; IV, Springfield VA (DESIGN-BUILD)</b>	
<b>Name of Firm:</b> Johnson, Mirmiran & Thompson, Inc.	<b>Project Role:</b> Design Manager
<b>Beginning Date:</b> 2008	<b>End Date:</b> 2011
<b>Specific Responsibilities:</b> Mr. Schaub was responsible for executing the design & QA/QC program, which included roadways, interchanges, seven bridges, including one bridge widening on I-95 off Ramp H (Defense Access Road) over Backlick Road, several bridges incorporated 14' wide shared use paths, retaining walls, culverts and sound walls. He received a "Star Partner" award for his exceptional dedication, teamwork, and professionalism in support of the project's goals by the NGA and USACE. The project was recognized by DBIA National and Mid-Atlantic, VTCA, ACEC MW, VA and MD.	
<b>Project Relevance:</b> The \$112.5M FCP project had an extremely aggressive schedule of 750 calendar days. FCP runs for approx. 1.5 miles through portions of the Ft. Belvoir EPG and was a critical link to the BRAC Initiative. Similarities include the multi-disciplined design efforts including geotechnical, roadway, structural, traffic, SWM, drainage, ESC, SUP's, landscaping, permitting, lighting, and utility coordination/relocation. Additional relevant aspects include comprehensive 3 <sup>rd</sup> Party coordination which was required and included the FHA-EFLHD, VDOT, Ft. Belvoir Public Works, Ft. Belvoir Environmental & Natural Resource Division, National Geospatial-Intelligence Agency, US Army Corp of Engineers Ft. Belvoir Integration Office, and Fairfax County Dept. of Transportation. Additional relevancy in the required extensive coordination with other contracts along I-95 for MOT and a public relations campaign was key to successful implementation of year-long detour of existing ramp.	
<b>DDOT, 9<sup>TH</sup> ST. BRIDGE REPLACEMENT OVER CSXT, AMTRAK, &amp; NY AVE., Washington, DC (DESIGN-BUILD)</b>	
<b>Name of Firm:</b> Johnson, Mirmiran & Thompson, Inc.	<b>Project Role:</b> Design Manager
<b>Beginning Date:</b> 2006	<b>End Date:</b> 2011

**Specific Responsibilities:** Mr. Schaub was responsible for a comprehensive QA/QC program and POC for the D-B Team, which included geotechnical, roadway, structural, traffic, SWM, ESC, drainage, lighting, ROW acquisition per DDOT requirements, utility relocations, landscaping, public relations, electric traction design to facilitate the phased removal and complete reconstruction of an existing structure and the reconstruction of the 9<sup>th</sup> Street/New York Avenue.

**Project Relevance:** Similar to the Route 7 Widening and Bridge Rehab project, the \$58.4M 9<sup>th</sup> Street Bridge project was a 645' long 4-span structure, spanning NY Ave (US50), and CSXT/Amtrak railroads. JMT was the lead design firm for replacement of a seven-span structure constructed in 1941 while maintaining roadway traffic along a congested arterial as well as freight and passenger railroad operations near DC's Union Station. The D-B Team focused on achieving a streamlined, four-span bridge over CSXT, Amtrak and NY Ave, along with the reconstruction and widening of NY Ave and realignment and construction of three new signalized intersections. As with Route 7, 9<sup>th</sup> Street Bridge included context sensitive designs for numerous user enhancements; such as widened sidewalks and bicycle lanes, ADA compliant crosswalks, and aesthetic architectural elements. The 9<sup>th</sup> Street Bridge project required extensive 3<sup>rd</sup> party coordination between all project shareholders and the local Advisory Neighborhood Commission. The project was completed on schedule. Along with utilities within the right-of-way such as DC Water, Washington Gas, PEPCO, and MCI, the project sees an average of 60,000 vehicles on NY Ave and 24,000 vehicles on 9th Street. Maintaining this volume of traffic mandated seven (7) major traffic phases to accommodate 1,700 feet of full depth reconstruction along NY Ave. Detailed maintenance of traffic plans were also developed to address the reconstruction of 9<sup>th</sup> Street.

**VDOT, MARK CENTER SHORT & MID-TERM IMPROVEMENTS, Alexandria, VA (DESIGN-BUILD)**

<b>Name of Firm:</b> Johnson, Mirmiran & Thompson, Inc.	<b>Project Role:</b> Design Manager
<b>Beginning Date:</b> 2012	<b>End Date:</b> 2013

**Specific Responsibilities:** Mr. Schaub was responsible for executing the design and QA/QC program of this roadway and intersection improvements project, which included ROW acquisition services, retaining wall design, utility relocations and coordination, roadway widening and intersection improvements. Other services included roadway lighting, signing, new/modified signals, and drainage design, SWM, ESC, landscaping, and obtaining permits for the projects construction. Mr. Schaub attended public meeting for property acquisition and Pardon Our Dust meetings prior to and during construction and managed the appraisals/appraisal reviews, etc. associated with the acquisition of ROW and Easements per VDOT ROW requirements.

**Project Relevance:** The \$9.1M short term improvement project required widening of the on ramp from Mark Center Dr. to I-495 be complete and open to traffic within 4-months of NTP. The accelerated design and permitting services, including obtaining VDOT approval for necessary design waiver; the ramp was opened to traffic on schedule. The project required extensive coordination with local stakeholders, including the VDOT and the travelling public. D-B team developed and maintained project website for stakeholders/patrons to review schedule and traffic shift information, graphics and to solicit feedback.

**MSHA, U.S. 40 AT MD 715 INTERCHANGE/IMPROVEMENTS, Harford County, MD (DESIGN-BUILD)**

<b>Name of Firm:</b> Johnson, Mirmiran & Thompson, Inc.	<b>Project Role:</b> Design Manager
<b>Beginning Date:</b> 2010	<b>End Date:</b> 2013

**Specific Responsibilities:** In charge of upgrading the interchange that included widening the bridge on MD 715 over U.S. 40 from 4-lanes to 6-lanes, incorporation of aesthetic bridge features, design improvements to U.S. 40 and MD 715, connecting ramps, and adjoining roadways, for a total project length of approx. 2.4 miles. Developed detailed MOT plans and TMP. The project included extensive public relations to coordinate with the MSHA, US Army, Harford County DPW, City of Aberdeen and the general public. He established a toll free telephone number allowing the public to report issues, attended public meetings, and provided support to MSHA for webpage updates and addressing public inquiries.

**Project Relevance:** The \$20M D-B project adjacent to Aberdeen Proving Ground (APG) was needed to accommodate additional traffic from personnel relocation to APG as part of the BRAC. Contract included, roadway lighting, signing, three signals, stream relocation designs for the relocation of 800 LF of a stream, drainage design, SWM, ESC, landscaping, utility relocation design/coordination including relocation design of 1100 LF of 16" water main and six fire hydrants. Project required extensive coordination with Baltimore Gas & Electric for relocation of gas and power distribution facilities and obtaining MDE permits.

**DDOT, 11<sup>TH</sup> STREET BRIDGES/ INTERCHANGES OVER ANACOSTIA RIVER, Washington, DC (DESIGN-BUILD)**

<b>Name of Firm:</b> Johnson, Mirmiran & Thompson, Inc.	<b>Project Role:</b> Deputy Design Manager
<b>Beginning Date:</b> 2006	<b>End Date:</b> 2012

**Specific Responsibilities:** Mr. Schaub was responsible for the preliminary and final design of the interchange, which was part of the \$875M I-95 ETL Section 100 mega project, which involves 3 major interchanges and interstate design. He was responsible for the supervision of the design of highways, bridges, retaining walls, utility relocations, geotechnical program and drainage facilities. The interchange design involved 11 lane-miles of I-95, 12 lane-miles of I-695, 1 lane-mile of local roads and 16 lane-miles of ramps, 22 bridges, 30 retaining walls, 6 noise barriers and 5 culverts.

