

# STATEMENT OF QUALIFICATIONS



Image Source: VDOT RFO Information Meeting  
(March 30, 2012)

## A Design-Build Project

I-395 HOV Ramp at Seminary Road with I-395 NB Auxiliary Lane Extension  
City of Alexandria, VA

Contract ID No: C000096261DB50

State Project No:

0095-100-722, I395-100-736

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A Tutor Perini Company

**ATTACHMENT 3.1.2**

**Project: 0095-100-722, I395-100-736**

**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
<b>Statement of Qualifications Checklist and Contents</b>	Attachment 3.1.2	Section 3.1.2	no	N/A
<b>Acknowledgement of RFQ, Revision and/or Addenda</b>	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	N/A
<b>Letter of Submittal (on Offeror's letterhead)</b>				1 of 15
Authorized Representative's signature	NA	Section 3.2.1	yes	3 of 15
Offeror's point of contact information	NA	Section 3.2.2	yes	3 of 15
Principal officer information	NA	Section 3.2.3	yes	4 of 15
Offeror's Corporate Structure	NA	Section 3.2.4	yes	4 of 15
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	4 of 15
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendix
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendix
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.10	no	Appendix
SCC Registration	3.2.10	Section 3.2.10.1	no	Appendix
DPOR Registration (Offices)	3.2.10	Section 3.2.10.2	no	Appendix
DPOR Registration (Key Personnel)	3.2.10	Section 3.2.10.3	no	Appendix
DPOR Registration (Non-APELSCIDLA)	3.2.10	Section 3.2.10.4	no	Appendix

**ATTACHMENT 3.1.2**

**Project: 0095-100-722, I395-100-736**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
<b>DBE statement within Letter of Submittal</b> confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	5 of 15
<b>Offeror's Team Structure</b>				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	6 of 15
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.5	no	Appendix
Key Personnel Resume – Public Relations Manager	Attachment 3.3.1	Section 3.3.1.6	no	Appendix
Organizational chart	NA	Section 3.3.2	yes	8 of 15
Organizational chart narrative	NA	Section 3.3.2	yes	9 of 15
<b>Experience of Offeror's Team</b>				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix
<b>Project Risk</b>				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	12 of 15

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

RFQ NO. C00096261DB50  
 PROJECT NO.: 0095-100-722, I395-100-736

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

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

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

1. Cover letter of RFQ 03/07/2012  
(Date)
2. Cover letter of \_\_\_\_\_  
(Date)
3. Cover letter of \_\_\_\_\_  
(Date)

  
 \_\_\_\_\_  
 SIGNATURE  
 Bernard P. Beauchemin, Vice President Estimating

4/27/12  
 \_\_\_\_\_  
 DATE

# 3.2

## Letter of Submittal



April 27, 2012

Mr. Bill Arel, P.E.  
Alternate Project Delivery Office  
Virginia Department of Transportation  
1221 East Broad Street/ Main Building, 4<sup>th</sup> Floor  
Richmond, Virginia 23219

RE: **STATEMENT OF QUALIFICATIONS**

*Letter of Submittal – Section 3.2*

A Design-Build Project

I-395 HOV Ramp at Seminary Road with I-395 NB Auxiliary Lane Extension, City of Alexandria, VA  
Contract ID No: C00096261DB50 State Project No: 0095-100-722, I395-100-736

Dear Mr. Arel:

Cherry Hill Construction, Inc. (CHC) is pleased to submit one (1) original paper version of our Statement of Qualifications (SOQ) including one (1) CD-ROM containing the entire SOQ and ten (10) abbreviated copies for this Design-Build (D-B) project to the Virginia Department of Transportation (VDOT) to provide Design-Build (D-B) services for the I-395 HOV Ramp at Seminary Road (from Sanger Avenue to Seminary Road) with I-395 NB Auxiliary Lane Extension (from Duke Street to Sanger Avenue).

In preparing this proposal, CHC has carefully reviewed the Request for Qualifications dated 3/7/2012; reviewed the RFQ Information Package and RFQ Question and Answers dated 4/6/2012; and has visited the project site during the RFQ Information Meeting and Project Walk-Through on 3/20/2012 and attended the Public Informational Meeting on 3/29/2012. It is our understanding that these proposed improvements are necessary to improve traffic operations on the local road network surrounding the Mark Center Complex, which will house approximately 6,400 U.S. Department of Defense employees. Without significant improvements traffic studies show near-gridlock conditions will occur on I-395 and other local roads around the Mark Center Complex.

**The I-395 HOV Ramp will consist of:**

- A single lane HOV ramp from I-395 to the third level interchange bridge carrying Seminary Road over I-395 and the second level rotary of the interchange.
- Widening and rehabilitation of the third level Seminary Road bridge superstructure and substructure,
- Widening the approaches along Seminary Road.
- A new traffic signal at the intersection where the HOV ramp ties to the widened bridge.
- Shifting of northbound general purpose lanes along I-395.
- An additional turn lane will be constructed for the I-395 NB exit.
- Deceleration lane and taper lane along I-395 northbound will be adjusted.
- Two pedestrian bridges will be reconstructed/upgraded to meet current ADA standards.
- An HOV Gate system that will be developed/coordinated with the other gate systems in the corridor.
- Impacts to the current VDOT ITS/TMS system will need to be identified and existing system features may need to be relocated.
- Utility impacts will be identified and relocated as necessary to accommodate the project.

**The I-395 NB Auxiliary Lane Extension will consist of:**

- Consist of widening the existing on-ramp at Route 236 (Duke Street) to two lanes.
- Extending the existing single auxiliary lane from the Duke Street Interchange along I-395 Northbound.
- Widening of the Sanger Avenue Bridge
- Tie into the southern terminus of the HOV Ramp portion of this D-B Project.



The successful fast-track design and construction required for this project will require a D-B Team that is experienced in completing similar D-B projects in NOVA. Over the last seven years, the CHC/JMT Team proposed for this project has successfully completed over \$178M of competitively bid D-B Interchange Projects (including the Phases I/II and IV of Fairfax County Pkwy.) within a 13 mile radius of this interchange all of which were completed within allowable budget and schedule. Our Team is familiar with the inherent logistical challenges as well as the design constraints posed by this urban interchange improvement.

## PROJECT TEAM

CHC has selected **Johnson, Mirmiran & Thompson, Inc. (JMT)** as our lead design firm to provide all engineering services for this project. CHC and JMT are experienced firms that have built a long term working relationship over the last 15 years on a variety of highway and bridge projects in this region including D-B contracts. This familiarity and continuity, along with our individual and joint firm experience, will ensure that a compatible and capable team is provided for this project. Together we have an excellent reputation in the design and construction of similar projects, with proven prior experience in delivering quality D-B projects including the Federal Highway Administration-Eastern Federal Lands Highway Division (EFLHD), VDOT and the U.S. Army D-B contracts for Phases I/II and IV of Fairfax County Parkway at Fort Belvoir (completed on-time and within budget), EFLHD and DDOT contracts on 9<sup>th</sup> St. and Taylor St/ Bridge Replacement projects in the District.

## DESIGN-BUILD EXPERIENCE WITH THE ADJACENT MARK CENTER PROJECT

The CHC/JMT Team was recently awarded the adjacent EFLHD D-B contract for the Mark Center Short and Mid-Term Improvements in Alexandria, VA. This D-B project has a project schedule for design and construction of 454 calendar days from the Actual NTP on April 16, 2012, substantial completion of Construction Short-Term Improvements by September 1, 2012 and the remainder of the project to be completed by July 12, 2013, which is nearly three (3) months ahead of EFLHD stipulated date of October 1, 2013. The substantial completion date of September 1, 2012 for short-term improvements will include the completion of widening improvements at Seminary Road and I-395 S Off-Ramp; Seminary Road/Mark Center Avenue Intersection; and I-395 S On-Ramp all of which are necessary for the I-395 HOV Ramp at Seminary Road and the I-395 N.B. Auxiliary Lane Extension. The schedule required for the 395 HOV Ramp provides for the unique opportunity for the CHC/JMT Team to seamlessly transition from our Mark Center Short and Mid-Term improvements to this project as the Mark Center design will be finalized prior for February 1, 2013 with all construction operations completed to coincide with the beginning of the 2013 construction season. This seamless transition results in our D-B Team providing the following benefits:

- **Experience**
  - We are proposing a D-B Team with continuity as key personnel and a majority of other team members are working on our current Mark Center D-B project and recently completed the successful Fairfax County Parkway, Phases I/II and IV project.
  - Our D-B Team has developed and executed workable solutions to many of the risk items associated with this project to the prior satisfaction of VDOT, EFLHD, and the DOD.
- **Knowledge and Familiarity**
  - The CHC/JMT Team knows the “Ins and Outs” of the project having recently successfully completed similar D-B interchange projects in this region.
  - Strong existing relationships with all stakeholders involved with this project at all levels including State and Local Government, DOD Personnel, Public and Private Utilities, Commercial and Residential groups.
- **Seamless Mobilization**
  - We already have begun the Mark Center Short and Mid-Term Improvements D-B Project and our Team is in place and up and running. This will provide for a “Seamless” transition between projects.

Our Team has selected the following highly qualified subconsultants, most of whom have worked on previous CHC/JMT D-B projects with fast track schedules:



Subconsultants to CHC



- **SWaM No. 9164**
- 20+ years of experience and will provide independent Construction QA services and laboratories are local and certified through AASHTO.
- Currently performing identical services as a member of the CHC/JMT Team on the adjacent D-B project to perform Short and Mid-Term Improvements for the Mark Center Complex.



- **DBE No. 2011-0012-2014 (MWAA) which is one of the certifying agencies approved by the Virginia Unified Certification Program.**
- Founded in 2009, the company’s partners have 33+ years of experience and will provide independent Constr. QC services and laboratories are local and certified through AASHTO.
- Worked on multiple VDOT roadway projects and Phase 1 on the Dulles Metrorail.

Subconsultants to JMT



- 60+ years of experience and will provide Intelligent Transportation Systems (ITS) services.
- Worked with JMT on many transportation projects throughout the mid-Atlantic including Maryland Transportation Authority, ITS Design and Consultant Services Contract and an On-Call Eastern Regional Traffic Engineering Contract for VDOT.



- **SWaM No. 7052**
- 14+ years of experience and will provide environmental and permitting services.
- Currently performing identical services as a member of the CHC/JMT Team on the adjacent D-B project for EFLHD to perform Short and Mid-Term Improvements for the Mark Center Complex and recently completed Fairfax County Parkway at Fort Belvoir.



- **DBE No. 626715**
- 30+ years of experience and will provide soil investigations, geotechnical engineering and laboratory testing services.
- EFLHD D-B projects with the CHC/JMT Team include: the current Mark Center Short and Mid-Term Improvements; 9<sup>th</sup> St. Bridge Replacement; and Taylor St. Bridge Replacement.



- **DBE/SWaM No. 669711**
- Will provide public relations services.
- Firm’s principals provide over 50 years of combined marketing and communications experience including working with several Northern Virginia State and County agencies.

V. LYNN  
KELSEY

- **SWaM No. 673682**
- Will provide fee appraisal and review appraisal services.
- Kelsey is currently working with JMT on an On-Call Agreement with the County of Spotsylvania to provide Property Acquisition Consulting Services.

**LETTER OF SUBMITTAL REQUIREMENTS (SECTION 3.2)**

**3.2.1 Authorized Representative’s Signature**

This Submittal is signed in ink by an authorized representative of Cherry Hill Construction, Inc.

**3.2.2 Offeror’s Point of Contact Information**

The primary point of contact for CHC will be our Design-Build Project Manager (DBPM), **Mr. Gregory M. Andricos, P.E.** Mr. Andricos has 20 years of design and construction experience on similar projects in this region. He is the Design-Build Project Manager for the adjacent project Mark Center Short and Mid-Term Improvements D-B Project through the EFLHD. He has previously held the identical title as DBPM on three (3) EFLHD D-B projects: Fairfax County Parkway, Phases I/II and IV, Springfield, VA; 9<sup>th</sup> Street Bridge Replacement and Taylor Street Bridge Replacement in Washington, DC. JMT was the lead design firm on all of these contracts. Mr. Andricos can be reached by one of the following methods throughout the entire project:



Cherry Hill Construction, Inc. Direct 410.799.2377  
8211 Washington Boulevard Fax 410.799.5548  
Jessup, Maryland 20794 Mobile 443.250.1194

[gandricos@chconstr.com](mailto:gandricos@chconstr.com)

**3.2.3 Principal Officer Information**

The Principal Officer of is **Mr. James M. Laing, President of Cherry Hill Construction, Inc.** Mr. Laing can be reached by one of the following methods throughout the entire project:

Cherry Hill Construction, Inc. 8211 Washington Boulevard Jessup, Maryland 20794  
Direct 410.799.3577 Fax 410.799.5483

**3.2.4 Offeror’s Corporate Structure**

The Offeror is CHC, a C-Corporation incorporated in the State of Maryland, Federal Tax ID #52-0890004. CHC will be the signatory to the VDOT contract and have financial responsibility for the contract. As noted in the enclosed Surety Commitment letter, CHC has more than sufficient bonding capacity. There are no liability limitations.

