

Request for Qualifications



Design-Build Route 7 Widening and Bridge Rehabilitation over Dulles Toll Road and Airport Access Road

From: 0.56 Miles West of Tyco Road
To: 0.13 Miles West of Tyco Road
Fairfax County, Virginia

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

Federal Project No.: BR-5401 (738)

Contract ID Number: C00082135DB77

CD-ROM COPY



A Statement of Qualifications from



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June 19, 2014

Submitted to: **Virginia Department of Transportation**

1401 E. Broad Street
Richmond, Virginia 23219



June 19, 2014

Brenda L. Williams
Commonwealth of Virginia
Virginia Department of Transportation
Central Office Mail Center
Loading Dock Entrance
1401 East Broad Street
Richmond, Virginia 23219

Re: Statement of Qualifications
Design-Build Project - Route 7 Widening and Bridge Rehabilitation over Dulles Toll Road and Airport
Access Highway
From: 0.56 Miles West of Tyco Road
To: 0.13 Miles West of Tyco Road
Project No.: 0007-029-139, P101, R201, C501, B617, B618
Contract ID Number: C00082135DB77

Dear Ms. Williams:

Martins Construction Corp. (MCC) is pleased to submit our qualifications for the Route 7 Widening and Bridge Rehabilitation over Dulles Toll Road and Airport Access Highway Design-Build project. As requested by the Department's RFQ, our submission includes:

- One (1) original paper version of our Statement of Qualifications (SOQ)
- Eight (8) abbreviated copies of the original paper version
- One (1) CD-ROM containing the entire original in a single PDF file

MCC has thoroughly reviewed the Department's RFQ, including Addendum 1 (05/13/14) and the RFQ Q&A (06/02/14). Following are responses to information and/or attachments requested in RFQ section 3.2.

3.2.2 Official Representative and Point of Contact—Mehdi Tasooji - Senior Project Manager - 210 Little Falls St, Falls Church, VA 22046. He can be reached at 703-533-8700 (T), 703-533-8701 (F), or mtasooji@martinscorp.com.

3.2.3 Principal Officer Information—Mario Martins - President - 210 Little Falls St, Falls Church, VA 22046, is the principal officer of the legal entity (Offeror) with whom a design-build contract with VDOT will be written. He can be reached at 703-533-8700 (T), 703-533-8701 (F), or mrmartins@martinscorp.com.

3.2.4 Corporate Structure—MCC will be the design-build contracting entity for the Route 7 Widening and Bridge Rehabilitation over Dulles Toll Road and Airport Access Highway Design-Build project. MCC is a corporation titled in the Commonwealth of Virginia and will be the sole major participant firm and responsible party to the design-build contract with the Virginia Department of Transportation (VDOT). MCC will hold all financial responsibility for the contract (a surety letter is provided in the Appendix).

3.2.5 Lead Contractor and Lead Designer—MCC is the Lead Contractor for this project, serving as the prime/general contractor responsible for overall construction. A. Morton Thomas and Associates, Inc. (AMT) will be our Lead Designer for the project, meaning the prime design consulting firm responsible for overall design.

3.2.6 Affiliated/Subsidiary Companies—Neither MCC nor AMT have affiliated or subsidiary companies to report. Attachment 3.2.6 is provided in the Appendix.

3.2.7 Debarment Forms—Certification Regarding Debarment Forms for both Primary Covered Transactions [Attachment 3.2.7(a)] and Lower Tier Covered Transactions [Attachment 3.2.7(b)] have been signed and are included in the Appendix.

3.2.8 VDOT Prequalification Evidence—MCC is pre-qualified with VDOT (Vendor Number M640 - active and good standing) to provide Major Structures and Demolition of Structures. The standard VDOT prequalification certificate is presented as Attachment 3.2.8 in the Appendix.

3.2.9 Surety Letter—A surety letter stating that MCC is capable of obtaining a performance and payment bond based on the current estimated contract value, along with which bonds will cover the project and any warranty periods, is provided as Attachment 3.2.9 in the Appendix.

3.2.10 DPOR Licenses and SCC Registrations—The required license and registration information is shown as Attachment 3.2.10 in the Appendix and includes supporting documentation.

3.2.11 DBE Requirements—MCC is a certified DMBE with VDOT. MCC will fully meet the DBE participation goal of eight percent (8%) of the entire value of the contract by self-performing work as a VDOT certified MBE firm, and with the inclusion of other DBE/MBE subconsultants including CKI & Associates, Inc.; Siva Corrosion Services, Inc.; and DMY Engineering Consultants, Inc.

This SOQ is signed in ink by an authorized representative of Martins Construction Corp.

The MCC team is most interested in serving the Virginia Department of Transportation and the various project stakeholders. Accordingly, we present to you a design-build team equipped with the experience, knowledge and resources to successfully deliver the Route 7 Widening and Bridge Rehabilitation over Dulles Toll Road and Airport Access Highway, in partnership with VDOT and with comprehensive care for the impacts of the work.

We look forward to your favorable consideration of our qualifications.

Sincerely,
MARTINS CONSTRUCTION CORP.



Mehdi Tasooji, MCC Senior Project Manager
mtasooji@martinscorp.com



MARTINS CONSTRUCTION CORP.

Construction and Project Management

A. MORTON THOMAS AND ASSOCIATES, INC.

Design, Quality Assurance

Parsons

Supplemental Structures & Bridge and Lighting Design

Schnabel Engineering, Inc.
 Geotechnical Engineering and Pavement Design

Siva Corrosion Services, Inc.
 Corrosion Investigation

Harris Miller Miller & Hanson, Inc.
 Noise Analysis and Barrier Design

Bowman Consulting
 Right of Way Acquisition

DMY Engineering Consultants, Inc.
 Quality Assurance Testing

CKI & Associates, Inc.
 Quality Control Inspection & Testing

3.3 TEAM STRUCTURE

Martins Construction Corp. (MCC) brings to the Route 7 Widening and Bridge Rehabilitation project a track record of success on similar design-build efforts, including for the Virginia Department of Transportation. The firm's hands-on experience with relevant projects—effectively executing design and construction as well as managing risk—includes the Lewinsville Road Bridge over I-495 in heavily-congested Tysons Corner, and the Rehabilitation of 9th Street and 10th Street Bridges over I-395 in Washington, DC. Over the course of more than 20 years in business, MCC has exceeded client and owner expectations through on-time and within-budget delivery of high quality work—doing so while meeting the maintenance of traffic challenges in highly traveled areas and remaining environmentally conscious.

MCC also has a solid reputation for aligning strategically with design-build partners that are most suited to meet the specific needs of a given project. For the Route 7 project, we selected **A. Morton Thomas and Associates, Inc. (AMT)** as our lead design firm. AMT will also be responsible for quality assurance. For nearly 60 years, AMT has been a respected provider of transportation design and construction phase expertise in Virginia, including design-build projects. Key personnel have successfully delivered design services on Virginia's busiest and most heavily traveled roadways for dozens of project in the past five years alone.

In addition to AMT, we have included subconsultants with specialized expertise in structural engineering, lighting, geotechnical engineering, corrosion investigation, noise analysis and barrier design, ROW acquisition, and quality control inspection:

Parsons is a global multi-disciplinary engineering services firm with deep history and particular strength in structural and bridge engineering. Parsons, for this project, will focus on bridge engineering and provide constant QC of the structural design products. Parsons' special expertise in this area and in particular Nick Nicholson's and Amir Arab's extensive experience in bridge design will benefit the quality of this bridge rehabilitation project. Both Nick and Amir have worked with Khoss Babaei, Design Manager, on bridge design projects in the past and accomplished notable projects. In addition to bridge engineering, Parsons engineers will perform lighting design for this project.

Schnabel Engineering, Inc. (SEI) will also be an integral member of the design team providing geotechnical engineering and pavement design. With nearly 60 years in business, the firm's Virginia-experienced staff brings knowledge, professionalism and consistently delivers timely, quality reports and responsiveness to clients. Validated by AASHTO and located in Glen Allen, the firm has a fully-equipped lab in-house.

Siva Corrosion Services, Inc. (SCS) will provide corrosion investigation services for the Route 7 project. Since 1997, SCS has served many Departments of Transportation and private clients in this capacity. Siva Venugopalan, the founder of SCS, has over 20 years of experience in the field of materials and corrosion engineering and has published numerous technical papers in professional engineering societies. Additionally, he is a NACE certified Cathodic Protection Specialist. A DBE firm in Virginia, SCS project experi-

ence examples include I-395 King Street (Alexandria) corrosion investigation as well as similar investigations for eleven bridges along the I-95 corridor. Siva and our Design Manager, Khoss Babaei, have worked together previously on the FHWA-SHRP research project on rehabilitation of concrete subject to bar corrosion.

Harris Miller Miller & Hanson, Inc. (HMMH) is an international leader in environmental noise and vibration control, air quality analysis, airspace planning, and climate and energy solutions. With over 35 years of specialized experience, HMMH will provide expert noise analysis and barrier design for the Route 7 project. Located in Herndon, HMMH's experience in the region includes I-66 Spot 2 and 3 Improvements Barrier Designs and I-95 / I-395 / I-495 Interchange Noise Barriers, among others.

Bowman Consulting (BC) will provide ROW acquisition and associated services. In business for nearly 20 years, BC has worked on hundreds of successful projects in Virginia, providing an array of development, engineering, planning and construction management services. Key personnel at Bowman offer a particular strength in pre-construction activities such as clearing parcels through appraisals, offers, negotiations, title reporting and settlements.

DMY Engineering Consultants, Inc. (DMY) will provide quality assurance testing for the design team. Specializing in laboratory testing, geotechnical investigations and drilling, geotechnical instrumentation, geotechnical design and analysis, and construction materials testing/inspection, DMY has experience on design-build projects in the region such as the Prince William Parkway Widening and Route 1 Improvements. DMY will utilize its proven QA systems, and DMY's Project Manager will be responsible for the quality assurance of all tasks and deliverables to ensure the compliance with the contract documents.

CKI & Associates, Inc. (CKI) will provide construction quality control field inspection and testing services for the team and serve as the independent QC materials testing lab for the project. CKI is a construction management and inspection services firm, founded in 1997 and located in Annandale. The firm's professional staff has provided complete construction engineering and construction management services for bridge projects, covering rehabilitation, widening and maintenance inspection of a spectrum of contemporary bridge types from simple to technically sophisticated structures. CKI is a registered DBE firm in Virginia.

3.3.1 KEY PERSONNEL

MCC has assembled a team of highly-qualified and experienced individuals for this project; both from MCC's ranks, and those of our subconsultant teaming partners. In a variety of configurations, the included staff members and design firms have worked together previously. Our team for this bridge widening and rehabilitation project is structured to ensure performance excellence and efficiency. We understand that each member of the team—whether project leadership and management, technical designer, or field personnel—plays a part in the ultimate success of the project.

The following chart introduces our Key Personnel. Attachment 3.3.1 Resumes can be found in the Appendix:

Role	Key Personnel	Firm
Design-Build Project Manager (DBPM)	Mehdi Tasooji	MCC
Quality Assurance Manager (QAM)	Scott Shropshire, P.E.	AMT
Design Manager (DM)	Khossrow Babaei, P.E., S.E.	AMT
Construction Manager (CM)	Rufus Jones	MCC

Additional Construction and Design Support

In addition to the required Key Personnel, the MCC team includes other personnel to complete the team and ensure all project needs are proactively addressed. These personnel include principal oversight from both MCC and AMT as well as specialized design engineers, construction technicians, and quality assurance. Some of these personnel include:

Design/Construction Coordinator (D/CC), Pooya Azar, has been involved with design-build projects since 2007. He has lead DB teams as the General Contractor, Designer and Quality Control Manager. His unique experiences will greatly assist in coordinating the efforts of the contractor and designers to ensure the project's success in meeting VDOT's strict requirements. He will review all design submittals for conformance to project requirements, constructability and conformance to the specific project scheduling needs. Pooya will report to the DBPM.

Construction QC Manager, Saikat Chakrabarti, will also report to the DBPM. Saikat, a civil engineer by education, will serve as the Construction QC Manager on the project. He currently serves as the Project and QC Manager on VDOT projects of similar nature and is well versed with VDOT Standards and Specifications.

Design Managers, Fred Wagner, P.E., and **Ronaldo "Nick" Nicholson, P.E.** will report to the DBPM. Together, they will arrange for all design quality control procedures in accordance with the quality control plan. Each will verify that checks and reviews have been made prior to submissions, including review comment checking, contract conformance reviews, interdisciplinary reviews, and constructability reviews by Corman staff. Fred has nearly 40 years of experience in highway design and has recently been instrumental in the QA/QC aspects of AMT's US Route 1 widening project in Fairfax County. Until recently joining Parsons, Nick served as Chief Engineer/Deputy Director of DDOT for 4-years overseeing major DDOT projects including the 11th Street Bridge Design-Build project, bridge rehabilitation Design-Build project on the New York Avenue Bridge over Amtrak/Metro tracks, both the 14th Street Bridge and Chain Bridge over the Potomac, and several pedestrian bridges on the Anacostia River Walk Trail. Nick has worked with Martin's Construction on bridge construction projects in the past, while representing the owner both at the VDOT and DDOT. Nick has also worked with Khoss Babaei, DM, previously. Khoss was the consultant Lead Structural Engineer for the VDOT M&R Region IV (Northern VA) during 1997-2002 and Mr. Nicholson was the District Bridge Engineer during that period. One of the tasks in the M&R contract included the innovative, award winning project on the accelerated, nighttime bridge deck replacement of the dual bridges of Route 7 over Route 50 in Fairfax County.

Executive Committee, Mario Martins and **Michael Wiercinski, P.E., LS**, will serve as the Executive Committee Representatives from MCC and AMT, respectively. Mario has had several years of field experience which has resulted in the successful and efficient completion of numerous projects. In his current position as the President of MCC, Mario is responsible for all field and office operations of the company, including field supervision, estimating, personnel management as well as sales and purchasing. Like Mario, Michael brings significant experience at both the project and oversight levels. Informed by 38 years of experience, he ensures appropriate resources are available for all project needs, and provides guidance and reviews on AMT's significant projects.

Roadway Design & Deputy Design Manager, Jeff McKay, P.E., has over 20 years of experience in key roles on VDOT projects in the Commonwealth, including Route 123 Widening in Tysons Corner, Route 28/625 Interchange in Loudoun County, Route 288 Improvements in Chesterfield County, and the I-95 Bridges Rehabilitation project in Richmond where he recently served as the Roadway Design Manager. Jeff has also been heavily involved in the Route 460 PPTA project in southeast Virginia where, as AMT's Design Manager, he was responsible for 14.6 miles of the new alignment which included diamond interchanges at Routes 625, 602 and 40. Jeff and Khossrow worked closely together on this project to ensure that the roadway, drainage and bridge designs were coordinated effectively. Jeff has extensive VDOT and design-build experience with major roadway widenings, interchanges and bridge replacement projects and is well-versed with VDOT standards, specifications, policies and procedures. Jeff will report to Khossrow Babaei, Design Manager, and will be the backup point of contact for design.

Structural & Bridge Design Engineer, Matt Waskiewicz, P.E. is a Senior Structural Engineer with AMT with over 13 years of experience in structural and bridge design. He will report to Khoss Babaei, DM and *lead production for the structural plans, specifications, and estimates*. Matt will also lead review of structural shop

drawings and assist the DBPM, CM, and DM during construction, as needed, for any structural engineering questions that arise. He is near completion of his work on Southgate Drive/US 460 Bypass Interchange in Blacksburg, VA, where he is responsible for the complete design of two cast-in-place concrete, rigid frame underpasses supported on pile foundation, along with the detailing and plans for extension of an existing underpass, utilizing prefabricated precast concrete, to accelerate the construction. For this project he has also designed several retaining wall types, including MSE walls and soil nail walls. Matt is also working on the VDOT US Route 460 Corridor Improvement Project in southeast Virginia, where he is responsible for the design of two bridges in this design build project: 1) the dual structures of US Route 460 over Route 40 and 2) the structure carrying Route 606 over Route 460. These bridges include prestressed concrete beam and steel plate girder structures. They are designed jointless with semi-integral abutments and supported on multi-column piers and pile foundation.