**Project Relevance:** As with Route 7 Widening and Bridge Rehab, the \$378M 11<sup>th</sup> Street Bridge project included roadway, bridge and structures; survey, geotechnical considerations, traffic control devices, MOT, ROW, and major utilities. Extensive public relations required to coordinate with the federal, state, local agencies and the general public. By utilizing innovative design techniques, JMT refined the planning document alignments and interchanges to reduce costs and environmental and community impacts. Estimates are the D-B team saved the client \$109M from original estimates through ATC's.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. **N/A. Mr. Schaub is not required on-site full-time.**

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title: <b>EDMUND P.G. PASCUAL, SUPERINTENDENT</b>	
b. Project Assignment: <b>CONSTRUCTION MANAGER</b>	
c. Name of Firm with which you are now associated: <b>THE LANE CONSTRUCTION CORPORATION</b>	
d. Years' experience: With this Firm <b>12</b> Years, With other Firms <b>8</b> Years. Please list chronologically your employment history, position general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): Mr. Pascual is an award winning engineer with a 20+ bridge construction career with projects ranging in size from \$20 million to \$1billion. He will be the driving force of the Route 7 Project, as exemplified in his work history and will be on site for the duration of construction operations and devoting 100% time and expertise. <b>Mr. Pascual will hold the Virginia Department of Environmental Quality (DEQ –RLD Certification and VDOT ESCCC prior to the commencement of construction. The Lane Construction Corporation, 2002–Present (2008–Present: Superintendent; 2004–2008 Assistant Superintendent &amp; Estimator; 2002-2004 Job Engineer).</b> As Superintendent of Lane Bridge Projects, Mr. Pascual is responsible for the planning and supervision of work crews in the construction of bridges. His experience includes managing the construction process; cost control tracking; field layouts; survey; form and false-work design; Method Analysis studies; and safety implementation for bridges. He is responsible for all project QC activities, CPM scheduling, submittals, RFI's from owners; progress reports, and subcontractor coordination. He is responsible for constructability reviews with the designer and VDOT to ensure all work meets approved construction plans and specs. As Assistant Superintendent and Estimator, he performed estimating duties including take-offs, spec review, work scheme, pricing of work scheme, pre-bid CPM scheduling, solicitation of quotes from subcontractors and vendors, and bid closeout. <b>Kiewit Pacific Co. - Pacific Structures District OFC, 2000-2002 Structure Superintendent/Estimator.</b> Mr. Pascual performed estimating duties including take-offs, spec review, work scheme, pricing of work scheme, solicitation of quotes from subcontractors and vendors, and bid closeout. Responsibilities included estimates for the trestle and access for \$20M Skagit River bridge project; pre-cast girder and structural steel girder bridges for \$30 million Sunset Interchange project, trestle scheme and access for \$200M Benicia-Martinez bridge project; and subcontracts and DBE coordinator for \$1B Oakland Skyway bridge project. <b>Wasatch Constructors AJV, 1999-2000, Structures Superintendent and Project Engineer.</b> Mr. Pascual received accolades for his work in managing crews for the construction of precast girder bridge and SPUI bridge. Responsible for: schedule, cost design build conformance, safety, quality of projects.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>University of Hawaii at Manoa / Bachelor of Science /1994 / Civil Engineering</b>	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>N/A</b>	
g. Document the extent and depth of experience and qualifications relevant to the Project. <i>1. Note your specific responsibilities and authorities for each project, 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 project; projects older than fifteen (15) years will not be considered for evaluation.</i> <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b> *On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.	
<b>VDOT, I-495 EXPRESS LANES, BRIDGEWORK, AREA 3, McLean, Virginia (DESIGN-BUILD)</b>	
<b>Name of Firm:</b> The Lane Construction Corporation	<b>Project Role:</b> Structures Superintendent
<b>Beginning Date:</b> 2008	<b>End Date:</b> 2012
<b>Specific Responsibilities:</b> Assigned as Structures Superintendent of Area 3, a \$300M segment for the I-495 Express Lanes project; Mr. Pascual supervised multiple crews in the construction of eight structural steel bridges (built in phases to accommodate MOT) along with associated MSE walls in three different interchanges. He was responsible and accountable for planning, scheduling, cost, design build conformance and quality control of all structures. He provided training for job engineers assigned as subordinates, and mentoring of the assistant superintendent for cost and scheduling. <b>Project Relevance:</b> The new Route 7 Bridge over I-495 was built to accommodate pedestrians, as the existing bridge did not have a sidewalk. The Flyover Bridge from I-495 Express Lanes to Route 7, I-495 Bridge over Route 123 (both inner and outer loop bridges) both required extensive MOT, utility coordination and public involvement. The Westpark widening of existing bridge to/from Tysons Mall included accommodation of pedestrian traffic with new dedicated SUP. New T-Connector Bridge to existing Westpark Bridge from I-495 Express Lanes, the DTR Flyover Bridge from the Toll Road to I-495 Express Lanes.	

The Route 7 Bridge over I-495 and noted bridge structures included all critical factors of the Route 7 Widening and Bridge Rehab project: Improvement of existing substandard bridges; heavy traffic conditions, extreme MOT, public communications and third party coordination, extensive utilities and railroad coordination, and the construction of Shared Use Paths (SUP's). For the Route 7 Bridge over I-495, work involved the demolition of existing twin 330ft long x 45ft wide steel girder bridges and construction of 515' long x 158' wide steel girder structure with a 2" longitudinal open joint to be built in its place to accommodate I-495 widening below. The Route 7 Bridge over I-495 was constructed in phases to accommodate the heavy traffic movement on Route 7 in Tysons Corner and was part of the \$1.5B I-495 Virginia Megaproject-early delivery.

**VDOT, I-95 EXPRESS LANES, Northern Virginia (DESIGN-BUILD)**

<b>Name of Firm:</b> The Lane Construction Corporation	<b>Project Role:</b> Chief Engineer
<b>Beginning Date:</b> 2012	<b>End Date:</b> 2014

**Specific Responsibilities:** As Chief Engineer, Mr. Pascual reported directly to the Deputy Project Director. He was responsible for the lead pre-planning and constructability reviews for structures related work. He engaged the Design Team to modify their designs as needed to minimize cost, increase production, and adherence to schedule. He also created the Structures Baseline Schedule for the Project. He coordinated with and provided guidance to all the Construction Areas as to sequence of activities, form and equipment selection, SOE design, etc. He secured major subcontracts and suppliers for elements such as structural steel, bridge bearings, S.I.P. formwork, reinforcing steel, foundation piling, demolition, and post and panel walls.

**Project Relevance:** This DB project creates 29 miles of express lanes on I-95 from Alexandria to Stafford. The project includes nine new bridges and four new flyovers. Similarities to Route 7 Widening and Bridge Rehab include roadway, survey, structural bridge work, and bridge flyovers. The I-95 Express Lanes have extensive ITS and communication systems integrated with the I-495 Express Lanes. High level risks addressed included extensive MOT plans, utility relocation efforts (including past identification and data gathering), review of design concepts against existing utilities, determination of mitigation measures, and ongoing coordination with utility companies. The project requires coordination with VRE and Norfolk Southern railroad and public relations coordination with the travelling community. Environmental concerns address all items necessary for acquisition of water quality permits; the project has been lauded for its landscaping and environmental measures. VDOT DBE requirements are met and exceeded; Quality Assurance and Control (QA/QC) are major priority. Safety is a major issue for this project, as it is one of the most heavily travelled corridors in the US. Project is expected to be substantially complete by 12/2014.