**3.2.5 Identity of Lead Contractor and Lead Designer**

**Lead Contractor:** **Cherry Hill Construction, Inc.**  
Prime/general contractor responsible for overall construction and will serve as the legal entity who will execute the Contract with VDOT.



**Lead Designer:** **Johnson, Mirmiran & Thompson, Inc.**  
Will be responsible for the overall design of this Project.



**3.2.6 Affiliated/Subsidiary Companies**

CHC is a wholly owned subsidiary of the Tutor Perini Corporation. Per the RFQ Question and Answers dated 4/6/2012, CHC has listed on Attachment 3.2.6 located in the Appendix of this SOQ, only affiliates of our parent company Tutor Perini Corporation that share officers or directorships with CHC.

**3.2.7 Debarment Forms**

CHC has executed Attachment 3.2.7(a) – Certification Regarding Debarment Form Primary Covered Transactions form. Per RFQ Question and Answers dated 4/6/2012, all subcontractors identified in the Team’s organization chart have executed Attachment 3.2.7 (b) - Certification Regarding Debarment Form Lower Tier Covered Transactions. All debarment forms are in the Appendix of this SOQ.

**3.2.8 Offeror’s VDOT Prequalification Evidence**

CHC’s prequalification status (No. C090) is Active and in good standing to bid on this Project as outlined in VDOT’s Rules Governing Prequalification Privileges. Evidence of CHC’s prequalification with VDOT and good standing with the Commonwealth’s State Corporation Commission is included in the Appendix. CHC is also registered in the City of Alexandria and familiar with the region.

**3.2.9 Evidence of Obtaining Bonding**

CHC will provide performance and payment bonds based on the current estimated contract value referenced in Section 2.1 and these bonds will cover the Project and any warranty periods. The bond will be underwritten by Travelers Casualty and Surety Company of America, Federal Insurance Company, Fidelity and Deposit Company of MD, and Safeco Insurance Company of America (as co-surety) for the full amount of the contract. The co-surety companies have an A.M. Best’s Rating of “A” or better, and each with a Financial Size Rating of “XV” or better (See surety letter in the Appendix).

**3.2.10 Full Size Copies of SCC and DPOR Registration Documentation**

Attachment 3.2.10 in the Appendix provides evidence and certifies that the CHC/JMT Team complies with the requirements set forth in Section 3.2.10 and subsections .1 through .4, where applicable and that all businesses and individuals listed are active and in good standing with the Commonwealth of



Virginia and VDOT. Full size copies of DPOR licenses (Office(s), Key Personnel and Non-APELSCIDLA) and SCC registrations follow Attachment 3.2.10.

**3.2.11 DBE Statement within Letter of Submittal**

**DBE PARTICIPATION COMMITMENT STATEMENT**

The CHC/JMT Team is committed to achieving the 20% DBE participation goal during the design and construction of the I-395 HOV Lane and I-395 NB Auxiliary Lane Extension projects. Additionally, our Team’s formal subcontracting program will ensure maximum use of SWaM firms as required by the Governor’s Executive Order No. 33.

Bernard P. Beauchemin, Vice President of Estimating Cherry Hill Construction, Inc.

**SUMMARY**

More than 90% of CHC’s and JMT’s current contract work is being performed for repeat clients, illustrating our lasting ability to deliver quality, safety, and cost competitiveness to our customers. The Team takes pride in our total commitment to schedule and budget goals, particularly our ability to offer creative and innovative solutions to any design and/or construction obstacle. Throughout this proposal package you will see that the CHC/JMT Team is uniquely qualified and ideally suited for this project by virtue of the following factors:

- A primary emphasis on safety, which is the forefront of all CHC work environments as evidenced by our 5-year average EMR of 0.84 (per table below) and received commendable marks from Mr. David H. Law, PE of VDOT on our overall safety and excellent use of fall protection, excellent storage and housekeeping on Fairfax County Parkway (D-B) project.
- Independent Design/Construction QA and QC programs. The core mission of our QA/QC program is to thoroughly review our work product internally, allowing VDOT and their consultants to focus their resources more effectively. Fully complied with VDOT’s QA/QC Manual on D-B & PPTA (rev. Jan. 2012).
- Strong existing relationships with stakeholders gives CHC/JMT the ability to resolve issues quickly.
- Currently designing and will construct the adjacent Mark Center Short and Mid-Term Improvements through EFLHD that provides VDOT continuity that no other D-B Team can provide.
- Considerable experience with community involvement and utility coordination on small and large scale projects including interchange projects in Northern Virginia. Our Team will build upon the communication lines with the local residential, commercial, and DOD personnel that we have already established for the Mark Center Project and can rapidly respond to concerns of the stakeholders in a manner consistent with our highly successful involvement program used on the Fairfax County Parkway D-B Project.
- A 15-year working relationship between CHC and JMT on a variety of competitively bid highway and bridge projects, including many successful D-B projects for EFLHD in Northern VA and DC.
- Extensive long-term relationships with small and disadvantaged business concerns.
- CHC/JMT’s proven track record providing design and construction services “on-time” and within budget.

The numerous awards and commendations received individually and jointly on recent projects attest to our outstanding record of completing projects to the satisfaction of our clients. We want the opportunity to perform the engineering and construction services for this contract, and are confident that our team will provide the “Best Value” and produce a high quality and environmentally sustainable project, on schedule, and within budget.

Very truly yours,

CHERRY HILL CONSTRUCTION, INC.

Bernard P. Beauchemin, Vice President of Estimating

# 3.3

## Offeror's Team Structure

**3.3. Offeror's Team Structure**

**3.3.1. Identity of and Qualifications of Key Personnel** - The CHC/JMT Team personnel assigned to this Ramp and Auxiliary Lane projects are highly qualified design and construction professionals with extensive experience on similar projects. The CHC/JMT Team structure employs best management practices, emphasizes intra-team communications, and empowers team members to solve issues at the most appropriate organizational level.

Our Key Personnel and support staff have a long history working with VDOT on transportation projects and have experience working on recent D-B projects in Northern VA, DC and MD. To provide continuity and a seamless transition the CHC/JMT Team's DBPM, QAM, Designer Manager and Lead Structural Engineer are the same key personnel currently performing D-B services on the adjacent Mark Center Improvement project for EFLHD. The CHC/JMT Team will keep these Key Personnel, as well as all identified support team members, on this project for the duration of this contract. The CHC/JMT Team commits the following six (6) Key Personnel (**Resumes for each can be found in the Appendix of our SOQ**):

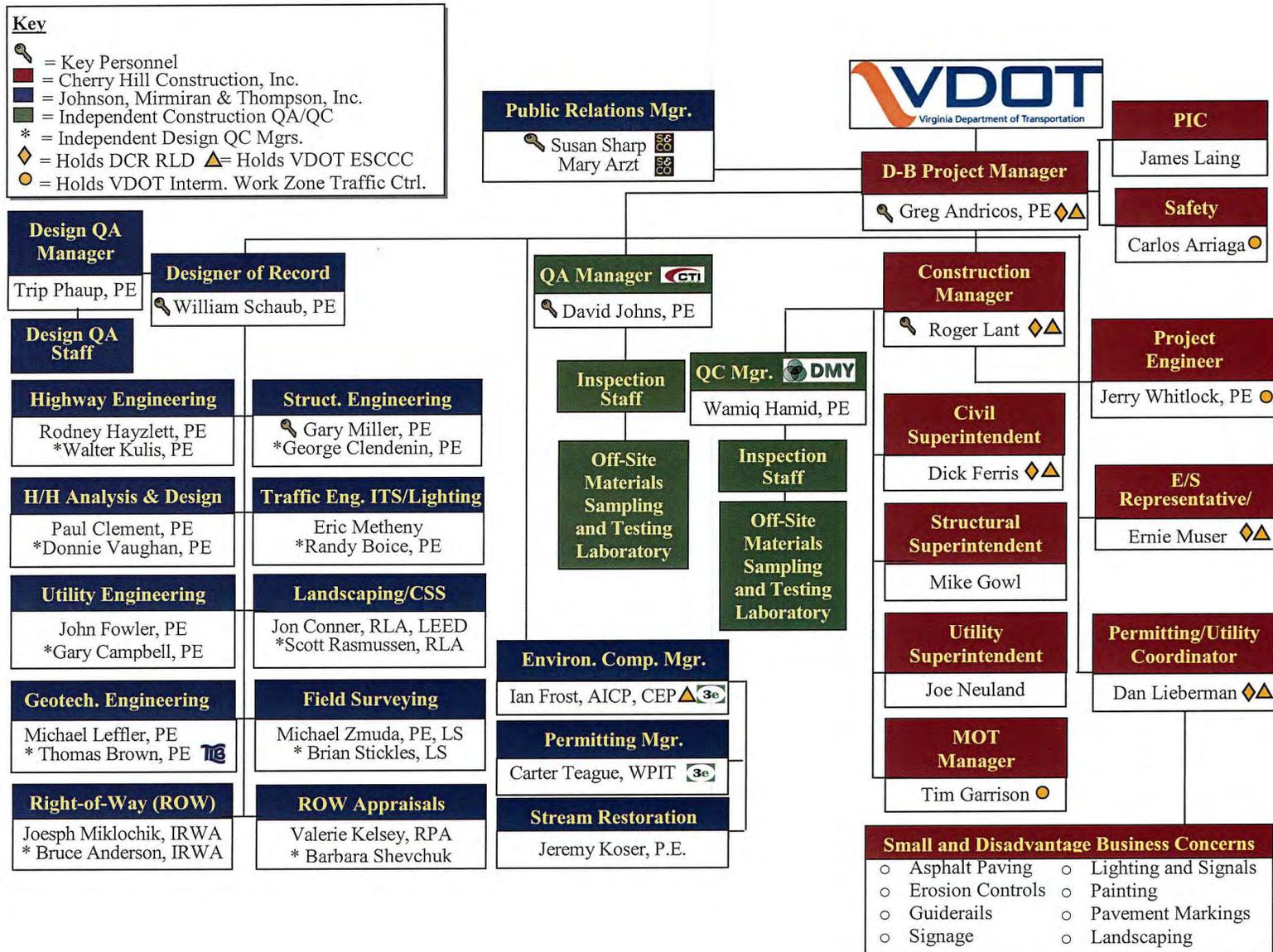
- .1 - Design-Build Project Manager (DBPM) - Mr. Gregory M. Andricos, P.E. (CHC)** - Mr. Andricos has 20 years of significant experience and expertise in D-B projects. He is a registered VA Professional Engineer and is a certified VA DCR Responsible Land Disturber and VDOT ESCCC. As the company's VP/GM he is responsible for managing all design and construction operations performed by CHC. Mr. Andricos is currently the DBPM on the adjacent Mark Center D-B project and has provided the identical services on three (3) additional D-B projects in Northern VA and DC. For his efforts as DBPM on the CHC/JMT Team's Fairfax County Parkway D-B project, he received a "Star Partner" award for his exceptional dedication, teamwork, and professionalism in support of the project's goals by the NGA and USACE. He will be the single POC for the D-B Team and will be responsible for the overall project design, quality management and contract administration.
- .2 - Quality Assurance Manager (QAM) – Mr. David Franklin Johns, P.E. (CTI)** - Mr. Johns has more than 35 years of construction management experience and is a registered VA Professional Engineer working out CTI's Chantilly, VA office. He has relevant VDOT experience on Northern Virginia corridor with the I-495 Hot Lanes project and currently providing independent QAM services on the CHC/JMT Team for the adjacent Mark Center D-B project. He is experienced both in field engineering and contract administration for construction work ranging from highway and building construction to site development, institutional building and residential construction. Mr. Johns will ensure that all work and materials, testing and sampling are performed in conformance with the contract requirements and the "approved for construction" plans and specifications.
- .3 - Design Manager – Mr. William E. Schaub, P.E. (JMT)** - Mr. Schaub has more than 35 years of experience in planning, designing and managing construction document preparation of numerous highway and bridge projects. Mr. Schaub is currently the Design Manager on the adjacent Mark Center and has provided the identical roles on several additional D-B projects in Northern VA, DC and MD. For his efforts as Design Manger on the CHC/JMT Team's Fairfax County Parkway D-B project, Mr. Schaub received a "Star Partner" award for his exceptional dedication, teamwork, and professionalism in support of the project's goals by the NGA and USACE. Mr. Schaub will be responsible for coordinating the individual design disciplines and ensuring the overall project design is in conformance with the contract documents. He will also establish and oversee the design QA/QC program.