Joining Matt for structural and bridge design is **Amir A. Arab, Ph.D., P.E.**, a Principal Project Manager, DC/VA Area Manager at Parsons. He has 17 years of extensive structural and bridge engineering experience with emphasis on design and rehabilitation of bridges. Amir will report to Khoss Babaei, DM; actively participate in the structural design, *leading the ongoing checking and QC task of the design products*. Amir was recently the lead structural engineer for the Design-Build Project “I-395 Seminary Road HOV Ramp, Fairfax VA”, with the responsibility for the design of an HOV ramp on I-395, widening of an existing mainline bridge over Sanger Avenue on I-395, and a pedestrian bridge across I-395. He was also the Design Manager for the Design-Build project “Rehabilitation of New York Avenue Bridge over AMTRAK/CSX/WMATA Railroads, Washington, D.C.” The scope included deck replacement and superstructure/substructure retrofit of this 5 span, non-redundant steel girder/floor beam structure. The project included addition of a new line of steel plate girders; replacement of the existing deck with post-tensioned precast deck panels; and strengthening of the existing piers and abutments. Amir and Khoss have worked together in the past on several occasions. An example is the Rehabilitation of New York Avenue Bridge, for which Amir was the designer for the design-builder and Khoss was the QC reviewer of the design product for the owner. In another occasion, Amir was the consultant Lead Structural Engineer for the VDOT M&R Region IV (Northern VA) during 2005-2006 and Khoss was the VDOT Consultant Manager at the time. One of the tasks in the M&R contract included the Stage I design for the project in this RFQ. Concurrently, Amir worked with Khoss Babaei, then VDOT PM for the same task order.

Safety Manager, Wolfgang Yaruro will serve as the Safety Manager for the project. Mr. Yaruro, with all the necessary certifications, is well versed with OSHA and other safety requirements on highway construction projects and has served a similar function on other projects with MCC for the past 6 years.

Traffic Control Device Design, Jack Goode, PE, PTOE, has over 18 years of experience in traffic engineering including the design of traffic control device plans for urban and primary roadway projects. His design experience includes traffic signalization; signing and pavement marking; maintenance of traffic; and transportation management plans. He has recently prepared traffic signal plans for the Southgate Drive / US 460 Bypass Interchange project. He is extensively familiar with the Institute of Traffic Engineer’s Transportation and Traffic Engineering Handbook, the federal and Virginia Manual on Uniform Traffic Control Devices, the Virginia Work Area Protection Manual, Traffic Engineering Design Manual, and the standards and procedures of VDOT. Jack is a certified work zone traffic control training instructor for Basic, Intermediate, and Advanced courses. He will report to Khoss Babaei, Design Manager.

Hydraulics and Stormwater Management Design, Don Rissmeyer, P.E., CFM, reports to Design Manager Khoss Babaei. He has over 24 years of experience in drainage design for roads and bridges, as well as stormwater management utilizing VDOT’s preferred software. Don’s experience includes design-build projects, such as the Russell Road Widening at Quantico, the VDOT Chantilly/Clifton Area Headquarters, the 460 Mobility Partners corridor improvements, and the U.S. Route 1 project at Ft. Belvoir (currently underway). Don has also served as an on-call consultant for the VDOT drainage section, and in similar roles on many other VDOT projects including the VDOT Route 460/Southgate project (currently underway), the Riverside Park-

way Bridge over Goose Creek and the I-495 Bridge at Heming Avenue.

Erosion/Sediment Control Engineer, Rebecca Ward, P.E., reports to the Design Manager Khoss Babaei. She has over 15 years of experience in erosion and sediment control design and permitting, utilizing VDOT and DEQ standards. Rebecca's experience includes erosion and sediment control design, and providing detail plan review as a certified ESC Combined Administrator. She is currently working on the Design-Build Route 1 project in Ft. Belvoir, as well as the Route 460/Southgate Interchange at Virginia Tech, providing services similar to this project.

Utility Design Engineer, Keith Sinclair, P.E., has 38 years of experience in utility design and coordination, nearly all within Virginia. He knows the importance of early coordination with utility agencies and is conversant in VDOT's current policies and procedures for utility relocations. Keith will be responsible for coordinating the design and/or relocation of utilities within the project limits, some of which may include underground, overhead and bridge-mounted electrical and telecommunication lines, fiber optic cables, a 24" gas main and an abandoned gas line. His projects include the Southgate Drive / US 460 Bypass Interchange in Blacksburg, and I-95/395 HOV Lanes. Keith will report to Design Manager Khoss Babaei and interact with Construction Utility Manager. Keith is providing identical services as required here for the Route 1 Design-Build project at Ft. Belvoir and works with Khoss Babaei on the Southgate Drive / US 460 Bypass Interchange project.

ROW Manager, Ronnie Van Cleve, Jr. and Bowman Consulting (Bowman), will play an integral role in pre-construction activities by leading all elements of ROW acquisition for the Martins Construction Corp DB Team and subsequently the Commonwealth of Virginia. Balancing pre-construction activities such as clearing parcels is an important step in maintaining the entire project schedule. Proactively working with property owners in partnership with our design team promotes fair, equitable, and good faith negotiations. Ronnie will manage all associated ROW activities for our Team including: (1) Prepare the Right of Way Acquisition Plan (ROWAP) for VDOT approval, (2) VDOT formatted title reports, (3) VDOT formatted appraisals, (4) independent appraisal reviews, (5) coordination with VDOT of approved just compensation, (6) preparation of the offer, acceptance and/or refusal packages, (7) RUMS data entry efforts, (8) presenting bona-fide offers to the landowners, and good faith negotiations, (9) closing/ settlements services, (10) parcel file management, and (11) ROW Acquisition Status Reporting. Bowman will facilitate timely and yet sensitive ROW acquisition services while maintaining the VDOT reputation as a fair and responsive adjoining landowner. Ronnie will work in conjunction with Rickey Stuchell, a VDOT approved appraiser on Bowman's staff (DPOR license in Appendix), and with Stephen Crawford with River Ridge Evaluations, a VDOT approved appraisal reviewer for the third party appraisal reviews, and report directly to the DBPM.

Environmental Permitting Designer, John Farrell, AICP, CEP, has 16 years of experience in environmental planning, assessments, and design. His expertise includes wetlands, streams, floodplains, forest conservation, passive recreation, and related environmental services. He also provides coordination and permitting leadership through various State, Federal, and local agencies and has established relationships with these agencies to help steer projects through the design approvals and permitting process. John will report to Khoss Babaei, the Design Manager.

Noise Analysis & Barrier Design, Christopher Bajdek, has over 20 years of experience in transportation and environmental noise studies. HMMH has been the on-call acoustical consultant for VDOT for 15 years, and Chris has performed numerous highway traffic noise impact studies and noise barrier design studies for VDOT over that time period. He has a thorough understanding of VDOT's Noise Abatement Policy, and in-depth knowledge of the use and application of the Federal Highway Administration's (FHWA) Traffic Noise Model (TNM). During HMMH's development of TNM for the FHWA, Chris was involved with the testing of the acoustical algorithms for multiple barrier diffraction within the TNM. Chris recently served as HMMH's Principal Investigator for the "Tunnel Openings" special topic as part of National Cooperative Highway Research Program Report 25-34, "Supplemental Guidance on the Application of FHWA's Traffic Noise Model (TNM)." Christopher will report to Design Manager Khoss Babaei.

Geotechnical Engineer & Pavement Designer, Ed Drahos, P.E., brings 37 years of geotechnical engineering experience on transportation projects includes engineering and project management for highways, bridges, airports, ports and railroads. He has provided services on many types of VDOT projects including design-bid-build, design-build, and public-private partnerships. On these projects, he provided geotechnical design recommendations for foundations of bridges, retaining walls and sound walls; MSE, tieback and soil nail walls; soil and rock cut slope stability and stabilization; embankment slope stability and stabilization; embankment settlement evaluation and recommendations to reduce and/or accelerate settlement; geotechnical instrumentation; pavement design; stormwater basins, culverts and drain pipes. Ed will also report to Khoss Babaei, the Design Manager.

Electrical/Lighting Designer, Azim Mohammed, P.E. has over 11 years of experience in transportation engineering working on some of the most complex projects in the Mid-Atlantic. In particular he specializes in lighting designs of roadway improvements and has served as the lead lighting engineer for several design-build projects including the \$600 million Northwest Corridor Project in Georgia, The Intercounty Connector Segment A in Maryland and I-64/Route 15 Interchange Improvements and I-395 HOV Ramp and Auxiliary Lane Widening in Virginia. In the case of the I-395 project Azim developed multiple alternatives at the request of the City of Alexandria to help determine the city and neighborhood's preferred concept. Azim will report to Khoss Babaei, the Design Manager.

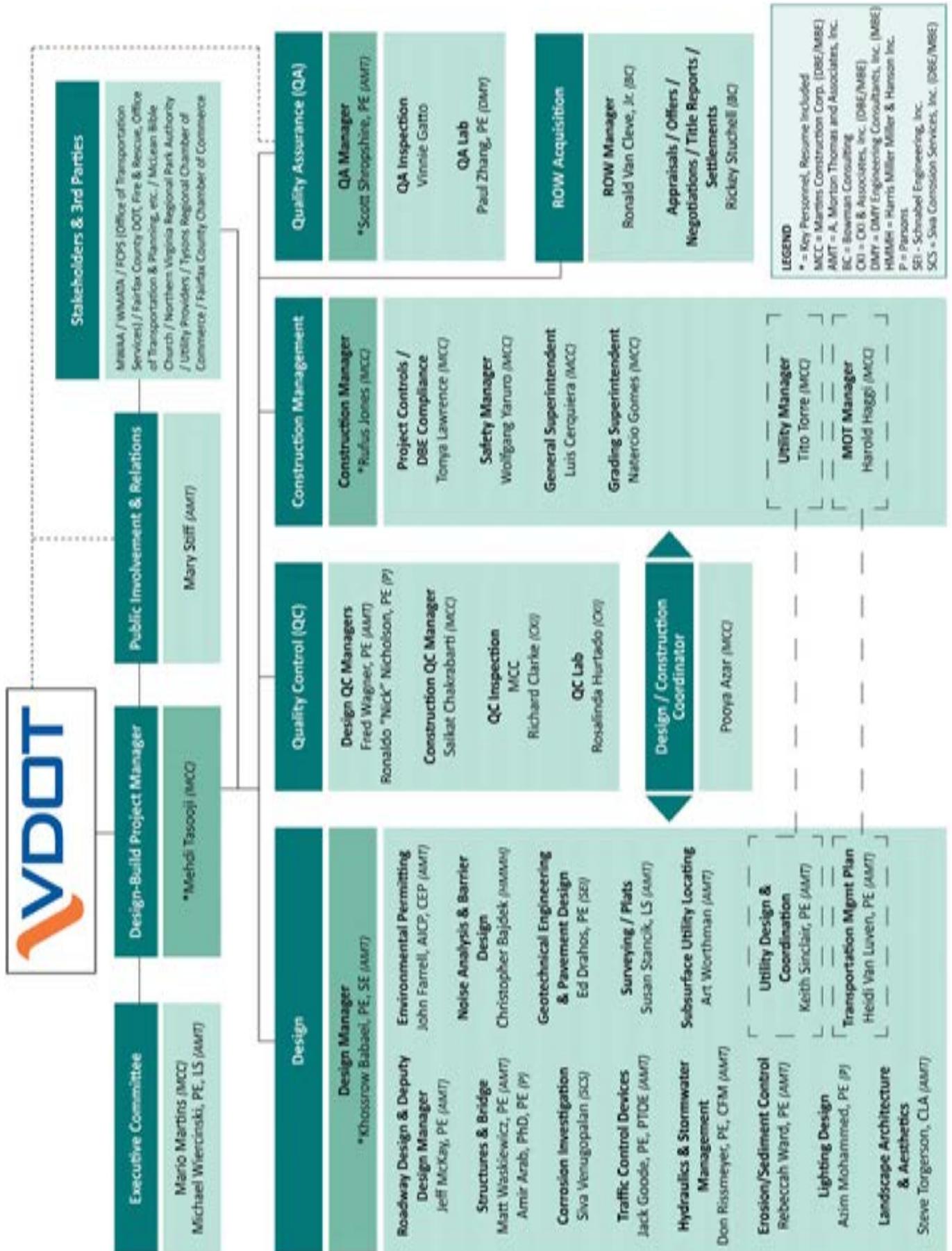
Landscape Architect & Aesthetic Designer, Steve Torgerson, CLA, is experienced in landscape design for various types and scales of public spaces, from urban streetscapes such as Duke Street in Alexandria to highway/interchange projects such as MD 4/Suitland Parkway. He has developed planting designs for both streetscape and natural systems reforestation, including rain gardens and other low impact development (LID) designs for stormwater management. He will report to Khoss Babaei, the Design Manager.

Transportation Management Plan Engineer, Heidi Van Luven, P.E., has over 25 years of experience in traffic analysis and engineering for major highway and interchange projects in the metropolitan Washington region, including for VDOT, DDOT and MDOT. She will report to the Design Manager and serve as the lead traffic engineer responsible for developing the transportation management plan and designing MOT. Recent project experience includes the Southgate Drive/US 460 Bypass Interchange in Blacksburg (IJR, TMP, MOT), the US 1 \$70m Design-Build project in Fort Belvoir (TMP, Public Outreach) and the US Route 460 Corridor \$90m D/B project in southeast VA (TMP). Heidi has extensive experience with Vissim modeling for major interchange projects with complex travel patterns. She has also prepared concept designs and MOT plans for multi-use paths, including a bridge underpass for the Huckleberry Trail as part of the US Route 460 Bypass project. She has established relationships with VDOT staff and understands the policies and procedures, including identifying and gaining approvals for IJR and TMP reports and design exceptions. She is a well respected traffic engineer with reputable credentials in design, analysis, modeling, and planning. Heidi will report to Khoss Babaei, the Design Manager.

3.3.2 ORGANIZATIONAL CHART

The MCC team organizational chart on the following page illustrates our reporting and functional structure and notes the Key Personnel team members. Solid lines identify reporting relationships of our team members in managing, designing and constructing the project. They illustrate reporting lines from the Design-Build Project Manager to the design and construction teams. Dashed lines represent indirect reporting and obligations to the owner and/or corporate management. Note that the Construction Quality Control function is clearly separate from the Quality Assurance team.

Paragraphs describing the functional roles of Key Personnel appear after the organizational chart. (Please also see resumes in the Appendix, Attachment 3.3.1.)



Design-Build Project Manager (DBPM), Mehdi Tasooji, has complete authority over all project design and construction matters for the team. He is responsible for managing the project from start to completion, including all contract management and administration. Mehdi is VDOT's primary point of contact throughout the life of the project. He has responsibility and authority for coordination, integration and direction of the entire design-build team: design, construction, quality assurance, MOT, and public relations. He will supervise the other Key Personnel throughout the project. Starting with preconstruction, Mehdi will be involved through design, construction and project closeout. He will assist with constructability reviews and safety audits and will oversee the quality management program, purchasing and construction operations. He will also be responsible for third-party communication for the team.

Quality Assurance Manager (QAM), S. Scott Shropshire, P.E., reports to the DBPM and will have direct, independent access to VDOT. He will ensure work is performed in conformance with contract requirements as well as accepted construction plans and specifications. He will be responsible for the development and adherence to the QA Plan, QA inspection and testing of materials used, and associated work performed. He will have the ability to stop construction, enforce compliance with all specifications, and issue and require resolution of all Non-Conformance Reports (NCRs). He will manage all aspects of the QA program including the QA inspector and independent QA testing firm and testing technicians. The QA team will conduct independent and concurrent tests and analysis of the work with the construction quality control team. Scott will maintain project quality records, and approve and submit pay estimates. In addition, he will submit monthly written reports to both the VDOT project manager and MCC's executive team.

Design Manager (DM), Khossrow Babaei, P.E., S.E., will also report to the DBPM. Khoss will be responsible for providing quality product and input into the project schedule, meeting all design milestones and interfaces, and ensuring the Design QC Manager's involvement. He is responsible for ensuring all design work is performed in accordance with current policies, procedures and guidelines. He will manage all aspects of design including structures and bridge, corrosion investigation, roadway, traffic control devices, hydraulics/SWM, utility design, geotechnical engineering, lighting, landscape/aesthetics, noise analysis and barrier design, and surveying/SUE. He will assign resources as needed, oversee the design subconsultants, coordinate design and review schedules, develop and implement corrective measures, if necessary, and ensure environmental compliance measures are integrated into the design. Khoss will maintain involvement in the project once construction begins to oversee any plan modifications and shop drawings, and review construction activities with the Construction Manager as work progresses. He will collaborate with the entire design and construction team leadership for constructability characteristics, inter-operability of project aspects, and project cost control.