**WMATA, BLUE LINE, ADDISON ROAD, Largo, Maryland (DESIGN-BUILD)**

<b>Name of Firm:</b> The Lane Construction Corporation	<b>Project Role:</b> Acting Superintendent
<b>Beginning Date:</b> 2002	<b>End Date:</b> 2004

**Specific Responsibilities:** As Acting Superintendent in the construction of three bridges, Mr. Pascual was responsible for 3-span structural steel "Y" bridge, 12-span low-level precast panel bridge, and a single span structural steel thru-girder bridge. Responsible and accountable for schedule, cost, design/build conformance, quality of structures being built, and safety of crew. Provided engineering (i.e. formwork and falsework design) for other aerial structures and underground Operations Building Structure.

**Project Relevance:** This DB contract involved 3.1 miles of concrete cut and cover double box units with a concrete wall separating the inbound and outbound track. Several multi-span viaduct structures on concrete piers were constructed along with retained cut reinforced concrete walls. Extensive mechanical and electrical systems including tunnel ventilation systems as well as track electrification were also included in the design-build contract. The viaduct crossed over the I-495 beltway, streams, and local roads. A complete system was ready for use in the fall of 2004. Public communication, coordination with utilities, safety to the travelling public were major concerns for WMATA and addressed at all levels by the LANE Team.

**UDOT, COTTONWOOD SEGMENT I-15 RECONSTRUCTION, Salt Lake City, Utah (DESIGN-BUILD)**

<b>Name of Firm:</b> Wasatch Constructors, (JV with Kiewit)	<b>Project Role:</b> Structures Superintendent
<b>Beginning Date:</b> 1999	<b>End Date:</b> 2000

**Specific Responsibilities:** As Structures Superintendent for I-15 construction, Mr. Pascual supervised crews in the construction of a pre-cast girder bridge, a pre-cast girder SPUI bridge, and wall coping and moment slab work. Additionally, he supervised crews for punch-list, post-paving, and finish work for substantial completion of a 10 mile segment. He was responsible and accountable for schedule, cost, DB conformance and quality control for all structures being built. He devised and implemented hazard analysis and safety procedures for crews and equipment, provided training for job engineers assigned as subordinates, and worked with the designer and owner to ensure materials used and work performed met contract requirements, design plans, specifications.

**Project Relevance:** The original I-15 infrastructure, built in the 1960's, was designed to support half the traffic capacity it served. To meet an aggressive schedule and to finish construction before the 2002 Olympics, the project used a DB approach. Similarities to Route 7: bridge and roadway reconstruction; extensive MOT required to respond to significant traffic circulation and construction operations; transportation management plan; integrated public communications and outreach and coordination with utilities and railroad operations. Project components included: improved vehicle access to downtown, railroad grade-separations, replacement of deficient bridges and utilized Single Point Urban Interchange (SPUI) design. The project mitigated conflicting merging traffic movements and significant traffic congestion.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. **Current Assignment: Technical Proposal Assistance. Mr. Pascual will be released from duties immediately upon award of the Route 7 Project.**

**ATTACHMENT 3.4.1(a)**  
**LEAD CONTRACTOR WORK HISTORY FORMS**

**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
<b>I-495 EXPRESS LANES Fairfax County, Virginia  (DESIGN-BUILD, P3)</b>	<b>HNTB</b>	Name of Client./ Owner: <b>Virginia Department of Transportation</b> Phone: <b>540.829.7500</b> Project Manager: <b>John Lynch, P.E.</b> Phone: <b>540.829.7512</b> Email: <b>John.Lynch@vdot.virginia.gov</b>	<b>12/2012</b>	<b>11/2012 (early delivery)</b>	<b>\$1,346,560</b>	<b>\$1,481,670</b>	<b>\$642,000</b>

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.

<b>Similar Scope Elements:</b>	<b>PROJECT SCOPE</b>	
<ul style="list-style-type: none"> <li>• Design-Build</li> <li>• Work performed in Tysons</li> <li>• Roadway Widening</li> <li>• Bridge Reconstruction/Widening</li> <li>• Extensive Utility Relocation</li> <li>• Public Involvement/Relations</li> <li>• MOT/Phasing</li> <li>• Coordination with VDOT and multiple stakeholders</li> </ul>	<p>Construction of four new managed/HOV traffic lanes (two in each direction) inside of the existing lanes on the Capital Beltway. Work included the reconstruction of ramps, interchanges, frontage roads, bridge over and underpasses, and pedestrian crossings. The project encompassed the replacement of more than \$260M of aging infrastructure, including 58 bridges. Each non-interstate bridge constructed provided shared use paths for bicycle and pedestrian access. Construction of the project required close coordination with VDOT, MWAA, WMATA, local jurisdictions, businesses, community associations, and the traveling public. Although only a 35% CJV member, LANE provided nearly all of the project supervision and workforce.</p> <p><b>RELEVANT BRIDGES – Area 3 of the I-495 Express Lanes project: Route 7 over I-495 and the Westpark and Jones Branch Connectors.</b></p> <p><i>Proposed CM, Ed Pascual, was the Superintendent on the following bridges and was responsible for the day-to-day coordination of the construction operations.</i></p> <p><b>Route 7 Bridge over I-495:</b> Of particular relevance to the proposed Rt. 7 Widening and Bridge Rehab project was the Rt. 7 Bridge over I-495, which, at just 2 miles east on Rt. 7 on the east side of Tysons, contains many similarities. The Rt. 7 bridge over I-495 consisted of the demolition of the existing twin 330' long x 45' wide steel girder bridges and the construction of one 515' long x 158' wide steel girder structure. The bridge was constructed in 3 phases to accommodate the heavy traffic movements on and around Rt. 7 in Tysons. Traffic on both Rt. 7 and I-495 had to be maintained during demolition and construction, therefore our team had to ensure that maintenance of traffic and safety was a top priority. The original plans consisted of building a temporary bridge to maintain traffic, however, our team decided that phased construction of the permanent bridge improved MOT and was more cost-effective. The construction of the Westpark and Jones Branch Connector bridges transformed commuting and local travel in Tysons. Shoppers, employees, and residents now have access to Tysons and Tysons Corner mall without ever traveling on Route 123 or Rt. 7; alleviating local traffic to/from McLean and Vienna. LANE also widened the Westpark Drive bridge by 29'2", adding two extra lanes and a shared use path.</p>	
<b>Evidence of Performance:</b>	<b>RELEVANT PROJECT ELEMENTS</b>	
<p>“A solid experienced company that has built to standard and worked well under difficult traffic and space constraints to minimize impact on travel.” - Garrett Moore, P.E., VDOT Chief Engineer</p> <p>“Project was built over four years under traffic as high as 200,000 vpd and achieved 5 million safe work hours as of September 2012 without a losttime incident, making it among the safest heavy civil projects ever built in the U.S.” - Public Works Financing Newsletter, 12/2012</p>	<p><b>MOT:</b> Similar to the Rt. 7 Widening and Bridge Rehab project, a key challenge on the I-495 Express Lanes project was accommodating extreme volumes of commuter, residential and commercial vehicular traffic. The contract required the project to maintain the existing traffic and pedestrian access during construction; affecting every phase of the planning, design and construction of the Express lanes, feeder roads and shared use paths. By conducting extensive traffic studies and through close coordination with VDOT and the local jurisdictions, our team produced a number of innovative designs, carefully planned lane shifts, and construction phasing sequences that helped to minimize disruption during construction. Additionally, the alignment of many of the existing bridges over the Beltway could not be shifted so new replacement bridges were built on the same footprint as the old structures (same challenge on Rt. 7 over DTR bridge). To reduce the impacts on the public, much of the work was performed at night. An aggressive five day work schedule was implemented with Saturday make-up days incorporated in case of inclement weather. The only overnight lane closures that occurred were for structural steel erection and demolition of the existing bridge.</p> <p><b>Community Relations:</b> Our team conducted more than 600 public outreach meetings and, in coordination with VDOT, kept the public involved through various media methods: project website, routine newsletters, and brochure mailings to residents and business. One example of the success of this approach was the closure of South Bound I-495 Bridge at Chain Bridge Road, Tysons Corner. The planned demolition and reconstruction of the new bridge had the potential to disrupt traffic for more than 100,000 residents and business employees in the area. The team devised a demolition plan that completely removed the old bridge in one weekend with a total closure of Rte 123. They blanketed the area with early notification of the weekend closure/detour options using the project website, media announcements, email, telephone calls, postcards, and door-to-door outreach. When the work was completed as planned and promised, <b>not a single complaint</b> was received from businesses, motorists, or area residents.</p> <p><b>Partnership:</b> Construction of Idylwood Road Bridge, which had an existing ADT of more than 15,000 vehicles, was scheduled to take <u>two years</u> to rebuild. After the nearby Oak Street bridge was rebuilt and opened for motorists, the original construction plan entailed closing one lane of the Idylwood Road Bridge and installing temporary traffic signals to alternate one-way traffic across the bridge while the other side was reconstructed. Each side of the bridge would have taken a year to complete for a total duration of two years. A new plan was developed to rebuild it in <b>six months</b>. While the Oak Street bridge (the detour route for Idylwood Road bridge) was under construction, LANE and our partner developed an alternate construction plan for the \$20M Idylwood Road Bridge. After the new Oak Street bridge opened to motorists, the alternate plan would close Idylwood Road Bridge completely for six months to allow construction crews to rebuild the entire bridge simultaneously to shorten the construction duration. Our team held a public information session on the two plans for the Idylwood Road Bridge and sent out 5,000 direct mail invitations with information on the two plans. The direct mail provided information for residents to submit comments if they couldn't make the information session. 91% of the comments submitted by nearby residents were in support of the alternate six month plan. LANE worked with VDOT, elected officials, and community leaders to improve detours and signage for construction of the new bridge. The construction was completed on time as promised to the satisfaction of all affected.</p> <p><b>Shared Use Paths: Every new non-interstate bridge provided shared use paths for bicycles and pedestrian access.</b> The shared use paths were constructed to expand access for pedestrians to the entire metro region; provide easy access to a vast array of shopping and entertainment venues; encourage high-density, transit-oriented development around metro stations in keeping with local land use plans; offers a viable, dependable alternative to automobile travel; and promotes walking, biking and healthy lifestyles.</p> <p><b>Safety:</b> The I-495 Express Lanes project has been the recipient of numerous awards including a safety award for more than 5,000,00 manhours without a lost time incident.</p>	
<b>Key Personnel on Project:</b>		
<p>Ed Pascaul Les Burdett Doug Russell Wayne Lindsay Mike Leitch Doug Malinoski, PE</p>		