- .4 - Construction Manager – Mr. Roger Lant (CHC)** - Mr. Lant has more than 15 years of experience and extensive background in means and methods, special equipment, construction engineering, structure design engineering and project management for public bridge and highway projects. Mr. Lant is a certified Virginia DCR Responsible Land Disturber and VDOT ESCCC. Mr. Lant has a proven track record for beating project schedules and will be committed to this project full-time for the duration of the contract. Mr. Lant successfully performed the same duties on the CHC/JMT Team's D-B project for the Fairfax County Parkway, Phases, I/II and IV at Fort Belvoir. For his efforts as Construction Manager on the Parkway D-B project, Mr. Lant received a "Star Partner" award for his exceptional dedication, teamwork, and professionalism in support of the project's goals by the NGA and USACE. He will be on the Project site for the duration of construction operations and will be responsible for managing the construction process including all construction QC activities.
- .5 - Lead Structural Engineer – Mr. Gary R. Miller, P.E. (JMT)** - Mr. Miller has more than 36 years of structural engineering experience in the design of new structures; foundations; buildings; highways; other structures; and rehabilitation and replacement of existing structures, ranging from simple single-span structures to complex moveable, multi-span bridges for highways through the mid-Atlantic region. Mr. Miller has participated in more than 85 bridges design over the past three decades and is a registered VA Professional Engineer. Mr. Miller was the CHC/JMT Team's DOR on both our D-B projects on 9<sup>th</sup> and Taylor St. Bridge Replacement with EFLHD and is the Lead Structural Engineer for the 11<sup>th</sup> St. Corridor D-B projects all within DC. He will be responsible for structural design of the bridges, retaining walls, noise walls and any other structures and will be available to review, verify and modify design if necessary, based on field conditions and construction activities.
- .6 - Public Relations Manager – Ms. Susan Sharp (S&CO)** - Ms. Sharp has over 35 years of professional experience in electronic and print information communication/marketing, information architecture, creation/implementation of effective communication strategies, developing a PR Plan and strategic planning, marketing communications, and graphic design. She will be responsible for developing a Public Relations plan and managing all external project communications with project stakeholders, the media and the general public during the design and construction.

**3.3.2 Organizational Chart** - The organizational chart provided on the next page shows the "chain of command" while identifying major functions to be performed by the CHC/JMT Team. The organizational chart also shows the reporting relationships of Key Personnel responsible for the management of design, construction, and QA/QC activities. The CHC/JMT Team has clearly defined roles and relationships.

The team organization is optimized to present clear, logical, reporting relationships to manage the design and construction of the I-395 Ramp and Auxiliary Lane projects, while maintaining distinct responsibilities and project controls. The project organization is organized to facilitate timely and effective communication among all personnel, regardless of position. Practical lines of communication run between design, construction, and the independent QA/QC support staff, with the DBPM ensuring all levels function as a team. This organization is a successful model used by CHC and JMT on past and present projects.

## 3.3.2 Organization Chart



## STATEMENT OF QUALIFICATIONS

### 3.3.2 Organizational Chart Narrative

**Design-Build Project Manager (DBPM)** - The CHC/JMT Team organizational chart starts with VDOT at the pinnacle of the hierarchy. The CHC/JMT Team recognizes that all final decisions rest with VDOT. The Team's primary interface with VDOT will be through the **DBPM, Mr. Gregory Andricos, P.E.** In accordance with sound management practice and VDOT guidance, the DBPM serves in the most crucial role, one that defines success for all aspects of the project. The DBPM is the principal conduit for communication with VDOT, and also directly controls the design, construction, and quality assurance functions. One feature of the CHC/JMT Team proposal is the independence of the key support staff of specialty professionals whose role is to assure that the highest levels of quality and safety is maintained in both the design and construction phases of the project.

The organizational chart further depicts that the main production staff interfaces with the DBPM will be the Design Manager (DM), the Environmental Compliance Manager (ECM), the Construction Manager (CM), and the Quality Assurance Manager (QAM) allowing effective communication among the Key Personnel. The DM, the ECM, the CM, and the QAM will support the DBPM as POC with VDOT in their respective areas of expertise. The DBPM will rely on the DM, the ECM, the CM, and the QAM to effectively coordinate their individual Team elements and will use these Key Personnel to communicate to all Team members during design and construction. Mr. Andricos will also coordinate directly with the project's **Principal-In-Charge, Mr. James Laing** and **Public Relations Manager (PRM), Ms. Susan Sharp of Sharp & Company, Inc. (S&CO)**. The PRM will assist the Team with stakeholder coordination and public participation activities for the project. The DBPM, in conjunction with PRM, will work with VDOT to develop and implement a public participation program including conducting both public information and individual one-on-one meetings, developing/updating a project website, preparing monthly project mailers, and securing media coverage. These personnel serve important support roles for the D-B Team and provide specific areas of expertise to benefit the entire project:

**Safety Engineer** - Mr. Carlos Arriaga, of CHC will be responsible for planning, executing, evaluating, and monitoring all aspects of the Safety Program in coordination with the DBPM, the CM, and field staff.

**Design Manager (DM)** - The CHC/JMT organizational chart clearly defines that all design disciplines including the Lead Structural Engineer for the project will report to **the DM, Mr. William Schaub, P.E.** The approach to staffing these disciplines hinges on the concept of matching the requirements of this project to the experience and depth of knowledge of staff best suited to fulfill these specific requirements. While the majority of the disciplines will be covered by JMT professionals, the team does include several specialty subconsultants who will augment the Team and report directly to the DM. The DM will report directly to the DBPM. During the design phase of the project, he will interface directly with each of the discipline leaders, whether that individual is a JMT staff member or a subconsultant contracted with JMT.

JMT is a VDOT prequalified Right-of-Way (ROW) contracting consultant, will manage and provide all ROW acquisition services for the project. During the appraisal/appraisal review process, JMT will engage the services of **Ms. Valerie Lynn Kelsey a VA DPOR certified Real Estate appraiser (No. 4001010298)**. Mr. Schaub will also establish and oversee the QA/QC program for design. The responsibilities of the QA/QC Team will be separated between Design QC and QA. The design QA program will be independent of Design QC and will be managed by the Design QA Mgr. The Design QA Mgr. will report to the DM. The discipline specific Design QC Mgrs. will operate independent of the original Design Team and will evaluate and compare the design to the established design criteria. The Design QC Mgrs. will report to the Design QA Mgr. In general, the Design QC Mgrs. will evaluate whether the designer appropriately assessed design issues and problems, will provide design checks, will

## STATEMENT OF QUALIFICATIONS

### Offeror's Team Structure

verify that designers applied the correct analysis techniques, and will ensure qualified personnel are assigned to the task. The Design QA Mgr. will address whether the solution is practical and cost effective, whether the design is appropriate and provide oversight to ensure the Design QA/QC program is functioning adequately. CHC/JMT has identified **Mr. Arthelius "Trip" Phaup, P.E. of JMT to serve as the Design QA Mgr.** He will interface and report directly to the DM. Mr. Phaup has provided design QA services on numerous projects during his engineering career.

The Design QC Team will be staffed with individual discipline specific Design QC Mgrs. that are not involved in the original design process. They will report to the DM. Reviewers that are independent from day-to-day design activities ensure that the QC Team is truly providing a fresh set of eyes to plan development. The independent QC reviews will determine whether the design and plans conform to the established design criteria and design processes. In general, the QC Team will review math and engineering computations; check technical accuracy; verify conformance with contract requirements; review form, content, and spelling; and verify coordination with other design disciplines and the project sequence of construction. The following subconsultants will provide specialty services and will report directly to the DM: **EEE Consulting, Inc. (EEE)** - Will provide environmental compliance monitoring and compliance activities, permitting coordination, acquisition and will report directly to the DBPM; **Thomas L. Brown Associates, P.C. (TLB)** - Will provide soils sampling and testing and geotechnical engineering services for this project; and **URS Corporation (URS)** - Will provide Intelligent Transportation Systems (ITS) services to assist with the developing/coordination of the HOV Gate System and impacts to the current VDOT ITS/TMS system.

**Construction Manager (CM) - Mr. Roger Lant** is the CM for the project who will oversee all major construction activities and will manage the construction QC program, which is the same role he had on our Fairfax County Parkway D-B project. The Superintendents, MOT Mgr., and Constr. QC will all report directly to the CM. His responsibilities will include CPM schedule development and updating, resource planning and allocation (materials, labor, and equipment), budgetary and cost control, subcontractor scheduling, MOT, ESC, and shop drawing review. The CM will report directly to the DBPM.

Since the project will involve a number of utility relocations, the D-B Team has included a utility superintendent. The utility superintendent will be responsible for the construction activities related to the physical relocation of all utilities. He will also be responsible for the post-design and pre-construction activities necessary to ensure public and private utilities are on-board and ready to move when scheduled. The utility superintendent will aggressively and persistently monitor the utility's progress, and will serve as the physical conduit for information between the Team and utility. The CM will be responsible for Constr. QC activities including Constr. QC testing and off-site materials sampling and testing. The Independent Constr. QC Mgr. will report directly to the CM. **DMY Engineering Consultants, LLC. (DMY)** - Will provide all aspects of independent Constr. QC for this project including providing the **Constr. QC Mgr., Mr. Wamiq Hamid, P.E.** and testing technicians as well as services for the off-site materials sampling and testing. DMY has worked on multiple VDOT roadway projects.

**Quality Assurance Manager (QAM) - CTI** is the Team's independent Constr. QA firm for this project. CTI commits **Mr. David Johns, P.E.** to serve as the QAM who will report directly to DBPM and all project meetings. He will oversee a QA staff including a lead senior inspector, project inspectors, and a records administrator, as well as oversee the activities of the independent off-site materials sampling and testing laboratory. The QAM will have the authority to suspend field activities in the event QA tasks or issues are not complete or construction work is found to be non-conforming. CTI is providing identical services on the adjacent Mark Center project.

# 3.4

## Experience of Offeror's Team

3.4  
Experience of Offeror's Team



A Tutor Perini Company

**STATEMENT OF QUALIFICATIONS****Experience of the Offeror's Team****3.4 Experience of the Offeror's Team**

CHC will undertake responsibility to manage/direct the entire project. CHC is a wholly owned subsidiary of the Tutor Perini Corporation (currently ranked No. 15 on Engineering News-Record's (ENR's) list of the Top 400 Contractors, No. 53 among the Top D-B Firms and No. 5 among the Top Green Contractors), and has the support/diversified resources of one of the most experienced civil contractors in the U.S. CHC has a General Contractors license to conduct business in the Commonwealth of VA No. 2701 014225/SCC No. F0290223, a current City of Alexandria Business License and is prequalified with the VDOT (Vendor No. C090). CHC has successfully completed projects for large public transportation agencies such as the VDOT, FHWA-EFLHD, MSHA, MDTA, DDOT, DelDOT and the MWAA.

JMT is a multi-disciplined civil/structural engineering and transportation design firm that is ranked No. 105 on ENR's list of the Top 500 Design Firms; ranked No. 15 among U.S. Highway Firms and No. 30 among U.S. Transportation Firms. JMT has a Professional Services license to conduct business in the Commonwealth of VA: SCC No. F149013 and has DPOR licenses for Herndon, Richmond and Virginia Beach offices and their headquarters in Sparks, MD. They have provided professional services to VDOT for over 25 years and to other clients in the region for 41 years. JMT has the ability to deliver consistently innovative projects and services on time and within budget.

Combined CHC and JMT are experienced firms that have built a long term working relationship over the last 15 years on a variety of highway and bridge projects including D-B contracts. This familiarity and continuity, along with our individual and joint firm experience, will ensure that a compatible and capable team is available for this project. Together we have an excellent reputation in the design and construction of similar projects, with proven existing and prior experience in delivering quality D-B projects including for VDOT, DDOT, MDOT and the EFLHD contracts including: Mark Center Short and Mid-Term Improvement, Alexandria, VA; Fairfax County Parkway, Phases I/II and IV, Springfield, VA; 9th Street Bridge Replacement, Washington, DC; Taylor Street Bridge Replacement, Washington, DC; and I-95/MD 202 and MD 214 Interchanges and Arena Drive Bridge over I-95, Prince George's County, MD.

Another major benefit that the already proven and functioning CHC/JMT Team brings to VDOT is our ability to rapidly propose and implement solutions to address various changes as they occur over the course of this fast-track complex project. The Team has developed and refined our change management process over our 15 year working relationship on similar D-B Interchange Projects with the core of this process relying on early identification of risk and early Owner involvement. The CHC/JMT Team will proactively involve VDOT when the potential for change is recognized and provide VDOT with the necessary information (including fragnet schedule analysis for multiple design options) to make decisions in the best interest of the project without negatively impacting the schedule. CHC has the ability to draw from the vast resources of the 15<sup>th</sup> largest contractor in the U.S., a local equipment fleet valued at \$30M, and highly trained local workforce to supplement originally scheduled resources assigned to this project in order to regain schedule that has been negatively impacted due to issue out of control of the project team.

The CHC/JMT Team have developed and organized a team in order to provide VDOT with sufficient, knowledgeable, and qualified staff to successfully complete this project. Based on the project size, we selected six (6) qualified DBE and/or SWaM subconsultant firms to provide the expertise, experience, qualifications, and staff resources to accomplish the anticipated work. Several of the proposed subconsultants are currently working the CHC/JMT Team on the adjacent Mark Center project and have worked on other EFLHD D-B project in the Washington Metropolitan region.

Work History Forms for CHC's Attachment 3.4.1 (a) and JMT's Attachment 3.4.1 (b) demonstration projects of similar scope and complexity are located in the Appendix Section of our SOQ.