Construction Manager (CM), Rufus Jones, will report directly to the DBPM. He will manage the efforts of the on-site construction team including the Construction QC Manager, Safety Manager, MOT Manager, Utility Manager, General and Grading Superintendents, and any other technicians. He will be assigned to the project and on-site full time for the duration of construction. He will play a key role in constructability reviews for all aspects of the design. Along with his staff, he will focus on ensuring the construction is performed safely. He will coordinate with the DM during construction for the proper and timely issuance and review of any RFI's and shop drawings, as well as field visits, preparation of as-builts and plan revisions.

The keys to the success of this design-build project will be communication and coordination between the many team members, VDOT, review agencies and stakeholders. During the design phases, the DB team will hold regular internal meetings with key construction and design staff, and utilize tracking sheets to track progress and approvals. Participants will be reduced to the key design personnel and design discipline leads once construction starts. Other such as Construction QCM, MOT Manager, superintendents and field surveyors will be added to the meetings as construction is underway. Key stakeholder representatives may take part as well.

Quality assurance will be independent of day-to-day quality control activities, but coordinated to ensure appropriate on-site visits and document compliance.

3.4 TEAM EXPERIENCE

Since 1993, Martins Construction Corp. (MCC) has constructed, repaired, and maintained numerous bridges and roads in Virginia, Maryland and the District of Columbia. Through each project over the years, MCC has stayed true to its single principle that quality work in the heavy highway arena can be achieved at both a fast pace and a competitive price. In doing so, just last year the company was given a Certificate of Appreciation by VDOT for "exceptional commitment and effort in the successful and early completion" of the superstructure at Route 636 over Accotink Creek.

Other notable MCC projects include the Lewinsville Road Bridge over I-495 in Tysons Corner, the Rehabilitation of 12 bridges along the I-695 Corridor in Maryland, and the Rehabilitation of 9th Street and 10th Street Bridges over I-395 in Washington, DC. Success on these projects has allowed MCC to manage steady growth, and the firm has earned loyalty of a highly trained and competent employee base. As a result, MCC offers the necessary knowledge, skills and resources available for the Route 7 Widening and Bridge Rehabilitation project. Additionally, the company is located in Falls Church, knows the Route 7 project well, and the project site is readily accessible.

AMT is an *Engineering News-Record* "Top 250 Design Firm" and a ZweigWhite Hot Firm and has been providing consulting engineering services for nearly 60 years. The firm's specific service offering includes transportation design (bridges, structures, roadways), traffic engineering, stormwater management and storm drainage, utility design and coordination, surveying, and construction administration and inspection. With more than 425 employees and operating from six offices in Virginia (including Chantilly), AMT's focus has always been in the mid-Atlantic region. The firm maintains a solid reputation by teaming with clients and communities to provide high-quality, sustainable projects.

AMT's experience on such projects as the Southgate Drive / US 460 Bypass Interchange in Blacksburg and US 460 Corridor PPTA in Southeast Virginia, as well as the the Route 1 Design-Build Improvements at Fort Belvoir and the VDOT US 460 Connector Design-Build project in southwestern Virginia, equips our team with the know-how to deliver the Route 7 Widening and Bridge Rehabilitation design on time and within budget. AMT has consistently earned outstanding performance scores due to dedicated and skill professionals. Over the past decade, AMT has consistently earned A's in design and construction management by project owners. In a recent annual review, VDOT's District staff commented: "AMT continues to exceed expectations for work performed. AMT has responded very quickly to requests to do constructability and environmental reviews and has done an excellent job." Additional evidence of AMT's qualifications is contained in the Lead Designer Work History Forms included in the Appendix.

Design-Build and Teaming Experience

The members of our team are proponents of the design-build model of project delivery. Not only do the designers and contractors benefit from creating greater understanding and working relationships, projects benefit from the efficiencies inherent in the process. The integration allows us to interact and partner with VDOT and other stakeholders, streamline the reviews, eliminate possible field problems during construction, and deliver the project safely, as early as possible.

In a variety of configurations, MCC, AMT and our other subconsultant specialists have worked together previously. Mehdi Tasooji (DBPM) and Khoss Babaei (DM) worked together on the rehabilitation of the VDOT Route 233 Bridge over Route 1 and CSX Railroad in Arlington County, a 1,250-foot long steel plate girder bridge including Ramps A & B. Mehdi was the Construction Manager and Khoss was the Lead Design Engineer for this project which successfully utilized accelerated construction with an elaborate MOT during night-time. Additionally, MCC worked with CKI on the Lewisville Road Bridge over I-495 as part of Hot Lanes project in northern Virginia. AMT has worked with Schnabel Engineering on over 30 projects, including the recent US Route 1 Improvements at Fort Belvoir Design-Build.

3.5 PROJECT RISKS

Our DB Team is prepared to address project risks by using a formal risk management approach endorsed by the Construction Management Association of America (CMAA). Through this process, the Team is able to identify a list of risks, potential impacts to the project, and mitigation strategies for each issue. This "Risk Register" includes the following five steps:

1. **Identify Risks** - name risks, cause and effect, possible consequences and responses
2. **Qualitative Risk Analysis** - assign probability of occurrence, rank priority/severity, categorize
3. **Quantitative Risk Analysis** - quantify risk severity, determine risk exposure, establish tolerance, probability of achieve time/cost objectives
4. **Plan Risk Responses** - define response plans and actions, establish risk ownership, manage response
5. **Monitor/Control Risks** - monitor and update, assess outcomes/trends, close risks no longer applicable

Having reviewed available project information and visited the project site, our design and construction team members discussed the project risks and offer identification and strategies for mitigation herein.

Risk No. 1 - GEOTECHNICAL ENGINEERING - SHARED USE PATH AND UNDERPASSES

The RFQ plans indicate the project will include seven Shared Use Path (SUP) underpasses below existing ramps to and from the Dulles Airport Toll Road on both sides of Route 7. The plans also indicate the SUPs will be in cut with up to about 30 feet of excavation required to construct the SUPs.

The Revised Geotechnical Engineering Report dated March 12, 2014 for this project did not include borings for the SUPs or for the cut slopes. Borings were only provided for the roadway and bridge improvements. These borings are up to about 300 feet away from the location of the SUPs. If the subsurface soil and ground water conditions in the SUP areas are similar to those below the roadway and bridge, generally loose to medium dense residual sand and firm to stiff residual silt could be encountered during excavation for the SUPs. The residual soils generally become stiffer and less compressible with depth and are underlain by stronger Intermediate Geomaterial (IGM) and rock. Ground water was observed in the roadway borings above the proposed cut grades at several locations along the roadway. Subsurface conditions at the SUP locations are uncertain and could be worse or better than those below the roadway and bridge.

Why this Risk is Critical: There is a risk that the subsurface soil and ground water conditions at the SUP locations are not favorable for construction of conventional 2H:1V cut slopes. For cut slopes up to about 30 feet high and ground water above the toe of slope, it is possible the factor of safety with regard to slope stability will be unacceptable, and horizontal drains or slope drains would be required. There may not be enough room on site to flatten the slopes to increase the factor of safety, and other more expensive slope stabilization methods could be required. This risk is critical because design-build contractors may have to include contingencies in their bids for this possibility.

Similarly, subsurface conditions at the underpasses are unknown at this time since borings were not drilled in these areas. However, spread footings are likely to be feasible since the underpasses are in cut, and residual materials typically become stronger and less compressible with depth. Extensive underdrainage and construction dewatering could be required for the underpasses.

Risk Impact: The impact of this risk is increased cost of design and construction, and increased time of construction if slope stabilization and drainage are required.

Risk Mitigation: Mitigation strategies include those performed during the design phase to reduce the number of unknowns and to incorporate mitigation measures into the design, and those performed during the construction phase to reduce costs and delays. A summary of these strategies is as follows:

- Perform additional subsurface exploration and soil laboratory testing to better delineate the risks. The additional subsurface exploration would include the number of borings and types of samples to meet or

exceed the requirements of the VDOT Materials Manual of Instructions, Chapter III. This would include drilling borings to evaluate the subsurface conditions at the top and toe of the proposed cut slopes, installing ground water observation wells so that long-term water levels can be obtained, and obtaining undisturbed Shelby tube samples for shear strength testing of the in-situ soils. The observation wells and shear strength testing are needed for slope stability analysis and for design of slope stabilization, if needed.

- Provide triaxial shear strength testing on existing soils in areas of the proposed cuts for slope stability analyses. Quality tests could show that standard 2H:1V slopes have an adequate factor of safety so that flattening or benching the slopes, or slope stabilization might not be needed.
- Borings and soil laboratory testing would also be performed at underpass locations for design of foundations, earth pressures on the underpasses, and permanent underdrainage requirements.
- Provide a thorough evaluation of the subsurface conditions and perform the necessary calculations to decide if the potential risks described herein are likely to occur.
- Include standardized remedial design information on the plans to illustrate how the impacts should be mitigated during construction.

Role of VDOT and Other Agencies: The team fully expects to manage the risks associated with the existing subsurface conditions. No role is anticipated from VDOT or any other state agency other than oversight including review of the geotechnical engineering reports.

Risk No. 2 - DELAYS RESULTING FROM UNEXPECTED CONDITION OF EXISTING PIERS

The project's scope includes rehabilitating the existing piers and utilizing them in the next phase of bridge service life, which begins with the new superstructure. The bridge (EBL & WBL) was built in 1961 with five piers, consisting of solid concrete walls. In 1981, the EBL was widened one lane and supported on independent solid wall piers. The piers have since been exposed to the deck run off and de-icing salts through leaky expansion joints. Our visit to the bridge site clearly showed signs of deterioration caused by rebar corrosion.

It is clear from this introduction that an effective D-B must extend the remaining service life of the existing piers to match the life of the new superstructure. If the D-B cannot determine a solution to maximize the pier service life, there exists the risk of replacing the existing piers, depending on the actual concrete condition encountered during the project.



Condition of piers exposed to deck runoff and chlorides thru leaky expansion joints (Rebar corrosion, concrete cracking and deterioration)

Why this Risk is Critical: The risk of deciding to replace the piers, instead of repair, in the course of the project is critical because the piers, especially those built in 1961, have been exposed to de-icing salts for a long time and are most-likely critically contaminated. When dealing with chloride-contaminated concrete, the conventional repair procedures, involving removal of the deterioration, cleaning the bars, and patching, cannot guaranty extending the service life, especially when the salt exposure has been significant. Past experience, nationwide, has shown that sound, but chloride contaminated concrete, that is left in place, has the potential to cause corrosion of the embedded bar and deterioration of concrete long after the repair. In fact, the corrosion and deterioration may accelerate after the repair, due to the bars partially embedded in the contaminated concrete and partially in the patch, a condition which creates an electrochemical corrosion cell.

Risk Impact: Pier replacement will significantly alter and delay the design and construction schedules. Pier replacement cannot commence until the replacement plans, along with the applicable

construction staging and MOT plans for both Route 7 and the DTR & AAH, are prepared, reviewed and approved. This process, of course, will be decided and begin in the midst of the project, when the initial design including pier repair has been already completed and approved. Additionally, each stage of the construction & MOT with pier replacement will be longer due to the time required for formwork, rebar, and cure.

Under the current plan, the repair of the existing piers and construction of the extended piers are considered “Preparatory” activity, which generally does not interfere with the existing traffic. Pier replacement will significantly extend the duration of the MOT, as well, in each stage of construction.

Risk Mitigation: To mitigate the risk of pier replacement, our Design-Build Team has a designated NACE-Certified Corrosion Specialist, Siva Venugopalan, who will be performing specialized tests and evaluating the condition of the rebar and concrete, in order to incorporate an electrochemical component into the conventional repair procedure. This will maximize the service life and eliminate the need for replacement. The electrochemical procedure may include use of sacrificial zinc anodes embedded in the repair concrete, application of a galvanic cathodic protection system, or other systems.

After initiation of the project, our Corrosion Specialist will meet with the Design Manager and Bridge Design Leader, as needed, to plan and conduct a comprehensive testing and evaluation of the existing piers with the objective of implementing an effective electrochemical rehabilitation procedure. The Bridge Design Leader will ensure the proposed procedure will not impact the structural aspects of the piers. The Design Manager will also coordinate with the Roadway Design Leader and TMP Leader to ensure the electrochemical rehabilitation methodologies will be considered during the preparation of the MOT plans.

Role of VDOT and other Agencies: The team fully expects to manage the risks associated with the pier evaluation. No role is anticipated from VDOT or any other state agency other than oversight /reviews.

Risk No. 3 - DELAYS RESULTING FROM UTILITY RELOCATIONS

Several buried and overhead private and public utilities are located within the project limits and will need to be relocated or adjusted due to Route 7 widening / profile change and the deep cuts associated with the shared-use paths (SUP) and underpasses. The project will require utility design and relocations by utility owners. Presently, we know from the existing plans and available RFQ information that:

- Underground electrical ducts, fiber optic cables, telecommunication ducts, a 24” gas main, an abandoned 16” gas main, and various water lines are present within the project area.
- Telephone and electrical conduits are supported by the bridge framing in the outer bays of both bridges.
- Conduits for sign illumination are embedded in the sidewalk slab of the WBL Bridge.
- Overhead power lines & poles exist in close proximity to the proposed widening.

In addition to the “known” potential impacts, it is clear from the RFQ plans that subsurface utilities have not been designated outside of the immediate Route 7 corridor. This is a major concern because the deep SUP cuts will likely impact every utility that they cross. The reason for the lack of plan information, similar to the Geotechnical Risk, is that the previous SUP design alternatives were on-grade with at-grade crossings being provided at each of the interchange ramps. This is no longer the case according to the current RFQ plans.

Risk Impact: Significant delays and relocation costs resulting from unknown utilities could affect the design and construction schedules. Delays in private utility relocations have a direct bearing on when certain construction activities can commence. Design review/approval by public utility providers can also affect the schedule during the design phase. Delays associated with utility company designs and construction/relocations are often a critical factor on project schedules. Even though the Design Builder will be paying for their engineering and relocation services, our Team cannot be at the mercy of the utility companies for timely design and completed relocations if the utility process is not conducted properly.

Risk Mitigation: To mitigate the utility risks, our Design-Build team has a designated Utility Manager, Tito Torre, who has already studied the available utility information, has close relationships with the affected

utility companies, and knows the interaction between the utilities and all project disciplines including bridge and roadway design, right of way, permitting, and construction. The first order of business after NTP (during the scope validation period) will be to designate and survey ALL utilities within the project limits in areas not previously designated or field surveyed. This will allow the D-B Team



to move forward confidently in the design phase, knowing the location of utilities to be avoided or those that will require relocation/adjustment. During the course of the project, Tito will meet with each individual utility company representative and the project discipline leaders, to discuss the potential utility conflicts. The objective will be to determine the most practical scheme and realistic timeframes for the relocation of the utilities.

For example, due to the widening of the bridges and the vertical profile adjustment of Route 7, the existing telephone and electrical conduits in the outer bays of both bridges need to be relocated to the outer bays of the widened bridges, and must be kept in service throughout the construction. Tito will meet with the bridge and roadway design leaders to seek practical options for the relocation. He will coordinate with the utility owners to discuss the options and the owner's criteria, to arrive at the best solution. Then Tito will ensure that the final relocation scheme has been reviewed by the project discipline leaders and incorporated into the plans.

Another technique to save cost and time is to accommodate the relocation of the multiple utilities in a "duct bank." For example in the case of this project, Tito will negotiate with multiple utility companies to incorporate the electrical ducts, fiber optic cables, and telephone ducts into a common "duct bank." Furthermore, our Construction Manager, Rufus Jones, will have the utilities in weekly construction progress meeting agenda and invite the representatives of the utility owners, as well as the Utility Manager.