**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
<b>NORTH AREA ROADS IMPROVEMENT Dulles, VA</b>	<b>JMT</b>	Name of Client./ Owner: <b>MWAA</b> Phone: <b>703.417.8647</b> Project Manager: <b>David Swennes</b> Phone: <b>703.417.8647</b> Email: <b>david.swennes@mwaa.com</b>	<b>03/2008</b>	<b>11/2007 (early delivery)</b>	<b>\$29,681</b>	<b>\$29,681</b>	<b>\$29,681</b>

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.

<b>Similar Scope Elements:</b>	<b>PROJECT SCOPE</b>
<ul style="list-style-type: none"> <li>• Roadway Widening</li> <li>• Bridge Widening</li> <li>• Design/Construction Support by JMT</li> <li>• Public Involvement/Relations</li> <li>• MOT/Phasing</li> <li>• Coordination with MWAA and multiple stakeholders</li> </ul>	<p>The North Area Roads Improvement project focused on the Dulles International Airport Access Highway (AAH) and associated areas and included: the construction of a new Collector-Distributor (C-D) Roadway system for the section of the AAH between Saarinen Circle and Route 28 (the new C-D Roadway separates the Route 28 exiting traffic from AAH traffic destined for further on, thereby reducing the traffic congestion at three interchanges); and the widening of the AAH from a four-lane to a six-lane highway to provide sufficient capacity for future AAH traffic. This project, <b>designed by JMT</b>, included the existing roadway demolition and the reconstruction and widening of 1.25 miles of the AAH entering and exiting the airport including bituminous concrete roadways, a steel girder bridge, drainage improvements and storm water management facilities, overhead sign structures, and related traffic control, lighting and safety features. The ultimate goal of the North Area Roads Improvement project was to create a roadway system capable of providing efficient access to the Airport that is easy for airport patrons to understand and use.</p> <p>The project also included the widening of an existing bridge (inbound AAH over Horsepen Run) and the construction of a new bridge (inbound C-D Road over Horsepen Run). The bridge required construction of a 140', two-lane multi-span bridge with an integrated back wall and included short and medium span steel plate girder designs. The project involved the construction of one large 8' by 4' by 295' long concrete box culvert and a smaller 8' by 4' by 69' long concrete box culvert. Two retaining walls were also included to allow the widening eastbound of the AAH and the construction of the inbound C-D roadways to pass under existing bridges without reconstructing those bridges.</p>
<b>Evidence of Performance:</b>	<b>RELEVANT PROJECT ELEMENTS</b>
<p>LANE completed this project <b>five</b> months ahead of schedule.</p> <p>Dulles Airport presented the project with the "Outstanding Safety Record Award" for the fourth quarter of 2006.</p>	<p><b>LANE/JMT Working Together:</b> JMT was the Designer of this project. They provided construction support and participated in weekly progress/collaboration meetings with Lane as well as monthly Partnering meetings as outlined below. On many occasions LANE and JMT worked together to tweak the phasing, design, and construction sequences. The successful early completion of the project was a direct result of LANE, JMT and MWAA working together for the common good of the project.</p> <p><b>Partnering:</b> One of the greatest contributing factors to the overall success of the project was the emphasis placed on cultivating and maintaining a strong partnership among all members of the project team that included LANE, JMT, MWAA and other stakeholders. A sense of teamwork was fostered through the use of Partnering sessions. At the initial meeting, each of the stakeholders translated their mutual goals for the success of the project into a Charter that was signed by all team members. The objective was to resolve all issues with the team working together in an atmosphere of open and honest communication. This team-building process kept everyone focused, not only on their goals, but also on the project's goals and their importance to the "big picture." Weekly progress meetings were held to track overall progress and to coordinate future activities. Numerous periodic field meetings were conducted throughout the period of the contract. Very fast turnaround of the shop and working drawing reviews, and approvals and quick responses to LANE requests for information and clarification on the part of JMT were crucial to the success of the program.</p> <p>LANE, JMT and the owner MWAA all agreed their approach to conflict resolution needed to be proactive. Experience and knowledgeable staff were assigned to lead and construct this project for their ability to recognize and mitigate potential problems before they became critical and their ability to work as a team. Without that experience and willingness to work together, small issues can fester into significant problems that can impact schedules. The entire project was able focus on the common goal of delivering this project safely, with high quality, and well ahead of schedule.</p> <p><b>MOT and Phasing:</b> This project was an integral part of the development program at Dulles, designed to keep pace with increased roadway demand by streamlining inbound and outbound traffic at the Airport and expanding exiting roadways, thereby reducing traffic delays and congestion. Project phasing was an extraordinary consideration because of the need to maintain efficient traffic flow on this main artery during the construction to prevent delays to the Airport patrons. This requirement was especially important for traffic on the inbound AAH because roadway delays could result in missed flights. Special care was taken to avoid loss of travel lanes for public use during the peak hours of airport operation. LANE provided modifications to the MOT scheme to which JMT was receptive to achieve optimum safety for airport clients and passengers and as a result was a major factor in <b>reducing the overall schedule by five months</b>.</p> <p>Maintaining uninterrupted traffic flow and safety of the traveling public as well as the workers were two of the greatest priorities of the North Area Roads Improvements project. All construction work took place adjacent to or within areas of high-speed traffic, entering or exiting traffic, and/or decision making points for motorists approaching or leaving the Airport.</p> <p>Bringing high-speed traffic to 25 mph at the east end of the project was critical and particularly challenging. It was achieved by judiciously positioning "Reduced Speed Ahead" signs at frequent intervals. An additional challenge was keeping heavy traffic on the ramp from Route 28 safe from frequent movement of construction vehicles across the ramp on an at-grade crossing. Lane exercised extraordinary vigilance and precautions planning and communicating the plan with all parties and positioning crossing guards at strategic locations to safely cross the ramp.</p> <p>The outbound AAH serves as the only exit for customers leaving the Airport Terminal, Airport parking, and employee parking. Several entrance and exit ramps to the highway made lane closure work activities particularly challenging. Buses transporting employees, rental car patrons, and Economy Parking customers also utilized the roadways within the project work area. LANE was required to plan work activities with Airport Operations and VDOT to ensure that traffic flow was maintained throughout the duration of the contract. Continuous coordination meetings were held to ensure that all stakeholders understood the impacts of the work activity. For example, <b>in one night</b>, LANE crews had to close down the four-lane AAH and set up a detour through the work area, layout and apply over 1.5 miles of thermoplastic pavement markings, open two newly constructed ramps, activate a traffic signal, reconfigure four ramps, and open the new four-lane C-D road and two lane outbound AAH for traffic exiting the airport.</p> <p><b>Structures:</b> Relevant to the proposed project, North Area Roadway also consisted of a bridge widening, the outbound AAH bridge over Horsepen Run. Other structures included crossing bridges, retaining walls, and a box culvert.. Access to the work area was limited due to the presence of traffic on each side of the work area so lane closures were necessary in order to have the ability to swing a crane. In addition to the restricted work area, the creek was subject to extremely fluctuations in water level; normally one foot in depth, it could swell to over eight feet during rain events. The logistics of staging the beams for bridge construction had to be planned out extensively. LANE, JMT, MWAA and Airport Police worked closely together to come up with a game plan that minimized impacts to motorists and ensured travelers were not delayed.</p>
<b>Key Personnel on Project:</b>	
<p>Ken Prince, PE Dennis Rodkey Doug Russell Rodney Hayzlett, PE Randy Boice, PE Paul Clement, PE</p>	