# 3.5

## Project Risks

# STATEMENT OF QUALIFICATIONS

## 3.5 Project Risks

**3.5.1 Identify and Discuss Three Critical Risks** - The CHC/JMT Team has evaluated the existing project information contained in the RFQ documents including existing plans and reports; has visited the project site on numerous occasions; and has met with local individuals familiar with the project. Based on this research, the CHC/JMT Team has identified a number of potential project risks including: Stormwater Management; Developing a maintenance of traffic plan that is constructible and maintains acceptable level of service along I-395 and adjacent roadway; Developing a good public participation and involvement plan; Constructing Noise Barriers adjacent to existing properties; Performing utility relocation and coordination in a timely manner; Understanding and coordinating with the design and construction of adjacent projects; Overcoming the challenge in obtaining the full DBE requirement of 20% for the entire project; and Performing right-of-way (ROW) acquisition in a timely manner.

The CHC/JMT Team has weighed each potential risk described above and has identified three critical risks that the Team considers most relevant and critical to the success of the project. A narrative for each risk is provided below that describes why the risk is critical, indicates the impact the risk may have on the project, discusses the mitigation strategies that the Team may implement to address the risk, and describes the role that the Team expects VDOT or other agencies may have in addressing the risk.

### 1) Critical Risk - Stormwater Management (SWM)

**Why the risk is critical and the impact the risk will have on the Project:** SWM is a significant risk to the project due to the constrained site and limited availability of treatment areas. We focus this risk in the area of the I395 & Seminary Dr. interchange because initial investigations by the CHC/JMT Team have revealed that an estimated 13.7 acres of the existing I-395 / Seminary Rd interchange is currently draining to the Winkler Pond located in the Winkler Preserve. This SWM facility is privately owned by the Winkler Botanical Preserve and is maintained by a private entity, Duke Realty who maintains covenant over the pond. We have also discovered that there are no existing discharge agreements between Winkler Botanical Preserve, Duke Realty and VDOT. This pond is the most likely place to discharge drainage of the above noted portion of the project’s improvements. Currently VDOT is discharging water to the Winkler Pond along the I-395 ROW through a series of small pond/step pool system of structures known as the Linear Lakes (photo on right). According to preliminary information, the Winkler Pond does not have sufficient capacity to accommodate any of the potential project drainage area from this project. This not only includes the new 2012 SWM interpretation by Dept. of Conservation & Rec. (DCR), which stipulates that projects must account for and treat all impervious area with the project but there is also insufficient capacity to receive the net new impervious area. The inability of this facility to accept additional stormwater discharge imposes a risk to the project because there is limited above ground locations within the project site that runoff could be routed to that remain in close proximity to the project and are within existing ROW. The remainder of the project contains potential discharge locations, provided the water is properly treated onsite. The risk associated with onsite treatment options for the remainder of the project is minimal in comparison with the risk presented by discharging to the Winkler Pond.



## STATEMENT OF QUALIFICATIONS

**Mitigation strategies the Team may implement to address the risk:** The most pressing potential impact to the project comes from the challenge associated with the discharge of any additional water into the Winkler Pond but equally challenging is the overall project SWM. Addressing this risk could require the potential use of either underground storage or the potential for additional right-of-way to convey stormwater discharge to remote facilities. The CHC/JMT Team does not consider treatment as a potential impact to the project as we will design the most cost effective (for both construction and maintenance cost) treatment / discharge facilities to meet the current requirements and to be within the project ROW. The underlying factor in all of this is cost, as all of the potential options involve additional cost to the project and potential long term cost to the Owner depending on how maintenance is addressed in the necessary agreements. Our Team will pursue a potential waiver to the new DCR requirement to provide SWM for existing impervious area. If we are successful with this approach, we will still be required to provide treatment for all new impervious area. This strategy will reduce the stormwater treatment requirements but as discussed above, but it will not eliminate the challenge. We will work with VDOT to pursue an exemption from the DCR requirement to provide stormwater treatment for all existing impervious areas. We could pursue two potential “exemptions”:

- We could demonstrate that treating the entire impervious area cannot be accomplished within the existing ROW and therefore seek a waiver that would require treating only the new impervious area. This demonstration would probably have to be approved by DCR.
- We could document that the limits of disturbance for the project should include only the new lanes and the actual physical disturbance from construction. This documentation would justify a “limited” limit of disturbance that should not extend over all the lanes of existing roadway and therefore allow treatment of only the limited area of disturbance.

The CHC/JMT Team is currently engaged in working these exact same drainage issues on our Design-Build project with EFLHD and VDOT for the Mark Center Short and Mid-Term Improvements, which also utilizes the Winkler Botanical Preserve Pond as a discharge point for SWM. Our contacts, experience and ultimate resolution (prior to the start of this project) with the Mark Center Short and Mid-Term Improvements will be directly applicable to the SWM risk associated with this project. In regards to the remainder of this project our team is well experienced handling SWM issues in D-B deliveries within constrained urban environments encompassing both Public and private drainage facilities as demonstrated by our previous experience and success with the 9<sup>th</sup> Street Bridge Replacement D-B in DC, which required additional discharge be accommodated in a U.S. Postal Service existing pond and our current experience with the Mark Center Short and Mid-Term Improvements. In addition, our environmental sub consultant EEE Consulting is the prime consultant on VDOT’s Term contract for MS4 stormwater compliance services across the state. JMT is a sub consultant to EEE for the contract.

**Role the Team expects VDOT or other agencies may have in addressing these project risks:** The team expects that VDOT, DCR and the Team will partner under this contract to discuss and possibly to implement innovative and alternative stormwater techniques such as Low Impact Development themed facilities that adequately address SWM BMPS in this urbanized area. A distinct advantage our team is that it offers engineering and environmental consultants (JMT and EEE respectively) that are at the forefront of innovative and alternative methods of SWM and with a proven record of success for VDOT.

## STATEMENT OF QUALIFICATIONS

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### 2) Critical Risk – Maintenance of Traffic (MOT)

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Ensuring safety through the work zones during construction while minimizing impacts to the traveling public will be a critical risk for the project. A multi-phase, MOT plan will need to be developed that safely conveys traffic through the work zone along I-395. The Pedestrian Bridges along Seminary Rd and the I-395 Bridge Widening over Sanger Ave will be studied as part of our Category 3 Traffic Mgmt. Plan (TMP) development in order to understand the traffic flows, both vehicular/pedestrian, in order to develop a TMP that balances safe constr. needs with safe and timely conveyance of the public through the jobsite.

**Why the risk is critical and the impact the risk will have on the Project.** Providing a safe work zone and minimizing impacts to the traveling public are core values and goals that we share with VDOT on all projects. On this highly travelled, urbanized project, maintaining these goals will be challenging. In general, there are two approaches to building the project. The first approach is to construct the project using a minimum number of phases by working concurrently in multiple areas to construct the project in the shortest period of time. The result of this approach will be a larger impact to the traveling public but for a shorter time period. The second approach is to construct the project using multiple phases by working in only one area at a time to construct the project requiring a longer construction time. The results of this approach will be a smaller impact to the traveling public over a longer time period. This project contains a combination of both scenarios. The widening of I-395 will be constructed behind barriers for the entire length of the project. This will allow the contractor to work safely in multiple locations along the planned construction and reduce the overall impact to the public by maintaining a relatively consistent traffic pattern. Reconstruction of the Pedestrian Bridges will be phased to ensure logical and safe conveyance of pedestrians through the work zone.

**Mitigation strategies the Team may implement to address the risk:** The CHC/JMT Team will implement traffic strategies in our MOT plans and TMP that are feasible and most importantly, that provide safe work zones for construction personnel and the traveling public. The Team will assign locally experienced, knowledgeable design staff that will work with the contractor's construction staff and VDOT through over the shoulder reviews to ensure the plans are constructible and safe. Construction activities must progress in an order that provides immediate improvements to the project in an incremental fashion. The MOT plans will be developed to allow work in concurrent areas where possible founded on solid traffic analysis for each phase and match the requirements for each phase. Our TMP will incorporate the local experience of the entire project team, and will be incorporated in to our public outreach program to ensure the public is aware of construction hours, activities and alternate routes.

**Role the Team expects VDOT or other agencies may have in addressing these project risks:** The Team expects that VDOT will provide timely reviews of MOT plans as outlined in the Contract Docs. The Team also expects that VDOT will provide assistance when possible in dealing with 3<sup>rd</sup> party stakeholders.

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### 3) Critical Risk – Public Relations

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**Why the risk is critical and the impact the risk will have on the Project:** There is always potential for conflict between the interests of efficient roadway construction and the interests of private citizens. This is a highly contested project among citizens local to the project and will affect the daily routine of those commuters to the area. The continuing build-up of personnel arriving at the new Mark Center facility will only increase public frustrations and discontent and managing these feelings, listening to and addressing the concerns of the public will be paramount to a successful project but at the same time presents a considerable risk to the project. Public relations impacts every aspect of the project from initial funding and development through final completion and on into maintenance. CHC/JMT recognizes the

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## STATEMENT OF QUALIFICATIONS

importance of effective public relations and knows that the success of the project will hinge greatly upon the proper and timely dissemination of information to the public about the construction schedule and its impacts on their daily business. To address this important concern, the CHC/JMT Team includes Sharp & Company, Inc. (S&CO) whose principals provide more than 50 years combined experience in the field of public relations of which most of their experience is in Northern VA and the DC Metropolitan region.

**Mitigation strategies the Team may implement to address the risk:** To address these issues, CHC/JMT will develop a public awareness program early in the project during the design phase. The public awareness program will begin with the development of a comprehensive strategy in collaboration with VDOT. This strategy will establish what will be done, who will do it, and when it will be done. Key project stakeholders will be invited to participate in the project partnership established with VDOT.

The CHC/JMT Team and VDOT will hold an initial public information meeting to introduce the preliminary construction plans to the affected parties and provide them an opportunity to ask questions and voice their concerns. As work progresses, CHC will notify the public awareness contact persons about upcoming night/weekend activities, work phase changes, utility interruptions and pedestrian or traffic pattern changes. Notice will be by e-mail, fax, or doorstep memo as the situation warrants. CHC/JMT will inform daily travelers through the project of upcoming traffic pattern changes or closures and detours by the use of quiet, solar-electric variable message signs posted on affected roadways during the week prior to any change. As part of the public awareness program we will follow the requirements of the Virginia Mega Projects Lane Closure Policy and Procedures and will coordinate efforts with adjacent projects and the existing VDOT public outreach team, including the Virginia Mega Projects coordinator currently serving the area. The CHC/JMT public relations program considers the following activities:

1. **Establish project website** - Through use of a project web site, the CHC/JMT Team provides 24/7 access to any interested party.
2. **Community Information Meetings** – The CHC/JMT Team will host a series of community forums at local venues prior to key project milestones to promote dialog and address issues or concerns.
3. **One on One Meetings with Affected Property Owners** - Upon their request, the CHC/JMT Team will meet with any affected property owners to familiarize them with the impacts the proposed project design may have on their property, and/or business or community.
4. **Attendance at Community Organization and Homeowner Association Meetings** - To further the outreach efforts, our team will also attend the local community and homeowner association meetings when requested. With prior coordination with these groups, the CHC/JMT Team will present targeted presentations to deal with specific concerns or issues. These meetings go a long way toward defusing issues caused by lack of information and rumors.
5. **U.S. Army/BRAC and VDOT Mega Project Meeting Participation** - The CHC/JMT Team is a standing participant in the regional, Federal and Virginia state transportation coordination meetings. CHC routinely attends meetings with these agencies to identify and resolve issues, address concerns of local citizens, governments, and businesses, and promote seamless interfacing between the numerous projects in the Northern Virginia area. These efforts also include participation in FHWA and VDOT sponsored DBE/SWaM seminars, where CHC regularly presents the status of its projects for a wide range of constituents.

**Role the Team expects VDOT or other agencies may have in addressing these project risks:** The D-B Team expects that VDOT will collaborate with the CHC/JMT to develop a thorough and comprehensive strategy for the public awareness program.

# Appendix

## 3.2.6

# Affiliated and/or Subsidiary Companies of the Offeror



## ATTACHMENT 3.2.6

State Project No. 0095-100-722, 1395-100-736

### Affiliated and Subsidiary Companies of the Offeror

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

<input type="checkbox"/> <b>The Offeror does not have any affiliated or subsidiary companies.</b>
<input checked="" type="checkbox"/> <b>Affiliated and/ or subsidiary companies of the Offeror are listed below.</b>

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Parent Company – Affiliate	Tutor Perini Corporation – f/k/a Perini Corporation	15901 Olden Street, Sylmar, CA 91342
Affiliate	AirTech Systems, Inc.	1125 Close Avenue, Bronx, NY 10472
Affiliate	Anderson Companies, Inc.	11400 Reichold Road, Gulfport, MS 39503
Affiliate	Becho, Inc.	1815 West 500 South, Salt Lake City, UT 84101
Affiliate	Black Construction Corporation	15901 Olden Street, Sylmar, CA 91342
Affiliate	Black Construction Investments, Inc. f/k/a Tutor Investments, Inc.	15901 Olden Street, Sylmar, CA 91342
Affiliate	Black Micro Corporation	15901 Olden Street, Sylmar, CA 91342
Affiliate	Bow Equipment Leasing Company, Inc.	15901 Olden Street, Sylmar, CA 91342
Affiliate	Brice Building Company, LLC	201 Sunbelt Parkway, Birmingham, AL 35211
Affiliate	Daniel J. Keating Construction Company, LLC – d/b/a Keating Building Company	1600 Arch Street, Suite 300, Philadelphia, PA 19103
Affiliate	Desert Mechanical, Inc. – f/k/a Desert Plumbing & Heating Company, Inc.	4475 West Quail Avenue, Las Vegas, NV 89118
Affiliate	E.E. Black, Limited	15901 Olden Street, Sylmar, CA 91342
Affiliate	Fisk Acquisition	111 T.C. Jester Blvd., Houston, TX 77007
Affiliate	Fisk Electric Company	111 T.C. Jester Blvd., Houston, TX 77007
Affiliate	Fisk International, Ltd.	111 T.C. Jester Blvd., Houston, TX 77007

## ATTACHMENT 3.2.6

State Project No. 0095-100-722, I395-100-736

### Affiliated and Subsidiary Companies of the Offeror

The Offeror does not have any affiliated or subsidiary companies.