In general, our Team will utilize the following approach to mitigate the utility relocation risks:

- Utilize DB team members' experience with similar situations/utility owners and "lessons learned" from past projects.
- Allow sufficient design and review time for utility providers in the project schedule. Proactively partner with providers to answer questions and facilitate their reviews where possible.
- Identify which utilities will most likely be impacted during the procurement phase of the project. Include timeframes for coordination and utility designs/reviews in the baseline schedule. Show every potential utility relocation as a separate task in the work breakdown structure (WBS).
- Identify utility test holes that will be required and include this task as early as possible in the schedule.
- Develop mitigation strategies after project award to minimize/eliminate utility relocations. Engage utility owners early. Work closely with the providers and offer recommendations / solutions where appropriate. Set milestones in the schedule where utility relocation decisions must be made.
- Partner with reviewing agencies and utility owners during design by setting up regular bi-weekly utility task force meetings. This provides the DB team constant awareness of utility company/reviewer schedules, potential issues that could result in project delays and the need for additional information/clarification to complete their designs/reviews and remain on schedule.
- Utilize DB staff for utility designs or construction activities should the utility companies not have the adequate resources to perform the work per the proposed project schedule.

Role of VDOT and other Agencies: The team fully expects to manage the risks associated with the utility relocations. No role is anticipated from VDOT or any other state agency other than standard oversight and plan reviews.

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.

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	A1-A3
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	A4
Letter of Submittal (on Offeror's letterhead)				1-2
Authorized Representative's signature	NA	Section 3.2.1	yes	2
Offeror's point of contact information	NA	Section 3.2.2	yes	1
Principal officer information	NA	Section 3.2.3	yes	1
Offeror's Corporate Structure	NA	Section 3.2.4	yes	1
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	2
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	A5
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	A6-A14
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	A15
Evidence of obtaining bonding	NA	Section 3.2.9	no	A16-A17

ATTACHMENT 3.1.2

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

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	A18-A19
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	A20-A33
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	A34-A42
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	A43-A59
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	N/A
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
Offeror's Team Structure				3-10
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	10
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	A60-A61
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	A62-A63
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	A64-A65
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	A66-A67
Organizational chart	NA	Section 3.3.2	yes	9
Organizational chart narrative	NA	Section 3.3.2	yes	8

ATTACHMENT 3.1.2

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

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Experience of Offeror's Team				A68-A73
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	A68-A70
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	A71-A73
Project Risk				12-15
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	12-15

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

6/19/14

DATE

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.

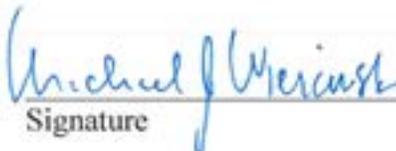
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

 6/18/2014 Principal
Signature Date Title

A. Morton Thomas and Associates, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

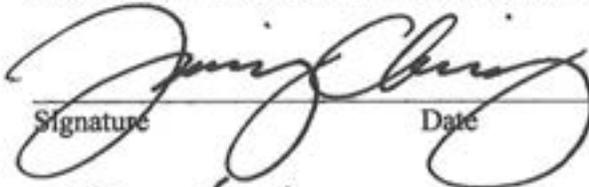
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

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 _____ Date 6/13/2014 Title President

CKI & ASSOCIATES, 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.

	6/18/2014	Vice President
Signature	Date	Title

DMY Engineering Consultants 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.

Christopher W. Merg 6/11/2014 Sr. Vice President
Signature Date Title

Harris Miller Miller & Hanson Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

State 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

June 19, 2014

Date

Vice President

Title

Parsons Transportation Group 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.

Edward G. Drahos June 10, 2014
Signature Date

Senior Vice President
Title

Schnabel Engineering Consultants, 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

6/11/2014

Date

PRESIDENT

Title

SIVA CORROSION SERVICES, INC.

Name of Firm



COMMONWEALTH OF VIRGINIA



CERTIFICATE OF QUALIFICATION

MARTINS CONSTRUCTION CORP.

Vendor Number: M640

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

Prequalified

Work Classes: MAJOR STRUCTURES; DEMOLITION OF STRUCTURES

Issue Date: 05/31/2012

This Rating and Classification will Expire: 07/31/2013

Suzanne H. Lucas
Suzanne FR Lucas Prequalification Officer

Don E. Sillas
Don E. Sillas, State Contract Officer

CNA SURETY

Baltimore Branch
6011 University Boulevard, Suite 400, Ellicott City, MD 21043

Telephone 410-720-3200
800-262-6437
Facsimile 410-720-3260

May 16, 2014

Commonwealth of Virginia
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23226

Re: Pre-Qualification for Martins Construction Corp.
Project: 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

To Whom It May Concern:

Please allow this letter to confirm that Western Surety Company (Western) is currently handling the bonding needs of Martins Construction Corp. (Martins). Western possess certificates of authority as an acceptable surety authorized to do business in the Commonwealth of Virginia as published annually in the Federal Register, Department of the Treasurer, Fiscal Service, Department Circular 570.

As surety for Martins Construction Corp., Western Surety Company, with AM Best Financial Strength Rating A and Financial Size Category XII, 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.

If you have any questions or require further clarification of the above, please feel free to contact us. We do not hesitate to offer our recommendation of Martins Construction Corp.

Western Surety Company

By: 
Dayna M. Betz, Attorney-In-Fact

Western Surety Company

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

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

Mary Ann Marbury, Kent M Pagoota, Michael A Walter, Stephanie D Freeman, Dayna M Betz, Richard C Faint III, Beth K McNellis, Individually

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

- In Unlimited Amounts -

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

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

In Witness Whereof, WESTERN SURETY COMPANY has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 22nd day of March, 2013.



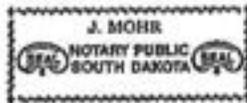
WESTERN SURETY COMPANY

Paul T. Bruflat
Paul T. Bruflat, Vice President

State of South Dakota }
County of Minnehaha } ss

On this 22nd day of March, 2013, before me personally came Paul T. Bruflat, to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is the Vice President of WESTERN SURETY COMPANY described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said corporation and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said corporation.

My commission expires
June 23, 2015



J. Mohr
J. Mohr, Notary Public

CERTIFICATE

I, L. Nelson, Assistant Secretary of WESTERN SURETY COMPANY do hereby certify that the Power of Attorney hereinabove set forth is still in force, and further certify that the By-Law of the corporation printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said corporation this 16th day of May, 2014.



WESTERN SURETY COMPANY

L. Nelson
L. Nelson, Assistant Secretary

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.

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Martins Construction Corp.	04080727	Perpetual Corporation Subchapter S	Active	210 Little Falls St. Suite 300 Falls Church, VA 22046	Class A H/H	270523603	04/30/2016
A. Morton Thomas and Associates, Inc.	F049431-2	S-Corp	Active	14900 Conference Center Drive, Suite 180 Chantilly, VA 20151	ENG LS	0411 000586	02/29/2016
				800 King Farm Blvd 4th Floor Rockville, MD 20850	ENG LA LS	0407 003077	12/31/2015
				100 Gateway Centre Parkway, Suite 200 Richmond, VA 23235	ENG LS	0411 000587	02/29/2016
Bowman Consulting Group, Ltd.	04481982	S-Corp	Active	9813-9815 Godwin Dr Manassas, VA 20110	ENG LS	0411 000497	02/29/2016
CKI & Associates, Inc.	04888467	S-Corp	Active	7006 Little River Tnpk Suite 3E Annandale, VA 22003	ENG	0407 003720	12/31/2015
DMY Engineering Consultants, Inc.	07688955	S-Corp	Active	45662 Terminal Drive Suite 110 Dulles, VA 20166	ENG	0407 005631	12/31/2015
Harris Miller Miller & Hanson, Inc.	F1451857	S-Corp	Active	N/A for service type			
Parsons Transportation Group Inc of Virginia	01626175	S-Corp	Active	3926 Pender Drive Suite 100 Fairfax, VA 22030	ENG	0405 001589	12/31/2015
Schnabel Engineering, Inc.	0712674-1	S-Corp	Active	1 West Cary Street Richmond, VA 23220	ENG	0411 000700	02/29/2016
Siva Corrosion Services, Inc.	F133530-8	S-Corp	Active	N/A for service type			

ATTACHMENT 3.2.10

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

SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
A. Morton Thomas and Associates, Inc.	Khossrow Babaei	Chantilly, VA	12144 Westwood Hills Drive Herndon, VA 20171	ENG	0402 025896	02/28/2015
A. Morton Thomas and Associates, Inc.	Steven Scott Shropshire	Chantilly, VA	5203 Yellow Birch Drive Fredericksburg, VA 22407	ENG	0402 035812	06/30/2015
A. Morton Thomas and Associates, Inc.	Michael Wiercinski	Rockville, MD	2706 Lubar Drive Brookeville, MD 20833	ENG	0402 016426	05/31/2016
A. Morton Thomas and Associates, Inc.	Fred Wagner	Rockville, MD	104 Roselawn Ct Bel Air, MD 21014	ENG	0402 050917	09/30/2014
A. Morton Thomas and Associates, Inc.	Jeff McKay	Richmond, VA	11113 Sterling Cove Drive Chesterfield, VA 23838	ENG	0402 034639	06/30/2016
A. Morton Thomas and Associates, Inc.	Matthew Alan Waskiewicz	Chantilly, VA	12750 Twinbrook Pkwy Rockville, MD 20852	ENG	0402 045210	10/31/2014
A. Morton Thomas and Associates, Inc.	Jack Goode	Rockville, MD	11407 Snow Drop Ct Upper Marlboro, MD 20774	ENG	0402 039202	11/30/2015
A. Morton Thomas and Associates, Inc.	Donald Rissmeyer	Richmond, VA	10710 Midlothian Tnpk, Ste 202 Richmond, VA 23235	ENG	0402 026104	06/30/2015
A. Morton Thomas and Associates, Inc.	Rebecca Ward	Richmond, VA	5941 Chelsea Brook Lane Glen Allen, VA 23060	ENG	0402 037457	12/31/2014
A. Morton Thomas and Associates, Inc.	Steven Torgerson	Chantilly, VA	3316 Harrell Street Silver Spring, MD 20906	LA	0406 001542	04/30/2015
A. Morton Thomas and Associates, Inc.	Susan Stancik	Chantilly, VA	14735 Grobie Pond Lane Centreville, VA 20120	LS	0403 001818	06/30/2015
A. Morton Thomas and Associates, Inc.	J. Keith Sinclair, Jr.	Chantilly, VA	1009 Tyler Street Herndon, VA 20170	ENG	0402 011195	09/30/2014
A. Morton Thomas and Associates, Inc.	Heidi Van Luven	Rockville, MD	2417 Autumn View Way Parkville, MD 21234	ENG	0402 040445	10/31/2014
Parsons Transportation Group Inc of Virginia	Amir Ahmad Arab	Fairfax, VA	13314 Hound Run Dr Fairfax, VA 22033	ENG	0402 042390	05/31/2016
Parsons Transportation Group Inc of Virginia	Ronaldo Nicholson	Fairfax, VA	3161 Sligo Mill Rd NE Washington, DC 20011	ENG	0402 018251	02/29/2016
Schnabel Engineering, Inc.	Edward Drahos	Richmond, VA	14410 Galloway Court Midlothian, VA 23113	ENG	0402 015605	07/31/2015
DMY Engineering Consultants, Inc.	Peng Zhang	Dulles, VA	45662 Terminal Drive, Suite 110 Dulles, VA 20166	ENG	0402 048994	07/31/2015

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That **MANHES CONSTRUCTION CORP.** is duly incorporated under the law of the Commonwealth of Virginia,

That the date of its incorporation is April 14, 1993.

That the period of its duration is perpetual, and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
February 4, 2013*

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



Commonwealth of Virginia
State Corporation Commission

CISM0180

CORPORATE DATA INQUIRY

02/03/14

18:17:07

CORP ID: F049431 - 2 STATUS: 00 ACTIVE STATUS DATE: 12/15/09
 CORP NAME: THOMAS & ASSOCIATES, INC., A. MORTON

DATE OF CERTIFICATE: 11/26/1997 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX ROAD, SUITE 285 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143
 ACCEPTED AR#: 213 15 2685 DATE: 10/16/13 HENRICO COUNTY
 CURRENT AR#: 213 15 2685 DATE: 10/16/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	400.00					52,000

(Screen Id:/Corp_Data_Inquiry)

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That BOWMAN CONSULTING GROUP, LTD. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is June 7, 1995;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
October 23, 2013*

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

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, August 5, 1997

This is to Certify that the certificate of incorporation of

CKI & ASSOCIATES, INC.

was this day issued and admitted to record in this office and that the said corporation is authorized to transact its business subject to all Virginia laws applicable to the corporation and its business. Effective date:

August 5, 1997



State Corporation Commission

William J. Bridge
Clerk of the Commission

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, September 6, 2013

This is to certify that the certificate of entity conversion of

DMY ENGINEERING CONSULTANTS INC.

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

Effective date: September 6, 2013



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, December 6, 2000

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

Harris Miller Miller & Hanson Inc.

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



State Corporation Commission

Attest:

Joel H. Peck

Clerk of the Commission

Commonwealth of Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

PARSONS TRANSPORTATION GROUP INC. OF VIRGINIA is a corporation existing under and by virtue of the laws of Virginia, and is in good standing.

The date of incorporation is November 07, 1975.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
March 18, 2010*

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

CIS0357



SCC eFile
Business Entity Details



Schnabel Engineering Consultants, Inc.

- SCC eFile
- SCC eFile Home Page
- Check Name
- Distinguishability
- Business Entity Search
- Certificate Verification
- FAQs
- Contact Us
- Give Us Feedback
- Business Entities
- SCC or Tax Liens
- Court Services
- Additional Services

General

SCC ID: 07326741
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 8/12/2009
 Status: Active
 Shares Authorized: 10000

Select an action

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

Principal Office

1054 TECHNOLOGY PARK DR
 GLEN ALLEN VA 23059

[New Search](#) [Home](#)

Registered Agent/Registered Office

CT CORPORATION SYSTEM
 4701 COX ROAD, SUITE 205
 GLEN ALLEN VA 23060
 HENRICO COUNTY 143
 Status: Active
 Effective Date: 10/4/2013

Screen ID: 61000

Need additional information? Contact sccefile@scs.virginia.gov Website questions? Contact admin@scs.virginia.gov
 We provide external links throughout our site.

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, August 12, 2009

This is to certify that the certificate of incorporation of

Schnabel Consultants, Inc.

was this day issued and admitted to record in this office and that the said corporation is authorized to transact its business subject to all Virginia laws applicable to the corporation and its business. Effective date: August 12, 2009



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission

COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

AT RICHMOND, NOVEMBER 12, 2009

The State Corporation Commission has found the accompanying articles submitted on behalf of
Schnabel Engineering Consultants, Inc. (formerly Schnabel Consultants,
Inc.)

to comply with the requirements of law, and confirms payment of all required fees. Therefore, it
is ORDERED that this

CERTIFICATE OF AMENDMENT

be issued and admitted to record with the articles of amendment in the Office of the Clerk of the
Commission, effective November 12, 2009.

The corporation is granted the authority conferred on it by law in accordance with the articles,
subject to the conditions and restrictions imposed by law.

STATE CORPORATION COMMISSION

By



Commissioner

09-10-30-0071
AMENACPT
CIS0436

Commonwealth of Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

Schnabel Engineering Consultants, Inc. is a corporation existing under and by virtue of the laws of Virginia, and is in good standing.

The date of incorporation is August 12, 2009.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
November 17, 2009*

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

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That SIVA CORROSION SERVICES, INC., a corporation incorporated under the law of Pennsylvania, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on April 23, 1998; and

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

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

October 15, 2013

Joel H. Peck

Joel H. Peck, Clerk of the Commission

F133530 - 8

COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

AT RICHMOND, JULY 13, 2010

ORDER OF REENTRY

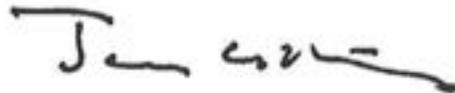
The certificate of authority to transact business in Virginia issued to SIVA CORROSION SERVICES, INC., a foreign corporation, was surrendered or revoked on August 31, 2007. The corporation has filed an application for reentry and has otherwise complied with the applicable requirements of law. Therefore, it is ORDERED that

the certificate of authority issued to the aforementioned corporation is reentered.

The reentry is effective on July 13, 2010.