**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
<b>Dulles Corridor Metrorail Project (Phase 1) Tysons, Virginia (DESIGN-BUILD)</b>	<b>Dulles Transit Partners (Bechtel)</b>	Name of Client./ Owner: <b>Metropolitan Washington Airports Authority</b> Phone: <b>703.572.0500</b> Project Manager: <b>John Kearney</b> Phone: <b>703.572.0500</b> Email: <b>john.kearney@dullesmetro.com</b>	<b>11/2010</b>	<b>1/2012 ( Due to added scope of work by Client/Owner)</b>	<b>\$72,000</b>	<b>\$139,000 (Due to added scope of work from Client/Owner)</b>	<b>\$139,000</b>

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.

<b>Similar Scope Elements:</b>	<b>PROJECT SCOPE</b>	
<ul style="list-style-type: none"> <li>• Design-Build</li> <li>• Work performed in Tysons on Rt. 7 &amp; DTR</li> <li>• Roadway Widening Rt. 7 &amp; 123</li> <li>• Pedestrian Bridges</li> <li>• Bridge Foundations</li> <li>• Extensive Utility Relocation</li> <li>• Public Involvement/Relations</li> <li>• Extensive MOT/Phasing</li> <li>• Coordination with VDOT and multiple stakeholders</li> </ul>	<p>Phase 1 of the 23.1-mile extension of the Metrorail system project is an 11.6-mile extension of Metrorail (Silver Line) starting from the Orange Line at West Falls Church, proceeding along the Dulles Connector Road to an aerial alignment through Tysons, including four stations, and an at-grade alignment to Wiehle Avenue Station along the median of the AAH. MWAA was the owner and oversaw procurement, design, and construction of the Project. The LANE project office was located within Loop "C" of the Rt. 7 Bridge (southeast quadrant of the Rt. 7 bridge over DTR). LANE's project limits started at Rt. 7/DTR, including work on the DTR in spot locations and proceeded eastward along Rt. 7 to and along Rt. 123 to McLean. LANE was responsible for adjusting, relocating, and implementing utility systems to facilitate road improvements along Rt. 7 and 123 to accommodate the Metrorail facilities. The project also included the assembly and erection of the pedestrian bridges at each of the metro stations between Wiehle Ave. and Tysons. This project required extensive MOT, road construction and repairs on Routes 7, 123 and related side streets in the Tysons area necessitating detailed coordination with local businesses, stakeholders, VDOT MegaProjects, and first responders. Work included construction of a large bridge foundation on caissons for the Silver Line aerial rail bridge over Rt. 123 and I-495. The project implemented an innovative support of excavation systems, open cut trenching, detailed as-built documentation, and an instrumentation monitoring program to monitor the existing infrastructure and critical facilities. MOT involved lane closures, traffic shifts and detours. Utility systems relocated included sanitary sewer, water distribution, electrical distribution, communications, Verizon cathodic protection, and traction power feeder. Various means and methods of construction were used including 80 jack-and-bore crossings totaling 8,000 linear feet to minimize impacts to the public.</p>	
<b>Evidence of Performance:</b>	<b>RELEVANT PROJECT ELEMENTS</b>	
<p>"During my years here on this project working with Lane Construction I can now say that Lane Construction is the most responsive, reliable and safest contractor available. Lane always supplied our project with good crews, good equipment and good supervision to develop and maintain strong working relationships with VDOT, Fairfax County, adjacent property owners and the traveling public. All work associated with the Utility Relocation scope was handled with the highest level of professionalism and constant efforts were made to allow life to continue in Tysons Corner even while every utility existing in the area was being uprooted and relocated." –John Kearney, Program Manager for MWAA</p>	<p><b>Partnering:</b> LANE provided workers from its vast labor pool in the region; crews worked day and night to meet tight schedule requirements and to coordinate our work with the operations of multiple adjacent contractors. LANE established a daily planning and coordination meeting every morning at 6:30am with the LANE project management team, designer, and the MWAA owner representative. Additionally, weekly coordination meetings between this project and the adjacent Megaproject (I-495 Express Lanes) were conducted which included representatives from Bechtel, MWAA, VDOT, and Fluor-Lane. LANE often held direct coordination meetings at both offices and field sites for localized situations that necessitated one on one meetings at specific areas. Another important similarity to the proposed project is that the Lane team partnered with the Tysons retail and business community to ensure efficient traffic movements and minimal impacts to the traveling public, buses, and first responders by allowing flexibility in our schedule and sequencing of work activities.</p> <p><b>MOT:</b> Similar to the Route 7 Widening and Bridge Rehab project, a key challenge on the Dulles Metrorail project was dealing with one of the largest traffic congestion issues in the country. Extensive MOT coordination was performed for the Tysons primary routes: Routes 7 and 123, I-495, Rt. 267 DTR, I-66 and the AAH with VDOT and the I-495 Express Lanes project. LANE successfully designed and implemented more than 300 unique MOT plans for both pedestrian and vehicular traffic in the Tyson's area, the 12th largest business district in the country. LANE also constructed temporary sidewalks and signage to safely guide pedestrians through the work area.</p> <p><b>Utilities:</b> The Dulles Utilities Project involved major utility relocations which involved heavy coordination, collaboration and design planning with more than 30 different utility companies. Some of these same utilities will be encountered on the proposed project as well. Lane has an intimate knowledge of these utilities, the specifications to be adhered to when relocating, abandoning or adjusting them and a strong relationship with utility key personnel. LANE will bring this valuable, first hand experience of the Rt. 7- DTR road network as well as many of the same craft and supervisory personnel to bear on this proposed project. Approximately 32 unmarked or mismarked utilities created utility conflicts that had the potential to delay the project schedule. LANE implemented an effective utility avoidance plan and policy to address these unmarked utilities and worked with MWAA and the remediation subcontractor to mitigate delays from the resulting contaminated soil. Over 1,000 test pits were excavated by hand or other non-mechanized methods to physically verify the location of existing utilities in order to construct new utility facilities. LANE immediately stopped work in any area where contaminated soil indicators (such as odor or appearance), unknown containers, piping, or similar structures were discovered; or any other materials which are reasonably suspected to be Hazardous Substances.