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

<b>Relationship with Offeror (Affiliate or Subsidiary)</b>	<b>Full Legal Name</b>	<b>Address</b>
Affiliate	Five Star Electric Corp.	101-32 101 <sup>st</sup> Street, Ozone Park, NY 11416
Affiliate	FK Management Services, Inc.	1695 Allen Road, PO Box 6690, Evansville, IN 47719-0690
Affiliate	FKC, LLC	1695 Allen Road, PO Box 6690, Evansville, IN 47719-0690
Affiliate	Frontier Kemper Constructores Limita	1695 Allen Road, PO Box 6690, Evansville, IN 47719-0690
Affiliate	Frontier-Kemper Constructors, Inc.	1695 Allen Road, PO Box 6690, Evansville, IN 47719-0690
Affiliate	Frontier-Kemper Constructors ULC	1695 Allen Road, PO Box 6690, Evansville, IN 47719-0690
Affiliate	G.W. Murphy Construction Company, Inc.	15901 Olden Street, Sylmar, CA 91342
Affiliate	GreenStar Services Corporation	30 North MacQuesten Parkway, Mount Vernon, NY 10550
Affiliate	Harrell Contracting Group, LLC	368 Highland Colony Parkway, Ridgeland, MS 39157
Affiliate	International Construction Management Services, Inc.	73 Mt Wayte Avenue, Framingham, MA 01701
Affiliate	James A. Cummings, Inc.	3575 NW 53 <sup>rd</sup> Street, Fort Lauderdale, FL 33309
Affiliate	Johnson Western Constructors, Inc.	940 Doolittle Drive, San Leandro, CA 94577
Affiliate	Johnson Western Gunite Company	940 Doolittle Drive, San Leandro, CA 94577
Affiliate	Keating Project Development, Inc.	1600 Arch Street, Suite 300, Philadelphia, PA 19103
Affiliate	Lunda Construction Company	620 Gebhardt Rd., PO Box 669, Black River Falls, WI 54615-0699
Affiliate	Mt. Wayte Realty, LLC	73 Mt. Wayte Avenue, Framingham, MA 02701
Affiliate	Nagelbush Mechanical, Inc.	1800 NW 49 <sup>th</sup> Street, Suite 110, Fort Lauderdale, FL 33309

## ATTACHMENT 3.2.6

State Project No. 0095-100-722, I395-100-736

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<b>Relationship with Offeror (Affiliate or Subsidiary)</b>	<b>Full Legal Name</b>	<b>Address</b>
Affiliate	Paramount Development Associates, Inc.	73 Mt. Wayte Avenue, Framingham, MA 02701
Affiliate	PCR Insurance Company	15901 Olden Street, Sylmar, CA 91342
Affiliate	Percon Constructors, Inc.	73 Mt. Wayte Avenue, Framingham, MA 02701
Affiliate	Perini Building Company, Inc.	5055 E. Washington Street, Suite 210, Phoenix, AZ 85034
Affiliate	Perini Environmental Services, Inc.	73 Mt. Wayte Avenue, Framingham, MA 02701
Affiliate	Perini Holding Company Cayman Islands	73 Mt. Wayte Avenue, Framingham, MA 02701
Affiliate	Perini International Corporation	73 Mt. Wayte Avenue, Framingham, MA 02701
Affiliate	Perini Land and Development Company, Inc.	73 Mt. Wayte Avenue, Framingham, MA 02701
Affiliate	Perini Management Services, Inc.	73 Mt. Wayte Avenue, Framingham, MA 02701
Affiliate	Perland Construction, Inc., f/k/a Pioneer Construction	73 Mt. Wayte Avenue, Framingham, MA 02701
Affiliate	Powerco Electric Corp.	15870 Olden Street, Sylmar, CA 91342
Affiliate	R.E. Dailey & Co.	73 Mt. Wayte Avenue, Framingham, MA 02701
Affiliate	RA Properties, LLC	11400 Reichold Rd., Gulfport, MS 39503
Affiliate	Roy Anderson Corp., f/k/a Roy Anderson, Jr., Inc.	11400 Reichold Rd., Gulfport, MS 39503
Affiliate	Rudolph and Sletten, Inc.	1600 Seaport Blvd., Suite 350, Redwood City, CA 94063-5575
Affiliate	Safe Harbor Electric, Inc.	1800 NW 49 <sup>th</sup> Street, Suite 110, Fort Lauderdale, FL 33309

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State Project No. 0095-100-722, I395-100-736

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<b>Relationship with Offeror (Affiliate or Subsidiary)</b>	<b>Full Legal Name</b>	<b>Address</b>
Affiliate	Superior Gunite	12306 Van Nuys Blvd., Lakeview Terrace, CA 91342
Affiliate	Superior Gunite LLC	15901 Olden Street, Sylmar, CA 91342
Affiliate	TPC Aggregates, LLC	15901 Olden Street, Sylmar, CA 91342
Affiliate	Tutor Asia, Ltd.	15901 Olden Street, Sylmar, CA 91342
Affiliate	Tutor Holdings, LLC	15901 Olden Street, Sylmar, CA 91342
Affiliate	Tutor International, Ltd.	15901 Olden Street, Sylmar, CA 91342
Affiliate	Tutor Micronesia Construction, LLC	15901 Olden Street, Sylmar, CA 91342
Affiliate	Tutor Pacific Construction, LLC	15901 Olden Street, Sylmar, CA 91342
Affiliate	Tutor Pacific, Inc.	15901 Olden Street, Sylmar, CA 91342
Affiliate	Tutor Perini Merger Company	15901 Olden Street, Sylmar, CA 91342
Affiliate	Tutor-Cayman, Ltd.	15901 Olden Street, Sylmar, CA 91342
Affiliate	Tutor-Saliba Corporation – f/k/a Tutor-Saliba Builders	15901 Olden Street, Sylmar, CA 91342
Affiliate	Tutor-Saliba LLC	15901 Olden Street, Sylmar, CA 91342
Affiliate	Valley Concrete & Framing, Inc.	12308 Van Nuys Blvd., Lakeview Terrace, CA 91342
Affiliate	WDF Development LLC	30 North Macquesten Parkway, Mount Vernon, NY 10550
Affiliate	WDF, Inc.	30 North Macquesten Parkway, Mount Vernon, NY 10550
Affiliate	WDF/Nagelbush Holding Corp.	1800 NW 49 <sup>th</sup> Street, Suite 110, Fort Lauderdale, FL 33309

# 3.2.7

## Certification Regarding Debarment Forms (Primary and Lower Tier)

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS**

Project No.: 0095-100-722, I395-100-736

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;

"See Attachment A following this page"

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

"See Attachment B following this page"

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.

 4/27/12 Vice President Estimating  
\_\_\_\_\_  
Signature Date Title

Cherry Hill Construction, Inc.  
\_\_\_\_\_  
Name of Firm

## **Attachment A**

### **Response to Item 1.b. of Attachment No. 3.2.7(a)**

*Tutor-Saliba-Perini, Joint Venture ("TSP") v. Los Angeles County Metropolitan Transportation Authority ("LAMTA") (LASC Case No. BC123559)*

In 1995 TSP brought suit on behalf of it and its subcontractors against the Los Angeles Metropolitan Transit Authority (LAMTA) to recover for added costs for extra work and delays. In 1998 when TSP's case was past the original date set for trial, the case was assigned to a new judge and the LAMTA for the first time filed a cross-complaint against TSP alleging among other things, false claims. A trial resulted in a verdict for the LAMTA after TSP's case was in effect terminated for discovery issues during litigation. TSP appealed and the original judgment in favor of LAMTA was overturned on appeal. The case was remanded to a new judge for handling and trial. In 2006, a jury returned a verdict against TSP for 2 false claims arising out of a subcontractor change order that had been approved by the LAMTA after a favorable decision by the LAMTA's Disputes Review Board. That change order was for approximately \$111,000, which was approved in 1994, approximately seventeen (17) years ago. The remainder of the TSP's claims resulted in a net recovery in favor of TSP and against LAMTA in the amount of \$3,015,362.36, which was included in a judgment signed by the court in 2011. TSP is appealing the false claims verdict.

## **Attachment B**

### **Response to Item 1.c. of Attachment No. 3.3.7(a)**

*Perini Corporation v. City of New York (New York Supreme Court Index No. 601720/03)*

This matter is related to Honeywell Bridge/Queens Boulevard Bridge Project. Perini brought a claim in 2003, primarily for delay and disruption due to the City's failure to allow the promised access to the work. By filing its Statement of Readiness and Note of Issue on or about August 31, 2009, Perini requested that this case be placed on the trial calendar. On 9/18/09 NYCDOT filed a Motion to Strike Perini's Note of Issue. On 10/9/09 Perini was granted a three (3) week extension to reply to NYCDOT's Motion of 9/18/09. A Cross-Claim, accompanied by an Affidavit and Memorandum of Law in opposition to the NYCDOT's Motion to Amend its Complaint and deny the Note of Issue, was submitted on 11/18/09. A Verified Statement of Claim to recover Perini's Contract Retention of approximately \$700,000 was submitted on December 1, 2009. On December 14, NYCDOT filed its Reply Motion in opposition to Perini's Motion and Cross-Claim. Perini filed an Affidavit in Opposition to the NYCDOT's Motion to Amend on February 8, 2010. The NYCDOT filed Defendant's Amended Answer and Counter Claim for retention and counts of fraud and wrongful contract inducement on March 5, 2010. On March 8, 2010, Perini filed its Reply to Defendant's Counterclaims. On March 16, 2010, the Court in New York vacated the trial date allowing the NYCDOT to amend its answer and sue Perini for false claims for DBE violations arising out of indictments relating to alleged DBE violations of two individuals who are no longer employed by Perini. TPC has propounded discovery to the City and following receipt of the City's responses and information will seek to dismiss the City's Cross-Complaint. Perini responded to City's counterclaims and affirmative defenses and served the City with discovery requests. Parties are discussing settlement possibilities.

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-100-722, I395-100-736

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

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

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

<u>Robert Gallagher</u>	<u>4/23/12</u>	<u>Senior Vice President</u>
Signature	Date	Title

Johnson, Mirmiran & Thompson, Inc.

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

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-100-722, I395-100-736

- 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.

	04/17/12	CFO
Signature	Date	Title

CTI Consultants, Inc.  
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-100-722, I395-100-736

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

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

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

	<u>4/26/2012</u>	<u>President and CEO</u>
Signature	Date	Title

DMY Engineering Consultants, LLC  
Name of Firm

ATTACHMENT NO. 3.2.7(b)

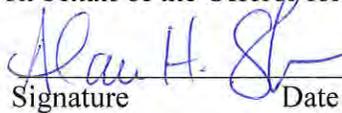
**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-100-722, I395-100-736

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

April 18, 2012

Date

Vice President

Title

URS Corporation

Name of Firm

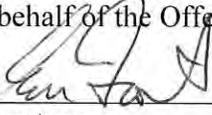
**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-100-722, 1395-100-736

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

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

	April 6th, 2012	President
Signature	Date	Title

EEE Consulting, Inc.

Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-100-722, I395-100-736

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.

Shanley      4-18-2012      VICE PRESIDENT  
Signature                      Date                      Title

THOMAS L. BROWN ASSOCIATES, P.C.  
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-100-722, I395-100-736

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.