STATE CORPORATION COMMISSION

By



James C. Dimitri
Commissioner

CC: NATIONAL REGISTERED AGENTS, INC.
201 N UNION STREET
SUITE 140
ALEXANDRIA, VA 22314

REINACPT
CIS0372
10-07-12-1472



COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

Office of the Clerk

July 13, 2010

NATIONAL REGISTERED AGENTS, INC.
201 N UNION STREET
SUITE 140
ALEXANDRIA, VA 22314

RECEIPT

RE: SIVA CORROSION SERVICES, INC.

ID: F133530 - 8

DCN: 10-07-12-1472

This is your receipt for \$540.00 to cover the fees for filing an application for reentry with this office.

The effective date of reentry is July 13, 2010.

If you have any questions, please call (804) 371-9733 or toll-free in Virginia, 1-866-722-2551.

Sincerely,

Joel H. Peck
Clerk of the Commission

RECEIPT
REIN
CIS0372

P.O. Box 1197, Richmond, VA 23218-1197
Tyler Building, First Floor, 1300 East Main Street, Richmond, VA 23219-3630
Clerk's Office (804) 371-9733 or (866) 722-2551 (toll-free in Virginia) www.scc.virginia.gov/cik
Telecommunications Device for the Deaf-TDD/Voice: (804) 371-9205

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
04-30-2016

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

NUMBER
2705023603

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS H/H

MARTINS CONSTRUCTION CORP
210 LITTLE FALLS ST
SUITE 300
FALLS CHURCH, VA 22046



Nick A. Christner
Nick A. Christner, Interim Director

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

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA
CLASS A BOARD FOR CONTRACTORS
CONTRACTOR

CLASSIFICATIONS H/H
NUMBER: 2705023603 EXPIRES: 04-30-2016

MARTINS CONSTRUCTION CORP
210 LITTLE FALLS ST
SUITE 300
FALLS CHURCH, VA 22046



POCKET

(DETACH HERE)

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

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

EXPIRES ON
02-29-2016

NUMBER
0411000586

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

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

PROFESSIONS: LS, ENG

A MORTON THOMAS AND ASSOCIATES INC
14900 CONFERENCE CENTER DR STE 180
CHANTILLY, VA 20151



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

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

EXPIRES ON
12-31-2015

NUMBER
0407003077

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

PROFESSIONS: ENG, LA

A MORTON THOMAS AND ASSOCIATES INC
800 KING FARM BLVD
4TH FLOOR
ROCKVILLE, MD 20850



Garden N. Dixon
Garden N. Dixon, Director

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

EXPIRES ON
02-29-2016

NUMBER
0411000587

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

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

PROFESSIONS: ENG, LS

A MORTON THOMAS AND ASSOCIATES INC
100 GATEWAY CENTRE PKWY
SUITE 200
RICHMOND, VA 23235



Nick A. Christner
Nick A. Christner, Interim Director

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

POCKET CARD COMMONWEALTH OF VIRGINIA

(DETACH HERE)

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

EXPIRES ON
02-29-2016

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

NUMBER
0411000497

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

PROFESSIONS: LS, ENG

BOWMAN CONSULTING GROUP LTD
9813-9815 GODWIN DR
MANASSAS, VA 20110



Nick A. Christner
Nick A. Christner, Interim Director

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APPELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000497 EXPIRES: 02-29-2016
PROFESSIONS: LS, ENG
BOWMAN CONSULTING GROUP
9813-9815 GODWIN DR
MANASSAS, VA 20110



POLY

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

(DETACH HERE)

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10010 /7/11 107006-3

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2015

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

NUMBER
0407003720

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

PROFESSIONS: ENG

CKI & ASSOCIATES INC
7006 LITTLE RIVER TNPK
SUITE 3E
ANNANDALE, VA 22003



Gordon N. Dixon
Gordon N. Dixon, Director

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA
BOARD FOR ARCHITECTS,
PROFESSIONAL ENGINEERS,
LAND SURVEYORS, CERTIFIED
INTERIOR DESIGNERS AND
LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003720 EXPIRES: 12-31-2015
PROFESSIONS: ENG
CKI & ASSOCIATES INC
7006 LITTLE RIVER TNPK
SUITE 3E
ANNANDALE, VA 22003



(DETACH HERE)

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

(FOLD)

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
12-31-2015

NUMBER
0407005631

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

PROFESSIONS: ENG

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



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION

COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
12-31-2015

NUMBER
0405001589

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

PROFESSIONS: ENG



PARSONS TRANSPORTATION GROUP INC OF VIRGINIA
ATTN: LICENSING
4701 HEDGEMORE DR
CHARLOTTE, NC 28209

Gordon N. Dixon
Gordon N. Dixon, Director

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

*Parsons is awaiting updated license with correct Fairfax address (see below)

Details of license number 0405001589

Name:	PARSONS TRANSPORTATION GROUP INC OF VIRGINIA
License Number:	0405001589
License Description:	Professional Corporation Registration
Business Type:	PC
Address:	3926 PENDER DR STE 100 FAIRFAX, VA 22030
Initial Certification Date:	2007-05-08
Expiration Date:	2015-12-31

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-29-2016

9900 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

NUMBER
0411000700

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

PROFESSIONS: ENG

SCHNABEL ENGINEERING CONSULTANTS, INC
ONE CARY STREET
RICHMOND, VA 23220



Nick A. Christner
Nick A. Christner, Interim Director

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BOARD FOR APPELSICIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000700 EXPIRES: 02-29-2016
PROFESSIONS: ENG
SCHNABEL ENGINEERING CONSULTANTS, INC
ONE CARY STREET
RICHMOND, VA 23220



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EXPIRES ON
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0402025896

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Charles N. Dixon
Charles N. Dixon, Director

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0402035812

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Stephen N. Light
Jordan N. Ducey, Director

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0402016426

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MICHAEL JOSEPH WIERCINSKI
2706 LUBAR DRIVE
BROOKEVILLE, MD 20833



James W. DeBorja
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2706 LUBAR DRIVE
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EXPIRES ON
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FREDERICK J WAGNER
104 ROSELAWN CT
BEL AIR, MD 21014



Debra N. Lips
Debra N. Lips, Director

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PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402050917 EXPIRES: 09-30-2014



FREDERICK J WAGNER
104 ROSELAWN CT
BEL AIR, MD 21014

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AND LANDSCAPE ARCHITECTS
PROFESSIONAL ENGINEER LICENSE

JEFFREY SCOTT MCKAY
11113 STERLING COVE DRIVE
CHESTERFIELD, VA 23838



James W. DeBorja
James W. DeBorja, Director

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PROFESSIONAL ENGINEER LICENSE

MATTHEW ALAN WASKIEWICZ
A. MORTON THOMAS & ASSOCIATES, INC.
12750 TWINBROOK PKWY
ROCKVILLE, MD 20852



Gordon N. Dixon
Gordon N. Dixon, Director

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BOARD FOR APESCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402045210 EXPIRES: 10-31-2014

MATTHEW ALAN WASKIEWICZ
A. MORTON THOMAS & ASSOCIATES, INC.
12750 TWINBROOK PKWY
ROCKVILLE, MD 20852



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EXPIRES ON
11-30-2015

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PROFESSIONAL ENGINEER LICENSE



JACK A GOODE II
11407 SNOW DROP COURT
UPPER MARLBORO, MD 20774

Stephen N. Dixon
Stephen N. Dixon, Director

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BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402039202 EXPIRES: 11-30-2015



JACK A GOODE II
11407 SNOW DROP COURT
UPPER MARLBORO, MD 20774

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BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
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DONALD J RISSMEYER
A. MORTON THOMAS & ASSOCIATES INC.
10710 MIDLOTHIAN TURNPIKE
SUITE 202
RICHMOND, VA 23235



Gerard N. Dixon
Gerard N. Dixon, Director

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PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402026104 EXPIRES: 06-30-2015

DONALD J RISSMEYER
A. MORTON THOMAS & ASSOCIATES INC.
10710 MIDLOTHIAN TURNPIKE
SUITE 202
RICHMOND, VA 23235



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0402037457

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AND LANDSCAPE ARCHITECTS
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REBECCA PHIFER WARD
5149 CHELSEA BROOK LANE
GLEN ALLEN, VA 23060



Carolina N. Dixon
Carolina N. Dixon, Director

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AND LANDSCAPE ARCHITECTS
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STEVEN D TORGERSON
3316 HARRELL STREET
SILVER SPRING, MD 20906



Debra N. Lips
Debra N. Lips, Director

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STEVEN D TORGERSON
3316 HARRELL STREET
SILVER SPRING, MD 20906

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

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AND LANDSCAPE ARCHITECTS
LAND SURVEYOR LICENSE**

SUSAN ELAINE STANCIK
14735 GROBIE POND LANE
CENTREVILLE, VA 20120-5416



Gerard N. Dixon
Gerard N. Dixon, Director

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LAND SURVEYOR LICENSE
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SUSAN ELAINE STANCIK
14735 GROBIE POND LANE
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9960 Mayland Dr., Suite 400, Richmond, VA 23233
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NUMBER

0402011195

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AND LANDSCAPE ARCHITECTS
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J K SINCLAIR JR
1009 TYLER STREET
HERNDON, VA 20170-3250



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Gordon N. Dixon, Director

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HEIDI FARRELL VAN LUVEN
2417 AUTUMN VIEW WAY
PARKVILLE, MD 21234



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Gordon N. Dixon, Director

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AND LANDSCAPE ARCHITECTS
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AMIR AHMAD ARAB
13314 HOUND RUN DR
FAIRFAX, VA 22033



Nick A. Christner
Nick A. Christner, Interim Director

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**RONALDO T NICHOLSON
6131 SLIGO MILL RD NE
WASHINGTON, DC 20011**



Nick A. Christner
Nick A. Christner, Interim Director

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NUMBER

0402015605

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EDWARD GEORGE DRAHOS
14410 GALLOWAY CT
MIDLOTHIAN, VA 23113



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Charles N. Dixon
Charles N. Dixon, Director

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45662 TERMINAL DRIVE
SUITE 110
DULLES, VA 20166



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Gordon N. Dixson, Director

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ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.			
a. Name & Title: Mehdi Tasooji Senior Project Manager			
b. Project Assignment: Design-Build Project Manager			
c. Name of Firm with which you are now associated: Martins Construction Corp. (MCC)			
d. Years experience: With this Firm 18 Year With Other Firms 29 Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): Senior Project Manager <i>Martins Construction Corp 1996 - Present</i> Mehdi Tasooji is an integral part of the senior management at Martins with the responsibility of complete oversight of construction management and technical direction of company projects. He oversees the performance of every project and determines the distribution of work within the company based on individual expertise of the project management team. He is involved in every project from estimation to project closeout and provides the team all technical and managerial assistance to carry out the projects efficiently.			
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Illinois, Champaign/Urbana, IL / Master of Science / 1967 / Civil Engineering, Structures			
f. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.			
Project Name:	Rehabilitation and Superstructure Replacement of 9th Street Bridge over I-395 Freeway, Washington, DC	Start Date:	2008
Project Role:	Senior Project Manager	End Date:	2010
Client/Owner:	District of Columbia Department of Transportation	With Current Firm?	Yes
<p>Senior Project Manager for substructure rehabilitation and superstructure replacement of 9th Street and 10th Street Bridges over the I-395 Freeway. This \$8 Million project on a 290 Ft. long bridge and its two ramps, included the installation of support structures and protection shields, a complete removal and reconstruction of the existing multi-span bridge over the heavily traveled I-395 Freeway, rehabilitation of the substructure, and painting of the steel structure utilizing a Rapid Deployment System.</p> <p>Duties involved the preparation of all pre-construction documents, overseeing all project management activities, reviewing and approving project schedules and work plans, communicating with all involved parties and resolving all contractual issues with sub-contractors and suppliers. The responsibilities also extended to ensuring the overall quality of the project, comparing actual project progress with estimates in terms of time & costs, negotiating work orders with the clients and making final decisions related to resource allocation.</p>			

As the Primary point of contact on the project, the Senior Project Manager served as the decision making authority for all major issues including acceptance of changes to the scope of work, modifications to the sequence of work and coordination with various project stakeholders.

Project Name:	Federal-Aid Emergency Repair and Maintenance of Highway Structures, Washington, DC	Start Date:	2010
Project Role:	Senior Project Manager	End Date:	2015
Client/Owner:	District of Columbia Department of Transportation	With Current Firm?	Yes

Senior Project Manager for this \$26 million task order project, the scope of which, includes coordination of design and implementation of complex repair procedures for major bridges city-wide such as the pin and hanger replacement of Chain Bridge and South Capitol Street Bridge over Anacostia River, major steel retrofit of several structures, design development and implementation of temporary access structures as well as the preparation of traffic control plans.

Duties involved the oversight of every task order right from its inception to final completion. This included identification of defects, discussion and co-ordination of possible repair methods and materials with the client's design consultants, providing constructability reviews and verifying field dimensions and conditions and finally providing budgetary numbers. On receipt of approval to perform the work, the responsibilities would switch to allocating work to different project management teams, overseeing sub-contractor selections, material procurement, updating the client on the progress of work and ensuring the timely completion of each task.

Another important task on the project was to direct inspection teams to perform conditional assessment on all the bridges in the District using Infra-Red Technologies, GPR Testing and Half Cell Potential testing which were then utilized by the District to prepare a Repair and Rehabilitation Program. Additionally, given the location of bridges throughout the District, the Senior Project Manager was also involved in the coordination of work with various utility agencies within the city to identify various conflicts and develop possible mitigation methods including design oversight and recommendations for utility supports and relocations.

Project Name:	Rehabilitation of 14th Street Bridges, Washington, DC	Start Date:	2009
Project Role:	Senior Project Manager	End Date:	2012
Client/Owner:	District of Columbia Department of Transportation	With Current Firm?	Yes

Senior Project Manager for this \$27 million project involved various superstructure and substructure repairs along the dual 2,230 Ft. long and 56 Ft. wide bridges. The scope of work involved design coordination and implementation of post-tensioning on pier footings and stems and other complex support structures, expansion joint replacements, bridge jacking and structural steel repairs, pier rehabilitations and other concrete deck repairs.

The responsibilities began right from the time of estimation by proposing different construction methods and phasing of work to carry out the work in a time and cost effective manner till final project closeout with the resolution of all punchlist items. The Senior Project Manager was responsible for holding weekly Meetings with all stakeholders in order to discuss progress of work, outstanding issues and other foreseeable concerns. He then communicated this information internally within the firm to prepare suitable work plans in order to mitigate the project risks.