</p> <p><b>Noise Mitigation:</b> Noise was recognized by the project as an issue due to the close proximity of homes and businesses to the work area. LANE worked with the owner to provide advance notice of potentially noisy work activities. Advanced notice was provided via: weekly look ahead schedules; email notifications; phone calls; and face-to-face meetings with property owners or their representatives. Noise producing activities were scheduled to avoid sensitive periods; "white noise" backup alarms were installed on equipment to mitigate the effects of equipment backup alarms. When alternate scheduling was not possible, LANE parked large sound attenuation vehicles between the work area and the residential neighborhoods. The vehicles were lined with plywood to create a temporary sound barrier to redirect noise. The temporary sound barrier had to be set up and removed daily to comply with lane closure restrictions for the project. Furthermore, a Hotline was set up and published on the project website and email notifications were distributed for construction-related emergencies including noise disturbances.</p> <p><b>Safety:</b> LANE had a comprehensive and effective safety program with full time safety personnel and had a project IRR of under 1.0. and 0.0 lost time incidents with nearly 1 million work hours recorded. LANE assigned 2 full time safety supervisors who administered the safety program with management's commitment, work force engagement, weekly training, daily pre-planning meetings, job hazard analysis, and safety achievement celebrations and incentives. This project was LANE's safest project for 2 consecutive years, registering 0.0 recordables during that period.</p>	
<b>Key Personnel on Project:</b>		
Ken Prince, PE Dennis Rodkey Doug Russell David Colbert		



**ATTACHMENT 3.4.1(b)**  
**LEAD DESIGNER WORK HISTORY FORMS**

**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
<b>ROUTE 7 (LEESBURG PIKE) PHASE I AND II Fairfax County, VA</b>	<b>Fort Myer Construction Corporation (Phase I and Phase II)</b>	Name of Client.: <b>VDOT</b> Phone: <b>703.259.2734</b> Project Manager: <b>Mark Gibney, PE (Phase I)</b> Phone: <b>703.259.2734</b> Email: <b>Mark.Gibney@vdot.virginia.com</b> Phone: <b>703.259.2950</b> Project Manager: <b>Fred Moomau, PE (Phase II)</b> Phone: <b>703-259-3226</b> Email: <b>Fred.Moomau@VDOT.Virginia.gov</b>	<b>Phase I October 2015</b>	<b>Phase I December 2015 (Estimated)</b>	<b>Phase I \$36,600</b>	<b>Phase I \$37,000 (Estimated)</b>	<b>Phase I \$3,478</b>
			<b>Phase II 2017 (Estimated)</b>	<b>Phase II 2021 (Estimated)</b>	<b>Phase II \$300,000</b>	<b>Phase II \$300,000 (Estimated)</b>	<b>Phase II \$5,815</b>

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.

<b>Similar Scope Elements:</b>	<b>Design Work was Performed by JMT as the Prime Designer from their Herndon, VA, Richmond, VA and Sparks, MD offices.</b>	
<ul style="list-style-type: none"> <li>• Roadway</li> <li>• Survey</li> <li>• Bridges</li> <li>• Environmental</li> <li>• Hydraulics</li> <li>• Traffic Control Devices</li> <li>• Right-of-Way</li> <li>• Utilities</li> <li>• Public Relations</li> <li>• QA/QC</li> <li>• Retaining Wall</li> <li>• Lightng</li> <li>• Landscaping</li> <li>• Project Mgmt.</li> <li>• TMP</li> <li>• Shared Use Path</li> </ul>	<b>PROJECT DESCRIPTION</b>	
<b>Evidence of Performance:</b>	<p>JMT was responsible for providing professional engineering services to VDOT for design and capacity improvements to Route 7 (Leesburg Pike) in Fairfax County, VA. The project was split into two phases, Phase I was from Rolling Holly Drive to Reston Avenue (1.2 miles) and Phase II was from Reston Avenue to the Dulles Toll Road (approximately 6.5 miles). Plans were prepared utilizing MicroStation V8 and GEOPAK. The widening was generally to the inside, however alternatives were developed to determine the most feasible and prudent options where widening exclusively to the median is not practical or is to be limited to not preclude future transit options. The project included survey, subsurface utility engineering, preliminary design, complete right-of-way and roadway construction plans (included standard retaining wall plan sheets); multi-purpose trails on both sides of Route 7; structure and bridge plans included the design of a bridge replacement (Route 7 over Difficult Run), landscaping plans, signing, signals, roadway lighting, pavement markings, roadway drainage design and hydraulic and hydrologic analysis of bridged waterways and major structures as well as analysis to determine scour, water quality work, final plans, estimates, special provisions, review of shop drawings, construction consultation and load ratings.</p> <p>The design included improvements to 33 intersections, including adding turn lanes, medians, islands and signalization in accordance with VDOT NOVA District requirements. Included in the design were signing and pavement marking plans for the mainline roadway and the connections. JMT conducted signal warrant studies at 9 intersections. 14 existing signals were impacted by the design and were designed for the new intersection configurations. Additionally, design alternatives were developed at major intersections to determine the most feasible and prudent options to improve traffic flow, including assessing alternative intersection options. VISSIM/Synchro/SimTraffic software was utilized to develop a coordinated system to maximize traffic flow volumes and to decrease delay times along the corridor. Furthermore, bicycle and pedestrian crossings were analyzed at the signalized intersections due to the multi-use trail paralleling Route 7 through the corridor.</p> <p>JMT developed a Type C Transportation Management Plan (TMP) for Phase I of the project and is currently developing it for Phase II. There was significant bifurcation between the eastbound and the westbound roadways, which complicated the phasing of construction. An extensive public involvement program was implemented to include newsletters and a website, to compliment the public involvement meetings, citizen working group sessions and coordination with Fairfax County.</p> <p>The roadway plans include drainage design for both open and closed storm systems, ditches, inlets, culverts, storm water management facilities, erosion and sediment control, hydraulic and hydrologic analysis for major structures and bridges. A very extensive stormwater strategy was developed for the project to identify areas where stormwater management facilities may serve joint usage facilities for Fairfax County Park Authority and or other developments along the corridor to help minimize environmental and property impacts.</p>	
<b>Key Personnel on Project:</b>	<b>PROJECT BENEFITS</b>	
<p>Rodney Hayzlett, PE Lee Priestas, PE Randy Boice, PE Jon Conner, PLA, LEED AP Scott Rasmussen, PLA Michael Zmuda, LS, PE</p>	<p><b>Constructability</b> – Developed detailed temporary traffic control plans that included a detour roadway in the existing median to facilitate construction with severe bifurcation between existing roadway while maintaining over 60,000 ADT.</p> <p><b>Value Engineering</b> – Prepared studies and Value Engineering Designs to maximize utilization of existing roadway features to keep the project within the Departments budget and on schedule while meeting the project objective to improved capacity and overall safety.</p> <p><b>Community Support</b> - Considerable public opposition arose against adding dual left-turn lanes from eastbound Route 7 to eastbound Georgetown Pike. JMT simulated multiple alternatives which maintained the existing right-of-way constraints while also providing the operating levels of service expected from the improvements. An agreement was reached for the intersection configuration and operations after several meetings with the community, elected officials and civic groups.</p>	