Eric Sharp      4/6/12      President  
Signature      Date      Title

Sharp & Company, Inc  
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-100-722, 1395-100-736

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                      Title **Appraiser**

\_\_\_\_\_  
Name of Firm **V. Lynn Kelsey**

# 3.2.8

## VDOT Prequalification Certificate



A Tutor Perini Company

=====  
C224  
CHEMUNG CONTRACTING CORPORATION  
PREQ. EXP : 03/31/2013

--PREQ ADDRESS -----	-- WORK CLASSES -----
2105 SOUTH BROADWAY	002 - GRADING
PINE CITY, NY 14871-9700	003 - MAJOR STRUCTURES
PHONE : 607-737-6200	004 - ASPHALT CONCRETE PAVING
FAX : 607-737-1056	007 - MINOR STRUCTURES
	045 - UNDERGROUND UTILITIES
	054 - MARINE CONSTRUCTION

BUSINESS CONTACT: DALRYMPLE, JR., EDWARD CARTER  
EMAIL: EDALRYMPLE@DALHOLDING.COM

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

DBE TYPE : N/A  
DBE CONTACT: N/A  
DBE/WBE EXP: N/A

=====  
C090  
CHERRY HILL CONSTRUCTION, INC.  
PREQ. EXP : 04/30/2012

--PREQ ADDRESS -----	-- WORK CLASSES -----
8211 WASHINGTON BLVD.	002 - GRADING
JESSUP, MD 20794-9400	003 - MAJOR STRUCTURES
PHONE : 410-799-3577	006 - PORTLAND CEMENT CONCRETE PAVING
FAX : 410-799-5483	007 - MINOR STRUCTURES
	045 - UNDERGROUND UTILITIES

BUSINESS CONTACT: BEAUCHEMIN, BERNARD PAUL P.  
EMAIL: DARMSTRONG@CHCONSTR.COM

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

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

# Commonwealth of Virginia



## State Corporation Commission

### CERTIFICATE OF GOOD STANDING

*I Certify the Following from the Records of the Commission:*

That CHERRY HILL CONSTRUCTION, INC., a corporation incorporated under the law of MARYLAND, 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 March 04, 1975; 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:  
March 30, 2012*

*Joel H. Peck*

*Joel H. Peck, Clerk of the Commission*

# 3.2.9

## Surety Letter

TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA  
FIDELITY AND DEPOSIT COMPANY OF MARYLAND  
LIBERTY MUTUAL INSURANCE COMPANY  
FEDERAL INSURANCE COMPANY

April 3, 2012

Mr. Bill Arel, P.E.  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219

Re: Cherry Hill Construction, Inc.  
Contractor's Prequalification  
I-395 HOV Ramp at Seminary Road w/I-395 NB Auxiliary Lane Extension

To Whom It May Concern:

This letter confirms that Cherry Hill Construction, Inc., a Tutor-Perini Company, is a highly regarded and valued bonding client of Travelers Casualty and Surety Company of America, Federal Insurance Company, Fidelity and Deposit Company of Maryland and Safeco Insurance Company of America (herein after referred to as "co-surety"). Each of the co-surety companies has an A.M. Best's Rating of "A" or better, and each with a Financial Size Rating of "XV" or better. All of the co-surety partners are listed in the Department of the Treasury's Listing of Approved Sureties (Department Circular 570) dated July 1, 2011.

Cherry Hill Construction, Inc. has a long and successful track record of completing complex road and bridge projects on time and within the available budget. As respects to bonding capacity, the co-surety will consider supporting Cherry Hill Construction, Inc. on individual projects up to \$500,000,000 with an aggregate backlog approaching \$5,000,000,000. Cherry Hill Construction, Inc. 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 on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this project.

Naturally, as is customary within the surety industry, the issuance of any bid or final bonds is always contingent upon a favorable underwriting review to include, but not limited to, a satisfactory review of contract terms, conditions, documents, and confirmation of an acceptable financing source to Cherry Hill Construction, Inc. and its co-surety at the time a request for bonds is made. It should be understood that any arrangement for the issuance of bonds is a matter strictly between Cherry Hill Construction, Inc. and its co-surety. We assume no liability to third parties or to you by issuance of this letter.

Sincerely,  
Travelers Casualty and Surety Company of America  
Fidelity and Deposit Company of Maryland  
Liberty Mutual Insurance Company  
Federal Insurance Company



Nicole Roy, Attorney-in-Fact

TRAVELERS

POWER OF ATTORNEY

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company

Attorney-In Fact No. 224378

Certificate No. 004676217

KNOW ALL MEN BY THESE PRESENTS: That St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company and St. Paul Mercury Insurance Company are corporations duly organized under the laws of the State of Minnesota, that Farmington Casualty Company, Travelers Casualty and Surety Company, and Travelers Casualty and Surety Company of America are corporations duly organized under the laws of the State of Connecticut, that United States Fidelity and Guaranty Company is a corporation duly organized under the laws of the State of Maryland, that Fidelity and Guaranty Insurance Company is a corporation duly organized under the laws of the State of Iowa, and that Fidelity and Guaranty Insurance Underwriters, Inc., is a corporation duly organized under the laws of the State of Wisconsin (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint

Michael J. Cusack, John J. Gambino, Nicole Roy, Natalie Coneys, Donald H. McCarter, and Sandra C. Lopes

of the City of Boston, State of Massachusetts, their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 4th day of January, 2012.

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company



State of Connecticut
City of Hartford ss.

By: [Signature]
George W. Thompson, Senior Vice President

On this the 4th day of January, 2012, before me personally appeared George W. Thompson, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.
My Commission expires the 30th day of June, 2016.



[Signature]
Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, which resolutions are now in full force and effect, reading as follows:

**RESOLVED**, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

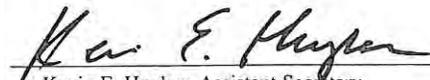
**FURTHER RESOLVED**, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

**FURTHER RESOLVED**, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

**FURTHER RESOLVED**, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, Kevin E. Hughes, the undersigned, Assistant Secretary, of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 3rd day of April, 2012.

  
Kevin E. Hughes, Assistant Secretary



To verify the authenticity of this Power of Attorney, call 1-800-421-3880 or contact us at [www.travelersbond.com](http://www.travelersbond.com). Please refer to the Attorney-In-Fact number, the above-named individuals and the details of the bond to which the power is attached.

**Power of Attorney  
FIDELITY AND DEPOSIT COMPANY OF MARYLAND  
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY**

KNOW ALL MEN BY THESE PRESENTS: That the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, and the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, corporations of the State of Maryland, by FRANK E. MARTIN JR., Vice President, and ERIC D. BARNES, Assistant Secretary, in pursuance of authority granted by Article VI, Section 2, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, does hereby nominate, constitute and appoint **Michael J. CUSACK, John J. GAMBINO, Sandra C. LOPES, Nicole ROY, Natalie CONEYS and Donald H. MCCARTER, all of Boston, Massachusetts, EACH** its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed, **any and all bonds and undertakings**, and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the Company at its office in Baltimore, Md., in their own proper persons. This power of attorney revokes that issued on behalf of Michael J. CUSACK, John J. GAMBINO, Sandra C. LOPES, Nicole ROY, Natalie CONEYS, Donald H. MCCARTER, Sandra J. CONNORS, dated October 21, 2011.

The said Assistant Secretary does hereby certify that the extract set forth on the reverse side hereof is a true copy of Article VI, Section 2, of the By-Laws of said Companies, and is now in force.

IN WITNESS WHEREOF, the said Vice-President and Assistant Secretary have hereunto subscribed their names and affixed the Corporate Seals of the said FIDELITY AND DEPOSIT COMPANY OF MARYLAND, and the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, this 30th day of November, A.D. 2011.

ATTEST:

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



*Eric D. Barnes*

*Eric D. Barnes* Assistant Secretary

*Frank E. Martin Jr.*

By: *Frank E. Martin Jr.* Vice President

State of Maryland }  
City of Baltimore } ss:

On this 30th day of November, A.D. 2011, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, came FRANK E. MARTIN JR., Vice President, and ERIC D. BARNES, Assistant Secretary of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, and the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and they each acknowledged the execution of the same, and being by me duly sworn, severally and each for himself depose and saith, that they are the said officers of the Companies aforesaid, and that the seals affixed to the preceding instrument is the Corporate Seals of said Companies, and that the said Corporate Seals and their signatures as such officers were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

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



*Constance A. Dunn*

*Constance A. Dunn* Notary Public  
My Commission Expires: July 14, 2015

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

LIBERTY MUTUAL INSURANCE COMPANY
BOSTON, MASSACHUSETTS
POWER OF ATTORNEY

KNOW ALL PERSONS BY THESE PRESENTS: That Liberty Mutual Insurance Company (the "Company"), a Massachusetts stock insurance company, pursuant to and by authority of the By-law and Authorization hereinafter set forth, does hereby name, constitute and appoint NATALIE CONEYS, MICHAEL J. CUSACK, SANDRA C. LOPES, KATHLEEN M. FLANAGAN, JOHN J. GAMBINO, NICOLE ROY, RICHARD A. LEVERONI, DONALD H. MCCARTER, ALL OF THE CITY OF BOSTON, STATE OF MASSACHUSETTS

, each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations in the penal sum not exceeding ONE HUNDRED FIFTY MILLION AND 00/100 DOLLARS (\$ 150,000,000.00 ) each, and the execution of such undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents, shall be as binding upon the Company as if they had been duly signed by the president and attested by the secretary of the Company in their own proper persons.

That this power is made and executed pursuant to and by authority of the following By-law and Authorization:

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

By the following instrument the chairman or the president has authorized the officer or other official named therein to appoint attorneys-in-fact:

Pursuant to Article XIII, Section 5 of the By-Laws, David M. Carey, Assistant Secretary of Liberty Mutual Insurance Company, is hereby authorized to appoint such attorneys-in-fact as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

That the By-law and the Authorization set forth above are true copies thereof and are now in full force and effect.

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Company and the corporate seal of Liberty Mutual Insurance Company has been affixed thereto in Plymouth Meeting, Pennsylvania this day of 26th day of January, 2012.

LIBERTY MUTUAL INSURANCE COMPANY

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

COMMONWEALTH OF PENNSYLVANIA ss
COUNTY OF MONTGOMERY

On this 26th day of January, 2012, before me, a Notary Public, personally came David M. Carey, to me known, and acknowledged that he is an Assistant Secretary of Liberty Mutual Insurance Company; that he knows the seal of said corporation; and that he executed the above Power of Attorney and affixed the corporate seal of Liberty Mutual Insurance Company thereto with the authority and at the direction of said corporation.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at Plymouth Meeting, Pennsylvania, on the day and year first above written.

By Teresa Pastella
Teresa Pastella, Notary Public

CERTIFICATE

I, the undersigned, Assistant Secretary of Liberty Mutual Insurance Company, do hereby certify that the original power of attorney of which the foregoing is a full, true and correct copy, is in full force and effect on the date of this certificate; and I do further certify that the officer or official who executed the said power of attorney is an Assistant Secretary specially authorized by the chairman or the president to appoint attorneys-in-fact as provided in Article XIII, Section 5 of the By-laws of Liberty Mutual Insurance Company.

This certificate and the above power of attorney may be signed by facsimile or mechanically reproduced signatures under and by authority of the following vote of the board of directors of Liberty Mutual Insurance Company at a meeting duly called and held on the 12th day of March, 1980.

VOTED that the facsimile or mechanically reproduced signature of any assistant secretary of the company, wherever appearing upon a certified copy of any power of attorney issued by the company in connection with surety bonds, shall be valid and binding upon the company with the same force and effect as though manually affixed.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seal of the said company, this 3rd day of April, 2012.

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

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

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



Chubb  
Surety

POWER  
OF  
ATTORNEY

Federal Insurance Company  
Vigilant Insurance Company  
Pacific Indemnity Company

Attn: Surety Department  
15 Mountain View Road  
Warren, NJ 07059

Know All by These Presents, That FEDERAL INSURANCE COMPANY, an Indiana corporation, VIGILANT INSURANCE COMPANY, a New York corporation, and PACIFIC INDEMNITY COMPANY, a Wisconsin corporation, do each hereby constitute and appoint **Natalie Coneys, Michael J. Cusack, John J. Gambino, Donald H. McCarter, Sandra C. Lopes and Nicole Roy of Boston, Massachusetts**

each as their true and lawful Attorney- in- Fact to execute under such designation in their names and to affix their corporate seals to and deliver for and on their behalf as surety thereon or otherwise, bonds and undertakings and other writings obligatory in the nature thereof (other than bail bonds) given or executed in the course of business, and any instruments amending or altering the same, and consents to the modification or alteration of any instrument referred to in said bonds or obligations.

In Witness Whereof, said FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY have each executed and attested these presents and affixed their corporate seals on this **6th** day of **September, 2011**.

  
Kenneth C. Wendel, Assistant Secretary

  
David B. Norris, Jr., Vice President

STATE OF NEW JERSEY  
County of Somerset ss.

On this **6th** day of **September, 2011** before me, a Notary Public of New Jersey, personally came Kenneth C. Wendel, to me known to be Assistant Secretary of FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY, the companies which executed the foregoing Power of Attorney, and the said Kenneth C. Wendel, being by me duly sworn, did depose and say that he is Assistant Secretary of FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY and knows the corporate seals thereof, that the seals affixed to the foregoing Power of Attorney are such corporate seals and were thereto affixed by authority of the By- Laws of said Companies; and that he signed said Power of Attorney as Assistant Secretary of said Companies by like authority; and that he is acquainted with David B. Norris, Jr., and knows him to be Vice President of said Companies; and that the signature of David B. Norris, Jr., subscribed to said Power of Attorney is in the genuine handwriting of David B. Norris, Jr., and was thereto subscribed by authority of said By-Laws and in deponent's presence.

Notarial Seal



KATHERINE J. ADELAAR  
NOTARY PUBLIC OF NEW JERSEY  
No. 2316685  
Commission Expires July 16, 2014

  
Notary Public

CERTIFICATION

Extract from the By- Laws of FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY:

"All powers of attorney for and on behalf of the Company may and shall be executed in the name and on behalf of the Company, either by the Chairman or the President or a Vice President or an Assistant Vice President, jointly with the Secretary or an Assistant Secretary, under their respective designations. The signature of such officers may be engraved, printed or lithographed. The signature of each of the following officers: Chairman, President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary and the seal of the Company may be affixed by facsimile to any power of attorney or to any certificate relating thereto appointing Assistant Secretaries or Attorneys- in- Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such power of attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding upon the Company with respect to any bond or undertaking to which it is attached."