The task also involved overseeing the preparation of various critical work documents including the CPM schedule, quality control plan and a safety plan. Given the location and criticality of the bridge structure, there was added responsibility to relay information to several stakeholders including the District Department of Transportation, Virginia Department of Transportation, National Park Services, US Army Corps of Engineers, Reagan National Airport, Coast Guard, the District Department of Environment & Water Quality and other Utility Companies.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.			
a. Name & Title: S. Scott Shropshire, P.E. Associate			
b. Project Assignment: Quality Assurance Manager			
c. Name of Firm with which you are now associated: A. Morton Thomas and Associates, Inc. (AMT)			
d. Years experience: With this Firm <u>1</u> Year With Other Firms <u>17</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): Associate <i>A. Morton Thomas and Associates, Inc., Chantilly, VA 2014 - Present</i> Scott is an integral team member in senior management with a concentration in Design-Build and Construction Engineering and Inspection for complex, sizeable highway projects. Area Construction Engineer <i>VDOT, Fredericksburg District, Fredericksburg, VA 2004 - 2014</i> Scott provided oversight of contract construction performing construction quality assurance and quality control activities for a wide range of projects related to structures, highways, drainage, and environmental in the district. Traffic Engineer <i>Johnson, Mirmirian & Thompson, Richmond, VA 1999 - 2004</i> Scott was responsible for providing Traffic Engineering services from scoping through final approval for local, state and federal governmental agencies and private clients within the Mid-Atlantic Region.			
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Military Institute, Lexington, VA / Bachelor of Science / 1996 / Civil Engineering			
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2005 / Licensed Professional Engineer / VA #35812			
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.			
Project Name:	US Route 1 Improvements Design-Build, Fairfax County, Virginia	Start Date:	2014
Project Role:	Quality Control Manager	End Date:	2016
Client/Owner:	FHWA-Eastern Federal Lands	With Current Firm?	Yes
Quality Control Manager responsible for ensuring all work performed and materials utilized in the construction of the project in accordance with the approved QA/QC Plan and applicable specifications through the management and coordination of Quality Control inspections and testing. The project consists of the removal of the existing military railroad crossing bridge, existing Accotink Creek bridge, and the construction of two new twin bridges over Accotink Creek raising the existing elevation over 14 ft, combined with the widening of a 3.86 mile segment of US Route 1/Richmond Hwy from VA Route 611/Telegraph Rd to VA Route 239/Mount Vernon Hwy. The project includes widening from four lanes to six lanes, addition of auxillary lanes at intersections and connecting roadways, the provision of a multi-use trail, pedestrian sidewalk, wildlife crossing, and on-road bicycle accommodations. Maintained Materials Register, tracking material certifications, quantities, and sources for the project. Supervised a staff of five (5) Quality Control Technicians conducting field inspections of construction activities, and sampling and testing of materials ensuring compliance with the approved QA/QC Plan, Approved for Construction Plans, and applicable specifications. Contract Value: \$70 Million			

Project Name:	VA Route 3 Bridge over Piankatank River, Matthews/Middlesex Counties, VA	Start Date:	2012
Project Role:	Responsible Charge Engineer (QA Role)	End Date:	2014
Client/Owner:	Virginia Department of Transportation	With Current Firm?	No
<p>Responsible Charge Engineer (Quality Assurance Role) for major bridge superstructure replacement and substructure repair/rehabilitation spanning approximately 2,100 LF and 30 LF wide. Provided oversight of all construction activities for the work performed on the project including Quality Assurance sampling and testing, environmental, inspection of the transportation management plan, safety, and utilities. Ensured work performed was in accordance with the approved plans and adhered to all applicable specifications by managing quality assurance field inspections, monitoring material sampling, reviewing testing results, and providing recommendations to the contractor to correct deficiencies. Supervised a Construction Engineering & Inspection staff of 1-Construction Manager, and 3-Engineering Technicians. Maintained Materials Book, tracking material quantities and sources for the project. Certified work performed each estimate period for payment to the contractor. Contract Value: \$13 Million</p>			
Project Name:	The Summit – Bechtel Family National Scout Reserve Design-Build, Mt. Hope, WV	Start Date:	2010
Project Role:	Construction Manager (QC Role)	End Date:	2012
Client/Owner:	Boy Scouts of America	With Current Firm?	No
<p>Construction Manager (Quality Control Role) responsible for coordinating, directing, and managing the Quality Control program, project schedule, and execution activities in the construction of 16-miles of transportation infrastructure and development of 344 acres for base camps. This work included all work required to support the construction of roadway, survey, structure and/or bridge, environmental, geotechnical, hydraulics, traffic control, and utilities. Served as technical expert providing direction, guidance, and professional development to assigned personnel in a fast-paced, production and training environment under Design-Build conditions. Monitored sampling of materials during construction operations, reviewed testing results for adherence to specifications, and implemented corrective actions to address deficiencies. Enforced industry recognized safety practices and standards. Provided oral and/or written communications to consultants/contractors, public officials, and stakeholders. Contract Value: \$400 Million</p>			
Project Name:	VA Route 639 / Bragg Road, Spotsylvania County, VA	Start Date:	2008
Project Role:	Responsible Charge Engineer (QA Role)	End Date:	2010
Client/Owner:	Virginia Department of Transportation	With Current Firm?	No
<p>Responsible Charge Engineer (Quality Assurance Role) responsible for roadway improvements associated with the widening of a 1.0 mile segment of VA Route 639/Bragg Rd from VA Route 3/Plank Rd to Carl D. Silver Parkway. The project consisted of widening from two lanes to four lanes, addition of auxiliary lanes at intersections and connecting roadways, pedestrian sidewalk, installation and/or modification of traffic control devices, and utilities. Provided oversight of all construction activities for the work performed on the project including Quality Assurance sampling and testing, environmental inspections, inspection of the transportation management plan, and utilities. Ensured work performed was in accordance with the approved plans, adhered to all contract specifications by monitoring sampling of materials, reviewing testing results, and providing recommendations to the contractor to correct any deficiencies. Maintained Materials Book, tracking material certifications, quantities, and sources for the project. Certified work performed each estimate period for payment to the contractor. Supervised a Construction Engineering & Inspection staff of 1-Construction Manager, and 3-Engineering Technicians. Contract Value: \$9 Million</p>			
Project Name:	VA Route 610 / Garrisonville Road, Stafford County, VA	Start Date:	2006
Project Role:	Responsible Charge Engineer (QA Role)	End Date:	2009
Client/Owner:	Virginia Department of Transportation	With Current Firm?	No
<p>Responsible Charge Engineer (Quality Assurance Role) responsible for roadway improvements associated with the widening of a 0.75 mile segment of VA Route 610/Garrisonville Rd from VA Route 684/Staffordborough Blvd to VA Route 641/Onville Rd. Provided oversight of all construction activities for the work performed on the project including Quality Assurance sampling and testing, environmental, inspection of the transportation management plan, safety, and utilities. The project consisted of widening from four to six lanes, addition of auxiliary lanes at intersections and connecting roadways, pedestrian sidewalk, installation/modification of traffic control devices, and utilities. Managed the sampling of materials during construction, reviewed testing results for adherence to specifications, and provided recommendations to contractor to correct deficiencies. Maintained Materials Book, tracking material certifications, quantities, and sources for the project. Certified work performed each estimate period for payment to the contractor. Supervised an Inspection staff of 1-Construction Manager, and 3-Engineering Technicians. Contract Value: \$8 million</p>			

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Khossrow Babaei, PE, SE Associate
b. Project Assignment:	Design Manager
c. Name of Firm with which you are now associated:	A. Morton Thomas and Associates, Inc. (AMT)
d. Years experience: With this Firm <u>1</u> Year With Other Firms <u>34</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	<p>Structures & Bridge Discipline Leader, Associate <i>A. Morton Thomas and Associates, Inc., Chantilly, VA 2013 - Present</i> Khoss is an integral team member in senior management with a concentration in supervising the bridge section and managing complex and sizeable bridge & structures design projects. His responsibilities include coordinating with other AMT transportation disciplines, developing conceptual designs and performing QA/QC reviews of construction plans and specifications for both D-B and D-B-B projects.</p> <p>Director of Structural Department & Office Manager <i>Michael Baker Corporation, Falls Church, VA 2010 - 2013</i> Khoss supervised the Structural Department and managed all aspects of bridge & structures design, including preliminary and final design and preparation of Plans, Specifications, and Estimates, in particular for multi-disciplinary bridge replacement projects. He provided QA/QC reviews, constructability reviews and best value solutions for D-B & D-B-B projects.</p> <p>Consultant Manager, Bridge & Structures Division <i>VDOT, Northern Virginia District 2006 - 2010</i> Khoss scoped, developed, and managed multi-disciplinary bridge replacement projects including roadway approach modifications. This included coordinating with all disciplines involved and performing conceptual and preliminary designs, delegating work to consultants, and QA/QC of final design products with strong emphasis on constructability review and hands on techniques. He utilized management techniques, including Microsoft Project, for budgeting, scheduling, and monitoring consultant work, to ensure on time and on budget product delivery.</p> <p>Director of Bridge Technology <i>Wilbur Smith Associates, Falls Church, Virginia 1992 - 2006</i> Khoss initiated and supervised specialty and innovative bridge designs by utilizing state-of-the-art techniques and materials to accelerate construction and prolong bridge service life. This included segmental and prefabricated construction and use of high performance steel and concrete. He employed life-cycle cost and user cost estimating techniques to justify the additional cost of accelerated construction and high performance materials. He conducted applied bridge research and developed workshops for national agencies, including SHRP, FHWA, and NHI. These workshops dealt with bridge maintenance including rehab, retrofit, and strengthening, as well as design and treatment of concrete bridge components subject to bar corrosion.</p>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	University of Washington, Seattle, WA / Master of Science / 1978 / Civil Engineering University of Tehran, Tehran, Iran / Bachelor and Master of Science / 1974 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	1995 / Licensed Professional Engineer / VA #25896
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<ol style="list-style-type: none">1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each assignment.</i> <p>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.</p>

Project Name:	Route 123 (Chain Bridge Road) over Accotink Creek, Fairfax, VA	Start Date:	2010
Project Role:	Design Manager & QC Lead.	End Date:	2012
Client/Owner:	City of Fairfax / VDOT	With Current Firm?	No
<p>This multi-disciplinary bridge replacement project included raising the profile, widening, and lengthening the existing bridge to improve the hydraulic opening and traffic safety. The bridge and approaches were widened to provide wider shoulders on both sides and a sidewalk with barrier on the west side. The aesthetics, streetscape, and lighting were key factors in the design. Accelerated construction procedures were used by utilizing prefabricated/prestressed components. The superstructure consisted of adjacent concrete slab beams with asphalt/membrane overlay. Bridge railings were also prefabricated with the exterior beams. For this locally administered project, responsibilities as Design Manager included close coordination with VDOT Bridge, L&D, Materials, and Traffic Departments.</p>			
Project Name:	Southgate Drive / US Route 460 Bypass with Bridge, Underpass, and Retaining Walls, Blacksburg, VA	Start Date:	2013
Project Role:	QC Reviewer & Design Manager	End Date:	2014
Client/Owner:	Virginia Department of Transportation	With Current Firm?	Yes
<p>Responsible for QC of bridge design and design of architectural features of dual bridges carrying Southgate Drive over US 460. Each bridge is a 2-span, made continuous, prestressed concrete beam structure with a wall pier and semi-integral cantilever abutments, all with architecturally treated facade. The bridges accommodate prestressed concrete arch fascia beams over each span for aesthetics. Design of two new underpasses, each consisting of a concrete rigid frame supported on piles, and wingwalls supported on spread footings with stone columns foundation. Design of prefabricated extension of an existing underpass utilizing precast rigid frame units with precast footings and wingwalls, to reduce the duration of MOT. Designed of 2 MSE walls and 1 Soil Nail wall, with a max length of 850’.</p>			
Project Name:	Gloucester Parkway Extension over Broad Run, Loudoun County, VA	Start Date:	2012
Project Role:	Project Manager	End Date:	2013
Client/Owner:	Virginia Department of Transportation	With Current Firm?	No
<p>Scope of this multi-disciplinary bridge project included PFI and TS&L level roadway and bridge plans, as well as traffic analysis, hydraulic & hydrologic analysis, and R/W and utility plans for a 0.8 miles roadway, including 2 intersections and a 1,370’-long, 3-unit, 12-span bridge, with a max. span of 130’. The bridge features include dual structures with flared deck supported on made continuous prestressed concrete beams with wall piers and conventional abutments. Virginia style joints at abutments were used with tooth joints and concrete troughs underneath.</p>			
Project Name:	Southern Avenue over Suitland Parkway, Washington, DC	Start Date:	2004
Project Role:	Bridge Design Manager	End Date:	2005
Client/Owner:	Eastern Federal Lands and D.C. DOT	With Current Firm?	No
<p>This design/build project involved replacement of an existing bridge with a 413’ long, 3-span, cast-in-place, post-tensioned concrete box girder. The roadway profile was raised to provide the required vertical clearance. Meetings with the community were held to obtain input concerning the project’s aesthetics, traffic and construction impacts. Bridge replacement was completed in two stages allowing 2 lanes of traffic during construction. Each stage included completion and post-tensioning of a twin-cell, variable depth box with a maximum depth of 8’ at piers.</p>			
Project Name:	US Route 460 Corridor PPTA, Southeast Virginia	Start Date:	2013
Project Role:	Design Manager & QC Lead	End Date:	2017 (est.)
Client/Owner:	Virginia Department of Transportation	With Current Firm?	No
<p>The scope includes bridge designs of a 15-mile segment of this 55-mile corridor project. Managed the design for multiple bridges and coordinated with roadway, geotechnical, and architectural. Structures included: Route 460 EBL & WBL over Route 40—dual, single span, steel plate girder bridges with a span of 175 feet, consisting of a 78” deep web, field spliced to accommodate hauling without a waiver. Substructure consists of semi-integral abutments with wrap-around MSE walls. Foundation consists of 16” square PS concrete friction piles, about 60’ long. Route 606 over Route 460 - a two span (120’-120’), PS concrete beam bridge, made continuous for live load. Semi-integral, stub abutments with U-back wingwalls were used. The pier, located in the collision zone, is designed for collision, per the LRFD. 4’ square columns were used in the pier in conjunction with a combined footing supported on 16” square PS concrete piles.</p>			

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.			
a. Name & Title: Rufus Jones Project Manager			
b. Project Assignment: Construction Manager			
c. Name of Firm with which you are now associated: Martins Construction Corp. (MCC)			
d. Years experience: With this Firm <u>5</u> Year With Other Firms <u>37</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): <p>Construction Manager <i>A. Martins Construction Corp., Falls Church, VA 2009 - Present</i> Rufus serves as a Project Manager for Martins Construction Corp. on several complicated and larger sized projects in the DC Metropolitan area.</p> <p>Project/ Program Manager <i>D.C. Govt. Department of Transportation and DC Department of Public Works, Washington, DC1996 - 2008</i> Rufus served as a Program Manager overseeing projects from their inception to construction completion including design, procurement, funding, and execution.</p> <p>Program Manager <i>D.C. Govt. Department of Public Works 1971 - 1996</i> Rufus served as a Program Manager overseeing projects in the District of Columbia Government for various agencies which included DC Public Schools, Office on Aging, Department of Corrections and Libraries.</p>			
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Maryland, College Park, MD / 1966 / Aeronautical Engineering			
f. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.			
Project Name:	Rehabilitation of 14th Street Bridges, Washington, DC	Start Date:	2009
Project Role:	Construction Manager	End Date:	2012
Client/Owner:	District of Columbia Department of Transportation	With Current Firm?	Yes
Construction Manager responsible for oversight, management and planning of the overall contract including CPM scheduling, procurement of sub-contractors & suppliers, acting as a liason with the owner and its representatives and serving as the focal point person for project coordination between Martins, its subs and the owners and its representatives. The project comprised of the rehabilitation of Northbound and Southbound 14 th Street bridges over Potomac River which commenced in May 2009 and was completed in September 2011.			

The \$27 million project consisted of the phased rehabilitation of the 2,430 Ft. by 63 Ft. northbound bridge and the 2,230 Ft. by 56 Ft southbound bridge. The scope of work entailed substructure & superstructure repairs including replacement of structural steel elements, pier rehab., protection shield installation, concrete deck repairs, blasting & painting of bridge structures, expansion joint installations, deck overlays, drainage repairs, temporary support structures and maintenance of traffic.

Project Name:	Rehabilitation of Mass. Ave, H-St. and K-St. Bridges Over I-395	Start Date: End Date:	2011 2012
Project Role:	Construction Manager		
Client/Owner:	District of Columbia Department of Transportation	With Current Firm?	Yes

Construction Manager responsible for the Civil & Structural Contract Work for the General Contractor. Duties included day-to-day coordination with the general contractor and other sub-contractors on the job, preparation of bi-weekly reports, attendance at construction progress meetings, negotiation of work orders and project closeout.

The \$6 million phased project included work carried out on 3 bridges which spanned from 240 ft to 162 ft in length and 112 ft to 81 ft in width. Bridge repairs included replacement of armored joints, structural steel repairs, deck overlays, full depth repairs, parapet demolition and reconstruction, and sidewalk reconstruction while maintaining regular flow of vehicular and pedestrian traffic. The civil portion of the contract included installation of catch basins, manholes, drainage lines, fire hydrant, utility supports for a 36” water main, granite curb installation, brick gutters, asphalt pavement, pavement markings, electrical ductbanks and miscellaneous stone masonry work.

Project Name:	Repair of L’Enfant Promenade Bridges from Baniker Circle to Independence Avenue	Start Date: End Date:	2012 2014
Project Role:	Construction Manager		
Client/Owner:	District of Columbia Department of Transportation	With Current Firm?	Yes

Construction Manager responsible for inspecting the existing conditions, preparation of drawings and procuring custom steel plates and angles for the repair of the steel girders at various locations and coordinating with CSX, DDOT and its consultants. The project also required presence at weekly construction meetings, preparation and updates of the project schedule and management of all civil and structural repairs.