**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
<b>FAIRFAX COUNTY PARKWAY (FCP), PHASES I/II &amp; IV Fairfax County, VA (DESIGN-BUILD)</b>	<b>Cherry Hill Construction, Inc.</b>	Name of Client.: <b>FHWA- EFLHD</b> Phone: <b>703. 404.6217</b> Project Manager: <b>Robert A. Morris, PE</b> Phone: <b>703.259.2734</b> Email: <b>robert.morris@dot.gov</b> Name of Client./ Owner: <b>VDOT</b> Phone: <b>703.383.2489</b> Project Manager: <b>Tom Fahrney</b> Email: <b>tom.fahrney@vdot.virginia.gov</b>	<b>Phases I/II December 2010</b>  <b>Phase IV July 2011</b>	<b>Phases I/II September 2010</b>  <b>Phase IV July 2011</b>	<b>\$73,756 (Excluded Owners Option No. 3 and Phase IV)</b>	<b>\$112,416 (Actual) Increase due to Award of Phase IV</b>	<b>\$11,538</b>

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.

<b>Similar Scope Elements:</b>	<p><b>Design Work was Performed by JMT as the Prime Designer from their Herndon, VA, Richmond, VA and Sparks, MD offices.</b></p> <p><b>PROJECT DESCRIPTION</b></p> <p>JMT was responsible for complete design of the project including work in the following disciplines: highway, structural, water resources, traffic, multipurpose trail, lighting designs, surveys, utility designations, subsurface utility engineering, geotechnical engineering, environmental analysis and permitting (led by EEE). JMT also provided services to finalize conveyance of the ROW from the Army to VDOT.</p> <p>To meet the requirements of BRAC the FCP project had an extremely aggressive schedule of 750 calendar days to design, permit, relocate utilities, and construct the parkway. The design team initiated design upon notice of award beginning in Oct. 2008 and delivered approval for constr. plans that allowed constr. of the western end (west of Accotink Creek) of the project to commence in April 2009. Full plan approval for the remainder of the contract was received on Aug. 2009, approximately 3 months ahead of schedule. This accelerated design schedule allowed earlier construction starts that enabled the opening of Phases I/II on Sept. 20, 2010, nearly a month ahead of scheduled. The project corridor begins at Rolling Rd/Franconia-Springfield Pkwy. and proceeds southeastward on a new alignment and ends just east of Fullerton Rd. The design included a new interchange at FCP and Barta Rd for access to West North Loop Rd. National Geospatial-Intelligence Agency (NGA) interior roadway network within the new NGA facility. Extensive design collaboration/coordination with the U.S. Army for this access point was required and included coordination for security lighting, overheight vehicle detection, geometry/utility connections. A majority of this roadway was located on the southern portion of the Fort Belvoir North Area. The work involved in the FCP included: grading, drainage and paving, bridges, noise walls, lighting, traffic signals, landscaping, signing/stripping and extensive environmental services. The environmental challenges were further complicated by the fast-track schedule, involvement of multiple stakeholders, and complex environmental and regulatory issues. The FCP alignment cut through the Fort Belvoir North Area and crossed five former firing ranges and testing sites including three RCRA sites that had significant groundwater and soil contamination, and stringent Land Use Controls required by an EPA Consent Order to protect human health and the environment. Design services included a comprehensive investigation of the nature and extent of the contamination on several of these areas, including groundwater modeling to evaluate the impact of construction on the fate and transport of multiple contaminated groundwater plumes. The project also included widening of I-95 to accommodate a new exit lane designed as a certified Defense Access Road that provides direct access to the NGA. The DB Team completed the following design work, as directed by the EFLHD:</p> <ul style="list-style-type: none"> <li>• <b>Base Option</b> - Design of a 4-lane divided, limited access highway, designed to facilitate future widening to 6-lanes within the project ROW; Relocation of portions of Rolling Rd; Interchange at FCP with Barta Road; New Bridges at Fullerton Rd, Accotink Creek/Barta Rd; and multipurpose trail alongside a portion of the road.</li> <li>• <b>Option No. 1</b> - Constr. of Ramp A/Loop D at the Barta Rd Interchange.</li> <li>• <b>Option No. 2</b> - Provided an access road for approx. 1.0 mile beginning at the existing exit ramp connecting SB I-95 to WB FCP to a new alignment to the W. South Loop Rd, included widening of existing Br. 675.</li> <li>• <b>Option No. 3</b> - Consisted of constructing Ramp C of the Boudinot Drive interchange. This ramp was approximately 0.3 miles long and provides access from Fullerton Rd. to southbound FCP.</li> </ul> <p>JMT completed the Base Option and Options 1-3 including Phase IV. Phase IV was completed in July 2011 and provides access to N.B. FCP from Boudinot Dr. by extending Boudinot Dr. beneath the FCP and constructing Loop B. Phase IV also provided a connection from FCP N.B. to Boudinot Dr. via Ramp B; and access from S.B. FCP to Boudinot Dr. via Ramp D and a new bridge crossing Accotink Creek.</p> <p><b>PROJECT BENEFITS</b></p> <ul style="list-style-type: none"> <li>• Coordinated the mitigation and processing of design waivers and exceptions from previously approved CTB plans, allowing the project to remain within boundaries established by the MOA between project stakeholders (VDOT, EFLHD, U.S. Army, and Fairfax County) and keeping the commitments of the ROD.</li> <li>• Designed significant profile revisions to minimize surplus material, thereby avoiding impacts to HAZMAT and UXO's, and reducing construction traffic on the local road network.</li> <li>• Conducted extensive coordination process to satisfy the varying and diverse needs of the major stakeholders.</li> <li>• Extensive Public Relations Campaign and Partnering Approach to Project was Key to Successful Implementation of a Year Long Detour of Existing Ramp.</li> </ul>	
<b>Evidence of Performance:</b>		
<b>Key Personnel on Project:</b>		

- Design-Build
- Roadway
- Survey/Right-of-Way
- Bridges/Retaining Walls
- Environmental/ Hydraulics
- Geotechnical
- Traffic Control Devices/TMP
- Shared Use Path
- Utilities
- Public Relations
- QA/QC and CEI
- Lighting
- Landscaping
- Project Management

The project was recognized by DBIA with a Merit Award, DBIA Mid-Atlantic Region with a Transportation Award and ACEC/VA, ACEC/MD and ACEC/MW with "Awards of Excellence" and was the VTCA Winning Project for VDOT projects greater than \$10M. In addition key staff members of JMT and EEE received "Star Partner" awards for their exceptional dedication, teamwork, and professionalism in support of the project's goals by the National Geospatial-Intelligence Agency (NGA) and USACE.