I, Kenneth C. Wendel, Assistant Secretary of FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY (the "Companies") do hereby certify that

- (i) the foregoing extract of the By- Laws of the Companies is true and correct,
- (ii) the Companies are duly licensed and authorized to transact surety business in all 50 of the United States of America and the District of Columbia and are authorized by the U.S. Treasury Department; further, Federal and Vigilant are licensed in Puerto Rico and the U.S. Virgin Islands, and Federal is licensed in American Samoa, Guam, and each of the Provinces of Canada except Prince Edward Island; and
- (iii) the foregoing Power of Attorney is true, correct and in full force and effect.

Given under my hand and seals of said Companies at Warren, NJ this **3rd** day of **April, 2012**



  
Kenneth C. Wendel, Assistant Secretary

IN THE EVENT YOU WISH TO NOTIFY US OF A CLAIM, VERIFY THE AUTHENTICITY OF THIS BOND OR NOTIFY US OF ANY OTHER MATTER, PLEASE CONTACT US AT ADDRESS LISTED ABOVE, OR BY Telephone (908) 903- 3493 Fax (908) 903- 3656 e-mail: surety@chubb.com

# 3.2.10

## SCC and DPOR Tables and Supporting Registrations

## ATTACHMENT 3.2.10

### State Project No. 0095-100-722, I395-100-736

#### SCC and DPOR Information

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

<b>SCC &amp; DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)</b>							
<b>Business Name</b>	<b>SCC Information (3.2.10.1)</b>			<b>DPOR Information (3.2.10.2)</b>			
	<b>SCC Number</b>	<b>SCC Type of Corporation</b>	<b>SCC Status</b>	<b>DPOR Registered Address</b>	<b>DPOR Registration Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
<b>Cherry Hill Construction, Inc.</b>	F029022-3	Corporation	Active	8211 Washington Blvd. Jessup, MD 20794	Contractors	2701 014225A	05-31-2013
<b>Johnson, Mirmiran &amp; Thompson, Inc.</b>	F149901-3	Corporation	Active	72 Loveton Circle Sparks, MD 21152	ENG, LA, ARC, LS	0407001314	12-31-2013
				9201 Arboretum Pkwy. Suite 310 Richmond, VA 23236	ENG, LS	0411000029	02-28-2014
				13921 Park Center Rd Herndon, VA 20171	ENG, LS	0411000441	02-28-2014
				272 Bendix Road Suite 260 VA Beach, VA 23452	LS, ENG	0411000440	02-28-2014
<b>CTI Consultants, Inc.</b>	0252760-4	Corporation	Active	14221-B Willard Road Chantilly, VA 20151	ENG	0411000226	02-28-2014
<b>DMY Engineering Consultants, LLC</b>	F162169-9	Corporation	Active	45662 Terminal Drive Suite 110 Dulles, Virginia 20166	ENG	0407005631	12-31-2013
<b>URS Corporation</b>	F038761-5	Corporation	Active	4 North Park Drive Suite 300 Hunt Valley, MD 21030	ARC, ENG, LA	041100278	02-28-2014
<b>EEE Consulting, Inc.</b>	0504941-6	Corporation	Active	8525 Bell Creek Rd Mechanicsville, VA 23116	ENG	0407003798	12-31-2013
<b>Thomas L. Brown Associates, P.C.</b>	F115667-0	Professional Corporation	Active	1400 Eye Street, NW Suite 400 Washington, DC 20005	ENG	0405001479	12-31-2015
<b>** Sharp &amp; Company, Inc.</b>	F176141-2	Corporation	Active	N/A	N/A	N/A	N/A
<b>** V. Lynn Kelsey</b>	N/A	Sole Proprietor	N/A	N/A	N/A	N/A	N/A

**ATTACHMENT 3.2.10**

**State Project No. 0095-100-722, I395-100-736**

**SCC and DPOR Information**

<b>DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)</b>						
<b>Business Name</b>	<b>Individual's Name</b>	<b>Office Location Where Professional Services will be Provided (City/State)</b>	<b>Individual's DPOR Address</b>	<b>DPOR Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
<b>Cherry Hill Construction, Inc.</b>	Gregory Michael Andricos, P.E.	Jessup, MD	4202 Kilbourne Dr. Fairfax, VA 22032	ENG	040203221	07-31-2012
<b>Johnson, Mirmiran &amp; Thompson, Inc.</b>	William E. Schaub, P.E.	Sparks, MD	3805 Three Wood Dr. Hampstead, MD 21074	ENG	0402047571	07-31-2012
<b>Johnson, Mirmiran &amp; Thompson, Inc.</b>	Gary Robert Miller, P.E.	Sparks, MD	720 Marvel Drive Westminster, MD 21157	ENG	040248752	03-31-2013
<b>CTI Consultants, Inc.</b>	David F. Johns	Chantilly, VA 20151	52 Eiger Ct. Dover, DE 19904	ENG	0402015450	03-31-2013
<b>V. Lynn Kelsey</b>	Valerie Lynn Kelsey	Spotsylvania, VA	13511 Buglenote Way Spotsylvania, VA 22553	APPRAISER	4001 010298	11-30-2013

\*\* **Sharp & Company, Inc.** - Does not provide DPOR regulated services.

\*\* **V. Lynn Kelsey** - Is a sole proprietorship and not required to register with the Virginia State Corporation Commission and does not provide DPOR regulated services as company.

.1

# SCC Registration Information



Commonwealth of Virginia  
State Corporation Commission

Virg

CISM0180

CORPORATE DATA INQUIRY

04/23/12

16:12:49

CORP ID: F029022 - 3 STATUS: 00 ACTIVE STATUS DATE: 06/07/93  
CORP NAME: CHERRY HILL CONSTRUCTION, INC.

DATE OF CERTIFICATE: 03/04/1975 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 RD STE 301

AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060 6802  
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/05/04 LOC : 143  
ACCEPTED AR#: 212 50 9174 DATE: 03/15/12 HENRICO COUNTY  
CURRENT AR#: 212 50 9174 DATE: 03/15/12 STATUS: A ASSESSMENT INDICATOR: 0  
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
12 640.00 91,000

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(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 CHERRY HILL CONSTRUCTION, INC., a corporation incorporated under the law of MARYLAND, 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 March 04, 1975; 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:  
March 30, 2012*

*Joel H. Peck*  
\_\_\_\_\_  
*Joel H. Peck, Clerk of the Commission*



CISM0180

CORPORATE DATA INQUIRY

04/23/12

16:16:16

CORP ID: F149901 - 3 STATUS: 00 ACTIVE STATUS DATE: 10/17/06  
 CORP NAME: Johnson, Mirmiran & Thompson, Inc.

DATE OF CERTIFICATE: 10/17/2006 PERIOD OF DURATION: INDUSTRY CODE: 70  
 STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: ROBERT GALLAGHER

STREET: 9201 ARBORETUM PKY STE 140 AR RTN MAIL:

CITY: RICHMOND STATE : VA ZIP: 23236  
 R/A STATUS: 2 OFFICER EFF. DATE: 09/06/07 LOC : 120  
 ACCEPTED AR#: 211 51 9983 DATE: 08/31/11 CHESTERFIELD CO  
 CURRENT AR#: 211 51 9983 DATE: 08/31/11 STATUS: A ASSESSMENT INDICATOR: 0  
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
 11 100.00 1,000

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(Screen Id:/Corp\_Data\_Inquiry)

# Commonwealth OF Virginia



## State Corporation Commission

*I Certify the Following from the Records of the Commission:*

Johnson, Mirmiran & Thompson, Inc., a corporation existing under the laws of MARYLAND, holds a certificate of authority to transact business in Virginia, and is in good standing.

The certificate was issued on October 17, 2006.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:  
June 22, 2010*

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

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond, February 8, 2002*

*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*

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

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



*State Corporation Commission*

*Attest:*

*Joel H. Peck*

*Clerk of the Commission*



CISM0180

CORPORATE DATA INQUIRY

04/24/12

09:42:45

CORP ID: 0252760 - 4 STATUS: 00 ACTIVE STATUS DATE: 05/17/11  
 CORP NAME: C.T.I Consultants, Inc.

DATE OF CERTIFICATE: 02/27/1984 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK  
 MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 200.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: ANDREW W WHITE

STREET: LECLAIRRYAN A PROFESSIONAL CORPORATION AR RTN MAIL:  
 951 E BYRD ST 8TH FL  
 CITY: RICHMOND STATE : VA ZIP: 23219  
 R/A STATUS: 4 ATTORNEY EFF. DATE: 01/18/11 LOC : 216  
 ACCEPTED AR#: 212 50 4912 DATE: 02/08/12 RICHMOND CITY  
 CURRENT AR#: 212 50 4912 DATE: 02/08/12 STATUS: A ASSESSMENT INDICATOR: 0  
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
 12 670.00 100,000

(Screen Id:/Corp\_Data\_Inquiry)

# Commonwealth of Virginia



## State Corporation Commission

*I Certify the Following from the Records of the Commission:*

C. T. I. 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 February 27, 1984.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:  
December 30, 2008*

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



04/26/12

LLCM3220

LLC DATA INQUIRY

11:55:48

LLC ID: S313497 - 2 STATUS: 00 ACTIVE STATUS DATE: 01/11/10

LLC NAME: DMY Engineering Consultants, LLC

DATE OF FILING: 01/11/2010 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

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

STREET: 45662 TERMINAL DR STE 110

CITY: DULLES STATE: VA ZIP: 20166-0000

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

R/A NAME: WEIYI MA

STREET: 45662 TERMINAL DRIVE

SUITE 110

RTN MAIL:

CITY: DULLES STATE: VA ZIP: 20166-0000

R/A STATUS: 1 MEMBER/MANAGER EFF DATE: 06/23/11 LOC: 153 LOUDOUN COUNTY

YEAR	FEES	PENALTY	INTEREST	BALANCE
12	50.00			

(Screen Id:/LLC\_Data\_Inquiry)

# Commonwealth of Virginia



## State Corporation Commission

*I Certify the Following from the Records of the Commission:*

A certificate of organization was issued by the Commission to DMY Engineering Consultants, LLC, a limited liability company formed under the laws of VIRGINIA, effective as of January 11, 2010.

As of the date below, articles of cancellation have not been filed in this office by DMY Engineering Consultants, LLC, a Virginia limited liability company.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:  
May 9, 2011*

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

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond, January 11, 2010*

*This is to certify that the certificate of organization of*

**DMY Engineering Consultants, LLC**

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



*State Corporation Commission*

*Attest:*

*Joel H. Beck*  
Clerk of the Commission



Commonwealth of Virginia  
State Corporation Commission

Virg

CISM0180

CORPORATE DATA INQUIRY

04/23/12

16:19:42

CORP ID: F038761 - 5 STATUS: 00 ACTIVE STATUS DATE: 08/23/96  
 CORP NAME: URS CORPORATION

DATE OF CERTIFICATE: 06/17/1981 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: NV NEVADA STOCK INDICATOR: S STOCK  
 MERGER IND: S SURVIVOR 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 RD STE 301 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060 6802  
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/05/04 LOC : 143  
 ACCEPTED AR#: 211 50 9100 DATE: 05/02/11 HENRICO COUNTY  
 CURRENT AR#: 211 50 9100 DATE: 05/02/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	220.00				220.00	25,000

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 (Screen Id:/Corp\_Data\_Inquiry)

# Commonwealth of Virginia



## State Corporation Commission

*I Certify the Following from the Records of the Commission:*

URS CORPORATION (F038761-5), a corporation existing under the laws of NEVADA, holds a certificate of authority to transact business in Virginia, and is in good standing.

The certificate was issued on June 17, 1981.

Nothing more is hereby certified.

*Signed and Sealed at Richmond on this Date:  
August 14, 2009*

*Joel H. Peck*

*Joel H. Peck, Clerk of the Commission*





CISM0180

CORPORATE DATA INQUIRY

04/23/12

16:21:33

CORP ID: 0504941 - 6 STATUS: 00 ACTIVE STATUS DATE: 08/04/04  
 CORP NAME: **EEE CONSULTING, INC.**

DATE OF CERTIFICATE: 06/23/1998 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: DONALD E KING

STREET: MCGUIREWOODS LLP AR RTN MAIL:  
 ONE JAMES CENTER/901 E CARY ST  
 CITY: RICHMOND STATE : VA ZIP: 23219  
 R/A STATUS: 4 ATTORNEY EFF. DATE: 07/21/09 LOC : 216  
 ACCEPTED AR#: 211 51 2598 DATE: 06/16/11 RICHMOND CITY  
 CURRENT AR#: 211 51 2598 DATE: 06/16/11 STATUS: A ASSESSMENT INDICATOR: 0  

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	100.00				100.00	5,000

(Screen Id:/Corp\_Data\_Inquiry)

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond,* June 23, 1998

*This is to Certify that the certificate of incorporation of*

*EEE Consulting, 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:*

June 23, 1998



*State Corporation Commission*

*William J. Bridge*  
Clerk of the Commission



CISM0180

CORPORATE DATA INQUIRY

04/23/12

16:25:57

CORP ID: F115667 - 0 STATUS: 00 ACTIVE STATUS DATE: 10/10/95  
 CORP NAME: BROWN ASSOCIATES, P.C., THOMAS L.