The \$7 million rehabilitation project included work on three 150 Ft. wide bridges which traversed over I-395 (367 Ft.), a mall (500 Ft.) and the CSX railroad (84 Ft.). The project involved performing extensive structural steel repairs, joint reconstructions, full depth bridge deck repairs and replacements, bridge parapet repairs, bridge jacking and bearing replacements, drainage system repairs and/or replacements, fiberwrapping, asphalt paving, blasting and painting structural steel and installation of waterproofing, curbs and pavers on the bridge.

Project Name:	Rehabilitation of P St. Bridge Over Rock Creek Parkway	Start Date: End Date:	1999 2001
Project Role:	Construction Manager		
Client/Owner:	District of Columbia Department of Transportation	With Current Firm?	No

Construction Manager responsible for overseeing contractors performance of work in conformance with the contract documents and managing the day to day operations of the project for DDOT. The duties also involved the resolution of construction issues, updating the community on construction progress, preparation of reports and logs, approving contractor invoices and maintain daily quantities.

The \$5.5 million phased rehabilitation project involved installation of a new 12 inch watermain, removal and replacement of the bridge deck and interior piers of an arched bridge structure with new interior columns, precast beams, precast soffit panels, and precast bridge deck on the approximately 240 ft long by 62 ft wide bridge structure.

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)
					Contract Value (Original)	Contract Value (Actual or Estimated)	
Rehabilitation of NB and SB 14th Street Bridges Washington DC	Modjeski & Masters	Owner: District of Columbia Name: Muhammad Khalid, PE Agency: Department of Transportation Street:55 M Street SE, Suite 400 City state: Washington, DC - 20003 Phone: 202-673-6813 Email: Muhammad.khalid@dc.gov	April 2011	August 2012 (Due to Substantial Increase in the Scope)	\$27,960	\$29,347 (Due to Substantial Increase in the Scope)	\$12,674

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement.

This project showcases the company's wide range of technical capabilities and expertise. The scope of work included dredging the riverbed and placement of tremie concrete around five piers, installation of cofferdams (up to 40 feet deep) around the piers, removing the existing stone cladding from the piers, encasement of the pier footings and stems with self-consolidating concrete matching the existing stone, and the installation of a post-tensioning system for each encasement.

In addition to the substructure work performed from barges stationed in the Potomac River, the contract called for major work to be performed on the superstructure of the bridge including its bascule span. The most notable components of this work consisted of design and implementation of comprehensive traffic control measures, installation of temporary Supports at each pier for fascia girders, major steel repairs and replacement of structural steel elements inside the Bascule Span Superstructure, installation of steel olgive nose angles on piers, deck spall and crack repairs over the length of bridge, removal of existing asphalt wearing surface on the deck and placement of latex-modified concrete overlay, installation of joint repairs and installation of a new trough system in Bascule Span, comprehensive removal, containment and abatement of the existing lead-based coating and repainting of the structural steel, relocation of utilities, as well as retrofit/ repair of street lights and navigation lights in the underlying waterway.



Considered one of the main arteries into the District of Columbia, spanning the entire width of the Potomac River and crossing over the National Park Service property near the gateway to the Jefferson Monument, this project, in addition to the its unusual logistical constraints, is also governed by some of the most stringent restrictions pertaining to the environment and the surrounding wildlife, which include considerations by the U.S. Fish and Wildlife Service for the spawning seasons of certain native species. Consequently, challenges facing the project team range from minimizing impacts on local traffic and accommodating the heavy flow of tourists, to protecting the indigenous wildlife and maintaining the glimmer of the park land surrounding the nearby national monument

Project Features

- Post Tensioning of Pier Footings & Piers
- Structural Steel Repairs
- Repairs to Bascule Span
- Joint Repairs
- Installation of Drainage Troughs
- Latex Modified Concrete Overlay
- Bridge Structural Steel Paint
- Coordination with DDOT & Other Agencies
- Critical Maintenance of Traffic

Phased Overlay of the Existing Bridge Deck



Scope and Complexity Similarities

- Work carried out on heavily travelled roads under stringent lane closure restrictions and without closing any lanes of traffic.
- Significant sized project : \$28 million
- Combination of state and federal funding
- Environmental Sensitivity
- Co-Ordination with multiple Agencies/ Stakeholders

Evidence of Good Performance

Martins developed and followed a phasing and MOT plan which minimized inconveniences to the travelling public despite being one of the major arterial roads into Washington DC.

Also, despite having major work being carried out in the water, MCC's work was recognized to have been carried out with no environmental impact to the marine life by implementing various precautionary measures during construction.

Lessons Learned

Gained valuable experience in working on projects in the \$25M+ range and in facilitating major scope changes during the progress of work. The project proved to be a great experience for all crews and project staff in scheduling, managing and performing work within the restricted shifts and various other limitations.

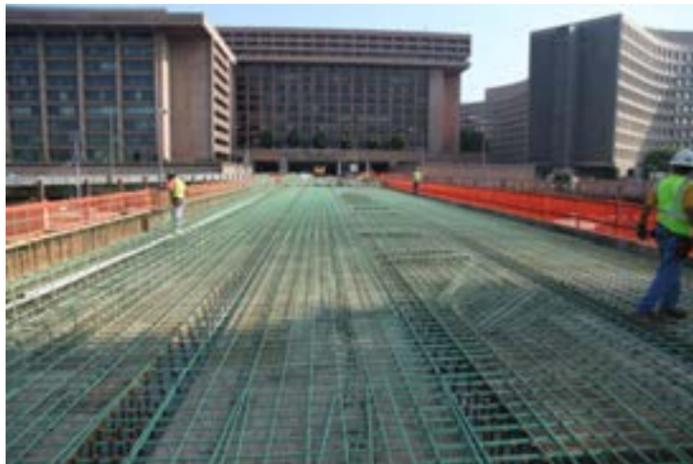
ATTACHMENT 3.4.1(a)
LEAD CONTRACTOR - WORK HISTORY FORM
(LIMIT 1 PAGE PER PROJECT)

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)
					Contract Value (Original)	Contract Value (Actual or Estimated)	
Rehabilitation of 9th Street and 10th Street Bridges Over I-395 Washington, DC	Volkert, Inc.	Owner: District of Columbia Name: Muhammad Khalid, PE Agency: Department of Transportation Street:55 M Street SE, Suite 400 City state: Washington, DC - 20003 Phone: 202-673-6813 Email: Muhammad.khalid@dc.gov	01/10	01/10	\$7,697	\$8,123	\$5,500 (approx..)

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement.

The Rehabilitation and Replacement of 9th and 10th Street Bridges over I-395 closely resemble the work to be carried out on the advertised project. The scope of work on this project shared several similarities such as the complete demolition and reconstruction of the bridge deck over a major arterial road, reconstruction of 52 bearing pedestals and replacement of 18 rocker bearings. The project also involved extensive steel repairs on the 10th Street bridge along with lead abatement and painting of the girders.

Formwork & Rebar Installed for the New Deck



The project additionally involved the installation of a 12" water main attached to the girders of the bridge, installation of a pedestrian sidewalk, parapets, railings and also a steel stairwell for access to 9th Street. The traffic control was planned and designed by the contractor in a way to minimize the impacts on I-395. Also, the reconstruction of the armored expansion joints on the ramp was performed with traffic running adjacent to the work zone. All the above mentioned work was carried out safely and in a timely manner.

Bridge Completed and Open to Traffic



Project Features

- Complete Superstructure Demolition
- Bearing Replacements under ramps leading off the 9th St. Bridge
- Joint Reconstruction on Ramps
- Water main Replacement
- Electrical works
- Substructure Repairs
- Painting of Steel Structure
- Asphalt paving on Approach roadways
- Precast Parapet panel Replacement
- Major steel structure repairs
- Railings and Fence Installation
- Fabricate & maintain Public access to L'Enfant Plaza
- Under-Bridge Lighting

Existing Bridge Demolition over I-395



Scope and Complexity Similarities

- Work carried out over a busy interstate highway
- Electrical Conduits
- Critical Maintenance of Traffic
- Concrete deck on Steel Girders
- Maintaining existing pedestrian and vehicular traffic during construction
- Utility Relocation

Evidence of Good Performance

The project exhibited a good collaborative effort between MCC and DDOT which resulted in a project devoid of any claims and completed on time.

Lessons Learned

The project provided MCC the experience in Demolition and Superstructure Reconstruction over major Interstate Highways. It also equipped MCC with the expertise in managing and performing expedited work under limited lane closure restrictions while minimizing the impacts on traffic.

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)
					Contract Value (Original)	Contract Value (Actual or Estimated)	
Culvert Replacement on Kalmia Road over Rock Creek Parkway Washington, DC	Mercado Consultants, Inc.	Owner: District of Columbia Name: Muhammad Khalid, PE Agency: Department of Transportation Street:55 M Street SE, Suite 400 City state: Washington, DC - 20003 Phone: 202-673-6813 Email: Muhammad.khalid@dc.gov	04/29/14 +2 Week Extension for Weather 05/13/14	05/06/14	\$10,762 (Base Contract)	\$26,357 (Includes Option Years)	\$18,595

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement.

The Culvert Replacement on Kalmia Road over Rock Creek Parkway was added as a part of the Districtwide Maintenance of bridges in Washington DC. The project proved to be extremely challenging from the onset due to the short time window provided during the winter months for complete replacement of the existing culvert. Despite having a severe winter, Martins Construction Corp. managed to complete the project within the allocated time with added resources and innovative construction methods.

Excavation Retention Structure



The project involved installing an elaborate temporary excavation support system and excavating below the stream bed in order to install the precast footings. It also involved coordinating expedited shop drawing preparation and approval to procure the precast concrete arches. The project also involved realigning the stream, supporting the existing water main, installing cofferdams for stream water management and also extensive riprap along the stream.

Precast Arch Bridge



Project Features

- Temporary Excavation Support (20' Deep)
- Installation of Temporary Pedestrian Bridge
- Support of Existing Water Main
- Realigning the Stream
- Installation of Cofferdams & Stream Water Management
- Installation of Precast Arch Bridge
- Installation of Asphalt Pavement, Striping & Guardrails
- Installation of Riprap
- Concrete Staining

Installation of Pre-Fabricated Precast Concrete Foundations



Scope and Complexity Similarities

- Major Excavation & Shoring
- Utility Support & Relocation
- Maintenance of Pedestrian Traffic
- Precast Concrete Arch Structures & Wing Walls
- Coordination with multiple Agencies/ Organizations

Evidence of Good Performance

The project was a high visibility project and was frequently aired on news channels and print media. At the completion of the project, there was a lot of appreciation from the neighborhood as well as DDOT officials. Also despite being in a residential area, there were no complaints during the performance of work.

Lessons Learned

The project provided Martins with the experience of working on an accelerated schedule under severe weather conditions. During the progress of work, Martins was time and again faced with the challenge of making up for lost weather days which forced Martins to develop innovative means and methods and provide additional crews to expedite the work and complete the project on time.

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. Contract Completion Date (Original)	e. 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)	
Southgate Drive and US 460 Bypass Interchange Blacksburg, VA	TBD	Virginia Department of Transportation 731 Harrison Avenue Salem, VA 24153 Philip Hammack, PE, (540) 378-5041 Phillip.Hammack@VDOT.Virginia.gov	2017 (est.)	2017 (est.)	\$32,000	\$32,000	\$4,150

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.

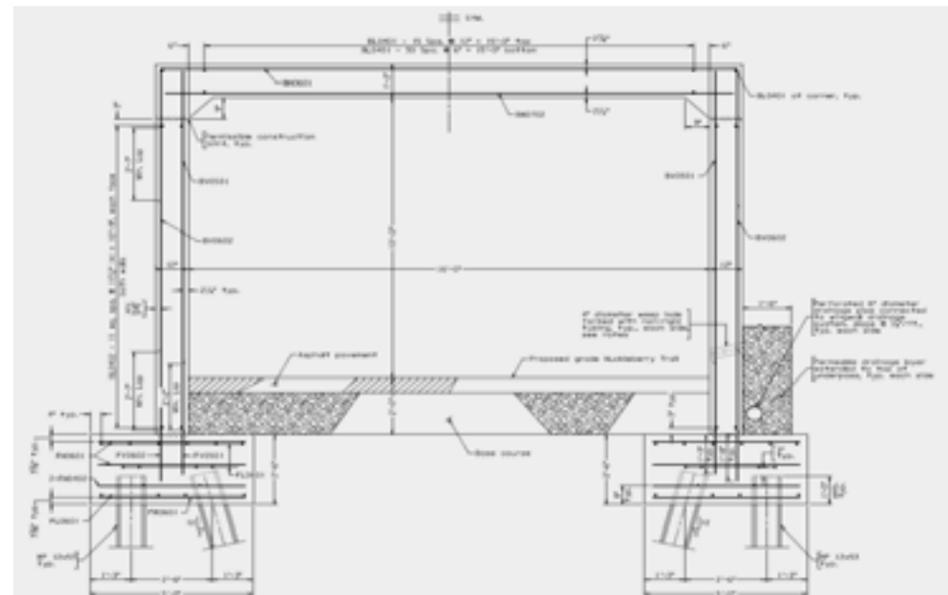
AMT ROLE

AMT is providing the following “turn-key” design and management support services for this VDOT project, including:

- Bridge Design including QC review and design of architectural features for dual bridges carrying Southgate Drive over US 460, a 2-span (74'-3" - 74'-3"), made continuous, prestressed concrete beam (PCB-37) structure. Complete design of three SUP trail underpasses, including two new reinforced concrete rigid frame underpasses and one precast extension of an existing rigid frame underpass. Retaining wall design including two MSE Walls, with a maximum length and height of 275' and 15', respectively, and one Soil Nail wall, 850' long and 13' high.
- Roadway Design and Trail Relocation Design, for a total of 3.6 miles of roadway alignment, 1.5 miles of “off-line” trail including 3 grade separated trail crossings, and 2 reconfigured at-grade intersections
- Traffic Analysis, including traffic/crash data collection and analysis, traffic operation analysis,.
- Design of two new roundabouts for the new intersection of Relocated Southgate Drive and Relocated Research Center Drive, and the existing intersection of Southgate Drive at Duck Pond Drive.
- Interchange Justification Report which included alternative grade separation/interchange configurations and assessment for each alternate of the following: meets purpose and need (functionality), geometrics, Traffic operations (LOS) and sensitivity analysis, safety, right of way impacts, environmental impacts, roadway construction cost, hydraulics, bridge and structure costs, utilities, and constructability.
- Hydraulic Design – including drainage, erosion and sediment control, and stormwater management following the most recent DEQ and VDOT requirements, including the latest guidance from State Stormwater Program Administrator.

Traffic Engineering, including signing plans, signal design, lighting design, maintenance of traffic plans, Transportation Management Plan, and marking plans.

- Geotechnical Engineering to support bridge foundation design, wall design, and pavement design.
- Landscape Architecture/Aesthetic Design to provide consistency with local context and a gateway design for the entrance to the University
- Public and Stakeholder Outreach – AMT, as the lead designer, developed a tailored coordination/ communication plan for each stakeholder. AMT also provided full Public Hearing support including development of brochure, displays, traffic simulation, and renderings.



Cross Section of New Underpasses, CIP Rigid Frame on Steel Piles

RELEVANCY

AMT is performing full design services on this interchange and relocated roadway improvement project adjacent to Virginia Tech in Blacksburg. The project will provide a grade separated interchange in a new location southeast of the existing intersection to accommodate current and planned traffic movements. The project includes dual bridges carrying Southgate over US 460, spanning 74'-3" each, and also involves the design of three SUP trail underpasses. Further, the project is informed by very involved stakeholders.

SCOPE AND COMPLEXITY SIMILARITIES

- High traffic/high profile project – Virginia Tech main entrance
- Bridge aesthetics
- New Hiker-Biker Trail alignment with grade separation
- Significant sized project - \$32 million
- Widening within tight ROW, including use of retaining walls to minimize impacts
- VDOT project
- Detailed TMP required to maintain traffic movements during construction
- Coordination with multiple adjacent projects

Features

- Bridge & Structures (underpasses)
- Roadway widening and realignment
- Two new roundabouts
- Shared-use path realignment and improvements
- New grade separation of signalized intersection
- Significant Maintenance of Traffic
- Extensive Environmental Resource Protection
- Reconstruction of existing roadways and intersections on Campus
- Stormwater management meeting the new DEQ requirements
- Phased erosion and sediment control corresponding to MOT phases

Coordination with several adjacent projects in close proximity, including airport runway extension, US 460 Connector, Huckleberry Trail/Hokie Bikeway project, and power station expansion.