To facilitate feedback from the public, the team established a Web site through, which public comments could be submitted. One comment reflects the efforts made by all who were associated with the project. *"I am amazed at the pace of the Fairfax County Parkway Extension project, and to all those who are involved in any aspect of this project, I want to thank you for all you are doing!"* - J. Thompson

- |                         |                          |
|-------------------------|--------------------------|
| William Schaub, PE      | Randy Boice, PE          |
| Rodney Hayzlett, PE     | Jon Conner, PLA, LEED AP |
| Mike Zmuda, LS, PE      | Trip Phaup, PE           |
| Paul Clement, PE, CPESC |                          |

**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
<b>9<sup>TH</sup> STREET BRIDGE REPLACEMENT OVER NEW YORK AVE. AND RAILWAYS WASHINGTON, DC (DESIGN-BUILD)</b>	<b>Cherry Hill Construction, Inc.</b>	Name of Client./ Owner: <b>FHWA- EFLHD</b> Phone: <b>703.404.6307</b> Project Manager: <b>Ken Atkins</b> Phone: <b>703.404.6307</b> Email: <b>kenneth.atkins@fhwa.dot.gov</b>	<b>July 2010</b>	<b>May 2011 (Actual) Project Extended at Owners Request</b>	<b>\$43,960 (Original)</b>	<b>\$58,444 (Actual) Owner added scope</b>	<b>\$4,806</b>

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

<p align="center"><b>Similar Scope Elements:</b></p> <ul style="list-style-type: none"> <li>• Design-Build</li> <li>• Roadway</li> <li>• Survey/Right-of-Way</li> <li>• Bridges/Retaining Walls</li> <li>• Environmental</li> <li>• Geotechnical</li> <li>• Hydraulics</li> <li>• Utilities</li> <li>• Public Relations</li> <li>• QA/QC and CEI</li> <li>• Lighting</li> <li>• Landscaping</li> <li>• Project Management</li> <li>• Traffic Control/TMP</li> </ul>	<p><b>JMT was the Lead/Prime Designer. Design work was performed in Sparks, MD office.</b></p> <p><b>PROJECT SCOPE</b></p> <p>The Federal Highway Administration-Eastern Federal Lands Highway Division (EFLHD) representing the District Department of Transportation (DDOT) selected the D-B Team including Johnson Mirmiran &amp; Thompson, Inc. (JMT) as the lead designer for this challenging \$58.4M D-B project. The clients desired to replace a seven-span structure that was constructed in 1941 while maintaining roadway traffic along a congested arterial as well as freight and passenger railroad operations near Washington DC's Union Station and Amtrak's Ivy City Yard.</p> <p>The D-B Team was issued Notice to Proceed on September 6, 2006 and JMT completed its 100% design milestone approximately one-month ahead of schedule. The project included context sensitive designs for numerous user enhancements including widened sidewalks and bicycle lanes, ADA compliant crosswalks, and aesthetic architectural elements. The project was kept on schedule due to a partnering between all project shareholders including the FHWA-EFLHD, DDOT, Amtrak, CSXT, and the U.S. Postal Services.</p> <p>JMT's major components of this project included:</p> <p><b>Highways &amp; Bridges</b> - The project required the full depth reconstruction and widening of 1,700 feet of New York Avenue along with the realignment and construction of three new signalized intersections. All roadway design work and construction document preparation met the CADD standard requirements of the EFLHD. The new bridge concept, a 645' long four-span structure, was developed to minimize impacts to the railroads and utilities and to provide a more open section at New York Avenue. A new retaining wall along 9<sup>th</sup> Street resulted in alleviating impacts to stormwater management facility owned by the U.S. Postal Service's Brentwood facility.</p> <p><b>Traffic Engineering/ITS</b> - Developed MOT, signing, pavement marking, and signal plans. The MOT plans involved both detours of traffic and maintaining traffic along the existing roadways, and included designs for temporary construction signing and markings, barricades, channelization devices, and phasing for the project. Traffic signal plans were developed for four intersections and included the various temporary signal phases of construction. All plans were developed to DDOT/MUTCD standards.</p> <p><b>Water Resources Management</b> - Responsible for the new and reconstructed drainage system, ESC, SWM and environmental permits and approvals for complete replacement of the 9<sup>th</sup> St. Ave. Bridge and the reconstruction of New York Avenue and realignment of the Mt. Olivet, 9th Street and Brentwood Parkway intersection.</p> <p><b>Utility Relocation and Coordination</b> - Completed the relocation design for the existing 16-inch and 8" water mains owned by the DC Water.</p> <p><b>Survey and Mapping</b> - Supplied survey support in the form of miscellaneous topographical surveys, baseline stakeout and boundary surveys; and the preparation of multiple right-of-way plats for the new easements and fee simple takes that were required for construction.</p> <p><b>Visualizations</b> - JMT's in-house graphic artists developed and provided presentations and displays for Advisory Neighborhood Commission meetings using graphic software programs including 3-D photo realistic renderings (before and after). A project website was created and maintained throughout the project duration.</p>	  
<p align="center"><b>Project Benefits:</b></p> <p>The 9<sup>th</sup> Street Bridge is an important connector within the nation's capital, serving residents and businesses located in the Trinidad, Ivy City, and Brentwood neighborhoods, according to the Federal Highway Administration. <i>"Shoring up our roads and bridges is essential to the nation's economic competitiveness," Mendez said in a statement. "The more we can improve our infrastructure, especially in busy metropolitan areas, the more we'll help move economic recovery along."</i> - AASHTO Journal 7.29.2011</p>	<p><b>PROJECT BENEFITS</b></p> <p>The D-B Team focused on achieving a streamlined, four-span bridge over CSXT, Amtrak and New York Avenue, along with the reconstruction and widening of New York Avenue and the realignment and construction of three new signalized intersections for this gateway project leading into our Nation's Capital.</p> <p>The project also included context sensitive solutions and numerous user enhancements including widened sidewalks and bicycle lanes, ADA compliant crosswalks, and aesthetic architectural elements that included local artist who created brass eagles that adorn the four corners of the bridge.</p> <p>The project serves as a gateway into our Nation's Capital.</p>	
<p align="center"><b>Evidence of Performance:</b></p>	<p>The DB Team focused on achieving a streamlined, four-span bridge, along with the reconstruction and widening of New York Ave and the realignment and construction of 3 new signalized intersections for this gateway leading into our Nation's Capital. Also included context sensitive solutions and numerous user enhancements including widened sidewalks/bicycle lanes, ADA compliant crosswalks, and aesthetic arch.elements that included local artist who created brass eagles that adorn the four corners of the bridge.</p>	
<p align="center"><b>Key Personnel on Project:</b></p>	<p>William Schaub, PE Jon Conner, PLA, LEED AP Paul Clement, PE, CPESC</p>	