Rendering of Dual bridges carrying Southgate Drive over US 460

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE & SUCCESSFUL DELIVERY:

- Completed PAC milestone within 19 months of NTP
- Conducted a successful public hearing with positive feedback from Virginia Tech, Blacksburg and District Administrator

- Proposed Team Members who were involved on this project:**
- ✓ Khossrow Babaei, PE, SE – Structures
 - ✓ Fred Wagner, PE –QA
 - ✓ Michael Wiercinski, PE, LS – PIC
 - ✓ Don Rissmeyer, PE, CFM – Drainage/H&H
 - ✓ Keith Sinclair, PE – Utility Design
 - ✓ John Farrell, AICP, CEP – Environmental

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					Contract Value (Original)	Contract Value (Actual or Estimated)	
US Route 460 Corridor PPTA Southeast Virginia	US 460 Mobility Partners	Virginia Department of Transportation 1401 East Broad Street Richmond, VA 23219 Philip Rinehart (757) 925-2500	2017	TBD	\$1,393,000	\$1,393,000	\$4,337

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.

Project Narrative

AMT is providing a wide-range of planning, engineering and associated services for a 14.6 mile section of this new 55-mile long, 4-lane divided toll road, including three new bridges and three diamond interchanges. AMT evaluated horizontal and vertical alignments for sight distance at bridge structures and to meet AASHTO design speed standards for 75mph. The final alignment minimizes impacts to extensive wetland and forested areas and included appropriate safety features for clear zones and obstructions. The design team modified proposed roadway typical sections to minimize wetland impacts by reducing side slopes. Property impacts were decreased by using retaining walls at interchange ramps and providing access roads to land-locked properties. The termini interchange at I-295 required analysis of interchange spacing, accommodation of ramp accel/decel requirements, ramp geometrics, avoiding impacts and grade crossings to railroad, and providing access to numerous adjacent properties. Within AMT's 14.6 mile section, the project includes three (3) H&HA studies for floodplain crossings (FEMA Zone A) at Warwick Swamp, Coppahaunk Swamp and an unnamed Coppahaunk Swamp tributary, as well as two additional H&HA studies where peak discharges are estimated to exceed 500 cfs. Additionally, AMT's responsibilities include preparation of MOT/SOC plans, traffic engineering studies, design of storm drainage and stormwater management facilities, retaining wall design, utility relocations, bicycle/pedestrian accommodation plan, landscaping, corridor aesthetics plan, signing and pavement markings, and erosion and sediment control.

Bridge Design: AMT is designing three new bridges for the 460 project, either carrying U.S. 460, or spanning over it. The bridge types include prestressed concrete bulb-T beam and steel plate girder structures. The bridges are designed jointless for durability. They are continuous over piers with integral abutments. The substructures are supported on deep foundations. Friction, prestressed concrete piles are employed due to the nature of the local soil. Retaining structures are a combination of reinforced concrete and MSE walls to satisfy the geotechnical requirements. AMT has worked closely with US 460 Mobility Partners and our consultant partner, Janssen & Spaans Engineering, to ensure that all elements of the bridge and road designs are properly coordinated, not only with each other, but with other disciplines as well, such as drainage, geotechnical and utilities.



Project Features

- 55-mile long, 4-lane divided toll road with graded median, Rural Principal Arterial on new alignment
- Over 60 new bridges spanning Interstate, Primary and Secondary roadways and major waterways
- One of the largest PPTA projects in Virginia (\$1.4B) – design-build method of delivery
- Several major waterway crossings requiring H&H analysis, bridges and major culverts
- Extensive wetland avoidance and mitigation measures required to minimize significant wetland impacts within the approved NEPA corridor.
- Property access roads required for several properties along the corridor.
- Third party oversight by Funding Corporation
- Major Public Outreach and Involvement

Scope and Complexity Similarities

- High-profile, multidisciplinary project
- Extensive bridge design and coordination
- Design – Build delivery method
- Significant size project: \$1.4B
- Retaining walls
- Geotechnical Engineering investigations & concerns
- VDOT standards & specs
- Significant coordination efforts with VDOT, stakeholders and third parties

Evidence of Good Performance

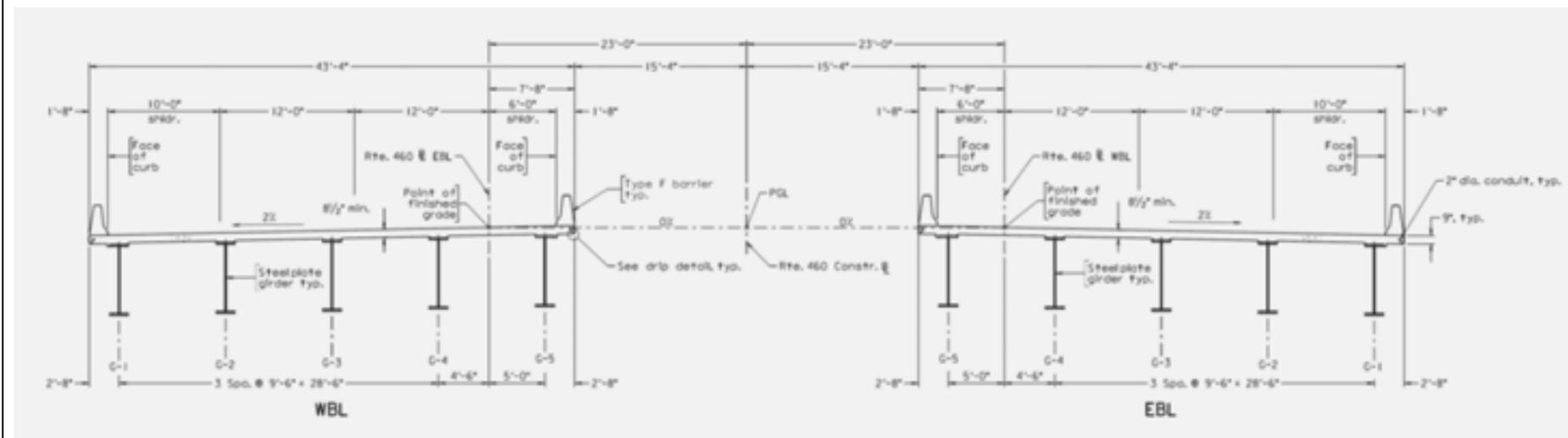
AMT worked closely with US 460 Mobility Partners and other design consultants to meet aggressive design schedules/budgets and constantly changing project parameters.

Lessons Learned

The biggest lesson learned on this project is that thorough environmental field work must be performed and impacts properly quantified prior to establishing new roadway alignments in areas where significant wetland resources are known to exist.

Proposed Team Members who were involved on this project:

- ✓ Khossrow Babaei, PE, SE – AMT Bridge and Structures Design Manager
- ✓ Jeff McKay, PE – AMT Design Manager
- ✓ Fred Wagner, PE – Design Quality Manager
- ✓ Michael Wiercinski, PE, LS – PIC
- ✓ Don Rissmeyer, PE, CFM – H&H / Stormwater
- ✓ Rebecca Ward, PE – Drainage / E&SC
- ✓ Matt Waskiewicz, PE – Bridge Design
- ✓ Keith Sinclair, PE – Utility Design
- ✓ John Farrell, AICP, CEP – Bicycle/ Pedestrian



Twin Bridges of US 460 over Route 40, Sussex County, VA

ATTACHMENT 3.4.1(b)
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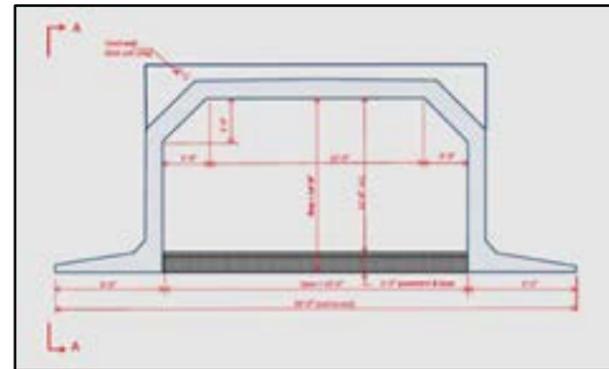
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					Contract Value (Original)	Contract Value (Actual or Estimated)	
US Route 1 Improvements at Fort Belvoir Design-Build Fairfax County, Virginia	Corman Construction, Inc. 12001 Guilford Road Annapolis Junction, MD 20701 Scott Szympruch, PE, Chief Engineer (301) 575-9832	Eastern Federal Lands Highway Division / VDOT 21400 Ridgetop Circle Sterling, VA 20166 Thomas E. Shifflett (703) 404-6323	2015	2015 (Est.)	\$62,000	\$62,000	\$7,535

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.

AMT is the lead designer for this \$62 million design-build project in the northeastern region of Virginia, which provides traffic relief for the ongoing BRAC consolidation efforts occurring in the vicinity of Fort Belvoir. The Route 1 Improvements project implements a series of enhancements along Route 1 from the Telegraph Road intersection north to the new Mulligan Road / Mount Vernon Memorial Highway intersection, a distance of 3.68 miles. These improvements generally widen Route 1 from four to six lanes, improve intersection operations and capacity with new traffic signals and turn lanes, reserve a 32 foot wide median for future transit, and provide parallel pedestrian and bicycle facilities for the entire 3.68 miles. In addition, this project will consist of building new bridges over Accotink Creek and several crossing structures under Route 1. As the Lead Designer, AMT is also responsible for QA/QC of the bridge plans and is providing design drawings and specifications for the precast underpasses. Roadway design services provided by AMT for this contract include roadway and drainage design, stormwater management, MOT phasing and traffic control, signing and marking, erosion and sediment control and utilities.

The underpasses included open bottom structures for farm machinery and equipment crossing. The underpasses were designed with an interior width of 16' and interior height of 12' for the middle 10' of the structure. "Omega" shape rigid frame structures were selected which satisfied the geometrical requirement for the underpasses.

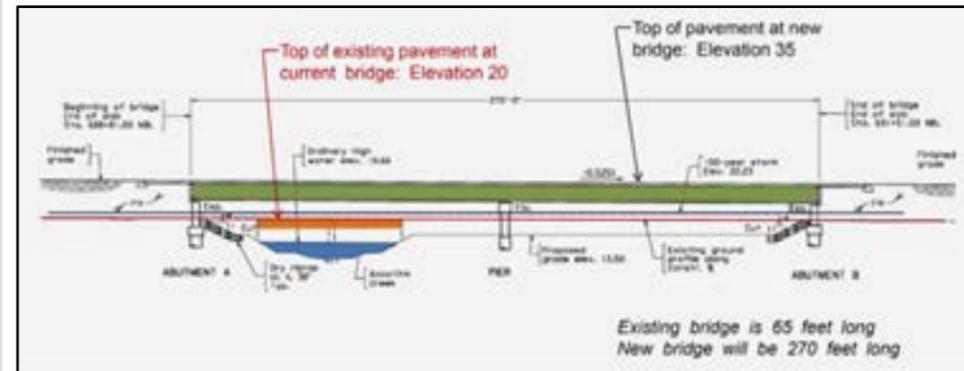
Utility protection/relocation services including subsurface designation and test holes for existing utilities are provided by AMT. The project is coordinated with several projects administered by others - North Post Access, Lyndham Hill Development, Accotink Village and Mulligan Road. Noise barriers are included and extensive maintenance of traffic operation plans have been developed.



Precast, Rigid Frame Underpass (Section)

Project Features

- An improved 3.68-mile six-lane divided highway (US Route 1), including a widened raised median to accommodate future mass transit options, starting before Telegraph Road and end at Mount Vernon Memorial Highway. Extensive TMP to provide safe and efficient traffic flow during construction.
- Twin bridges, 332 linear feet in length, lifting the existing roadway out of the Accotink Creek Floodplain. Includes flood plain control measures to protect Fairfax County Parkway from flooding at its intersection with Route 1.



Bridge Elevation

Scope and Complexity Similarities

- Design-build delivery method
- Significant size project - \$62 million
- Bridges and Underpasses
- Noise Barriers
- VDOT owned and maintained
- High traffic conditions - strategic maintenance of traffic and phasing plans
- Coordination with adjacent projects

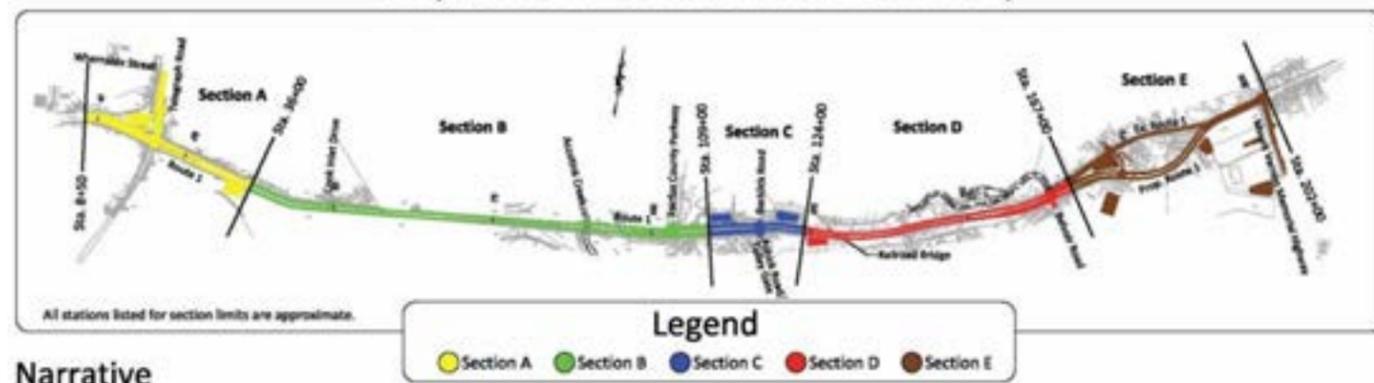
Evidence of Good Performance

On time and on budget for very aggressive schedule and high degree of complexity

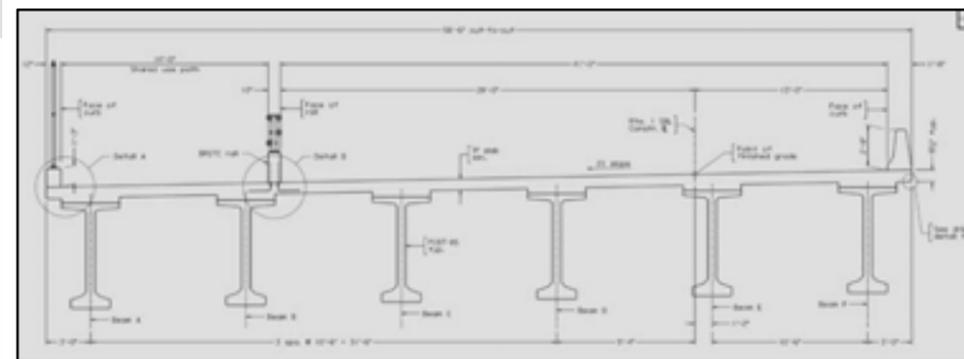
Lessons Learned

AMT structured its delivery of the project to provide parts of the project immediately available for construction and delaying portions of the project to allow for adequate time for outreach and community input while obtaining the necessary approvals.

Sequence of Construction Summary



Narrative



Bridge Transverse Section (SBL)

Proposed Team Members who were involved on this project:

- ✓ Khossrow Babaei, PE, SE – Bridge/ Structures Quality Review
- ✓ Scott Shropshire – Quality Control Manager
- ✓ Don Rissmeyer, PE, CFM – H&H / SWM
- ✓ Rebecca Ward, PE – Drainage
- ✓ Keith Sinclair, PE – Utility Design
- ✓ Heidi Van Luven, PE – Trans Design
- ✓ Susan Stancik, LS – Survey
- ✓ Steve Torgerson, CLA – LA/Aesthetics
- ✓ John Farrell, AICP – Environmental
- ✓ Art Worthman – SUE
- ✓ Mary Stiff – Public Outreach Support