DATE OF CERTIFICATE: 10/10/1995 PERIOD OF DURATION: INDUSTRY CODE: 70  
 STATE OF INCORPORATION: DC WASHINGTON, D.C STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX RD STE 301 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060 6802  
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/05/04 LOC : 143  
 ACCEPTED AR#: 211 17 7366 DATE: 10/17/11 HENRICO COUNTY  
 CURRENT AR#: 211 17 7366 DATE: 10/17/11 STATUS: A ASSESSMENT INDICATOR: 0  
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
 11 100.00 1,000

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(Screen Id:/Corp\_Data\_Inquiry)

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond,* October 21, 1993

*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*

THOMAS L. BROWN ASSOCIATES, P.C.

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



*State Corporation Commission*

*Attest:*

*William J. Bridge*

*Clerk of the Commission*



Commonwealth of Virginia  
State Corporation Commission

Virg

CISM0180

CORPORATE DATA INQUIRY

04/23/12

16:28:23

CORP ID: F176141 - 2 STATUS: 00 ACTIVE STATUS DATE: 04/18/12  
 CORP NAME: SHARP & COMPANY INCORPORATED

DATE OF CERTIFICATE: 07/23/2008 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: 50.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: ROBERT ROSEMAN

STREET: 1751 PINNACLE DR STE 500 AR RTN MAIL:

CITY: MCLEAN STATE : VA ZIP: 22102 3833  
 R/A STATUS: 4 ATTORNEY EFF. DATE: 07/23/08 LOC : 129  
 ACCEPTED AR#: 211 21 3716 DATE: 04/19/12 FAIRFAX COUNTY  
 CURRENT AR#: 211 21 3716 DATE: 04/19/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
11	130.00	13.00				10,000

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 (Screen Id:/Corp\_Data\_Inquiry)

# Commonwealth OF Virginia



## State Corporation Commission

*I Certify the Following from the Records of the Commission:*

SHARP & COMPANY OF VIRGINIA, INCORPORATED (USED IN VA BY: SHARP & COMPANY INCORPORATED), a corporation incorporated under the laws of MARYLAND is authorized to transact business in Virginia and is in good standing. It obtained a certificate of authority from the Commission on July 23, 2008.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:  
November 1, 2010*

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

# .2

## DPOR Registration Information (Office)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON

05-31-2013

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

NUMBER

2701 014225A

BOARD FOR CONTRACTORS  
CLASS A CONTRACTORS LICENSE

CHERRY HILL CONSTRUCTION INC

8211 WASHINGTON BLVD

JESSUP MD 20794

\*CLASSIFICATIONS\* H/H



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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
12-31-2013

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

NUMBER  
0407001314

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

PROFESSIONS: ENG, LA, ARC, LS

JOHNSON MIRMIRAN & THOMPSON INC  
72 LOVETON CIRCLE  
SPARKS, MD 21152



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

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR AP/ELSC/DLA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407001314 EXPIRES: 12-31-2013  
PROFESSIONS: ENG, LA, ARC, LS  
JOHNSON MIRMIRAN & THOMPSON INC  
72 LOVETON CIRCLE  
SPARKS, MD 21152



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

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

EXPIRES ON  
02-28-2014

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

NUMBER  
0411000441

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

PROFESSIONS: ENG, LS

JOHNSON MIRMIRAN & THOMPSON INC  
13921 PARK CENTER RD  
HERNDON, VA 20171



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

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COMMONWEALTH OF VIRGINIA  
BOARD FOR APELSCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000441 EXPIRES: 02-28-2014  
PROFESSIONS: ENG, LS  
JOHNSON MIRMIRAN & THOMPSON INC  
13921 PARK CENTER RD  
HERNDON, VA 20171



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

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

**EXPIRES ON  
02-28-2014**

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

**NUMBER  
0411000029**

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

**PROFESSIONS: ENG, LS**

**JOHNSON, MIRMIRAN & THOMPSON, INC.  
9201 ARBORETUM PKWY  
SUITE 310  
RICHMOND, VA 23236**



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

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**COMMONWEALTH OF VIRGINIA**

**BOARD FOR APESCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000029 EXPIRES: 02-28-2014  
PROFESSIONS: ENG, LS  
JOHNSON, MIRMIRAN & THOMPSON, INC.  
9201 ARBORETUM PKWY  
SUITE 310  
RICHMOND, VA 23236**



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

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COMMONWEALTH OF VIRGINIA

EXPIRES ON  
02-28-2014

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

NUMBER  
0411000440

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

PROFESSIONS: LS, ENG

JOHNSON MIRMIRAN & THOMPSON INC  
272 BENDIX ROAD  
SUITE 260  
VIRGINIA BEACH, VA 23452



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

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COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000440 EXPIRES: 02-28-2014  
PROFESSIONS: LS, ENG  
JOHNSON MIRMIRAN & THOMPSON INC  
272 BENDIX ROAD  
SUITE 260  
VIRGINIA BEACH, VA 23452



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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
02-28-2014

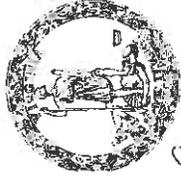
9860 Mayland Dr., Suite 400, Richmond, VA 23233  
Telephone: (804) 367-8500

NUMBER  
0411000226

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

PROFESSIONS: ENG

C T I CONSULTANTS INC  
14221-B WILLARD ROAD  
CHANTILLY, VA 20151



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

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COMMONWEALTH OF VIRGINIA

BOARD FOR APESCIDLA

BUSINESS ENTITY BRANCH OFFICE REGISTRATION

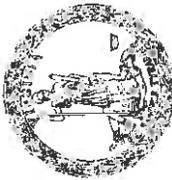
NUMBER: 0411000226 EXPIRES: 02-28-2014

PROFESSIONS: ENG

C T I CONSULTANTS INC

14221-B WILLARD ROAD

CHANTILLY, VA 20151



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8860 Mayland Dr., Suite 400, Richmond, VA 23233

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COMMONWEALTH OF VIRGINIA

EXPIRES ON  
12-31-2013

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

NUMBER  
0407005631

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

PROFESSIONS: ENG

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



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

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COMMONWEALTH OF VIRGINIA

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



(front)

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COMMONWEALTH OF VIRGINIA

EXPIRES ON  
02-28-2014

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

NUMBER  
0411000278

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

PROFESSIONS: ARC, ENG, LA

URS CORPORATION  
4 NORTH PARK DR  
SUITE 300  
HUNT VALLEY, MD 21030



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Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA  
BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS,  
CERTIFIED INTERIOR DESIGNERS AND LANDSCAPE ARCHITECTS  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000278 EXPIRES: 02-28-2014  
PROFESSIONS: ARC, ENG, LA  
URS CORPORATION  
4 NORTH PARK DR  
SUITE 300  
HUNT VALLEY, MD 21030



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

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COMMONWEALTH OF VIRGINIA

EXPIRES ON  
12-31-2013

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

NUMBER  
0407003798

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

PROFESSIONS: ENG

EEE CONSULTING INC  
8525 BELL CREEK RD  
MECHANICSVILLE, VA 23116



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Gordon N. Dixon, Director

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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

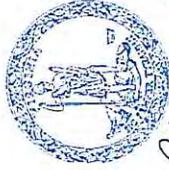
EXPIRES ON  
12-31-2015

NUMBER  
0405001479

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

PROFESSIONS: ENG

THOMAS L BROWN ASSOCIATES P C  
1400 EYE ST NW STE 440  
WASHINGTON, DC 20005



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

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APPELS/DILA

PROFESSIONAL CORPORATION REGISTRATION

NUMBER: 0405001479 EXPIRES: 12-31-2015

PROFESSIONS: ENG

THOMAS L BROWN ASSOCIATES P C

1400 EYE ST NW STE 440

WASHINGTON, DC 20005



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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION

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

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# .3

## DPOR Registration Information (Key Personnel)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
07-31-2012

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

NUMBER  
0402032211

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

GREGORY MICHAEL ANDRICOS  
4202 KILBOURNE DRIVE  
FAIRFAX, VA 22032



*Gordon Dixon*  
Gordon Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APESCIDLA  
PROFESSIONAL ENGINEER LICENSE  
NUMBER: 0402032211 EXPIRES: 07-31-2012

GREGORY MICHAEL ANDRICOS  
4202 KILBOURNE DRIVE  
FAIRFAX, VA 22032



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

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(8/08)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON

07-31-2012

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

NUMBER

0402047571

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

WILLIAM E SCHAUB  
3805 THREE WOOD DR  
HAMPSTEAD, MD 21074



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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
03-31-2013

9860 Mayland Dr., Suite 400, Richmond, VA 23233  
Telephone: (804) 367-8500

NUMBER  
0402048752

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

GARY ROBERT MILLER  
720 MARVEL DR  
WESTMINSTER, MD 21157



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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
05-31-2013

NUMBER  
0402015450

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  
PROFESSIONAL ENGINEER LICENSE

DAVID F JOHNS  
52 EIGER CT  
DOVER, DE 19904



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

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# .4

## DPOR Registration Information (Services Not Regulated)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON

11-30-2013

9960 Mayland Dr., Suite 400, Richmond, VA 23293  
Telephone: (804) 367-8500

NUMBER

4001 010298

REAL ESTATE APPRAISER BOARD  
CERTIFIED GENERAL REAL ESTATE APPRAISER

VALERIE LYNN KELSEY  
13511 BUGLENOTE WAY  
SPOTSYLVANIA VA 22553



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

REGISTRATION FEES ARE NON-REFUNDABLE. ALL FEES MUST BE PAID AT THE TIME OF REGISTRATION. REGISTRATION IS VALID FOR ONE YEAR FROM THE DATE OF EXPIRATION. REGISTRATION IS REQUIRED FOR ALL REAL ESTATE APPRAISERS IN THE COMMONWEALTH OF VIRGINIA.

SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE

# 3.3.1

## Key Personnel Resume Forms



## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: <b>Gregory M. Andricos, P.E.</b> Vice President/General Manager
b.	Project Assignment: Design-Build Project Manager
c.	Name of Firm with which you are now associated:  <b>Jessup, MD</b>
d.	Years experience: With this Firm <u>20</u> Years With Other Firms <u>0</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.):  <b>Cherry Hill Construction, Inc.</b> <b>Start Date:</b> 4/03 <b>End Date:</b> Present <b>Position:</b> Design-Build Project Manager <b>Responsibilities:</b> Primary Point of Contact with principal responsibility for overseeing all design and construction efforts from proposal through final acceptance, including of QA/QC for the following competitively bid D-B projects: Mark Center Short and Interim Improvements D-B – \$7.7M, EFLHD – Alexandria VA (4/12 to present); Fairfax County Parkway Project Phase I, II, and IV D-B - \$112.5M, EFLHD (for VDOT) Springfield, VA (7/08-7/11); 9 <sup>th</sup> Street Bridge Replacement at New York Ave. D-B, \$58.4M, EFLHD (for DDOT) Washington, DC (7/06-7/11); and Taylor Street Bridge Replacement at Brookland Ave. D-B, EFLHD – \$10.8M (for DDOT) Washington, DC (4/03-4/06)  <b>Cherry Hill Construction, Inc.</b> <b>Start Date:</b> 7/06 <b>End Date:</b> Present <b>Position:</b> Vice President/General Manager <b>Responsibilities:</b> Corporate Officer with full profit loss responsibility for Cherry Hill Construction, Inc. overseeing all estimating, management, and construction operations with direct management of all D-B projects.  <b>Cherry Hill Construction, Inc.</b> <b>Start Date:</b> 4/06 <b>End Date:</b> 7/06 <b>Position:</b> Field Operations Manager <b>Responsibilities:</b> Principal responsibility for all construction operations with direct management of all D-B projects.  <b>Cherry Hill Construction, Inc.</b> <b>Start Date:</b> 10/00 <b>End Date:</b> 4/06 <b>Position:</b> Bridge & Structures Division Manager <b>Responsibilities:</b> Principal responsibility for estimating and construction of all bridges and structures company wide. Served as the chief bridge engineer to review all design and construction related issues.  <b>Cherry Hill Construction, Inc.</b> <b>Start Date:</b> 10/99 <b>End Date:</b> 10/00 <b>Position:</b> Design-Build Project Manager <b>Responsibilities:</b> Principal responsibility for the design and construction of the railroad bridge and approaches for the Patapsco & Back River Railroad, Baltimore, Md. Coordinated the design development and construction operations for all aspects of the project.  <b>Cherry Hill Construction, Inc.</b> <b>Start Date:</b> 12/96 <b>End Date:</b> 9/99 <b>Position:</b> Chief Structures Estimator and Bridge Design Manager <b>Responsibilities:</b> Principal responsibility for estimating all highway bridge and structures projects. Also served as chief structures engineer for construction projects throughout the company to review design or construction issues.  <b>Cherry Hill Construction, Inc.</b> <b>Start Date:</b> 11/95 <b>End Date:</b> 7/97 <b>Position:</b> Bridge Engineer / Design-Build Coordinator <b>Responsibilities:</b> Served as liaison with lead design firm (JMT) on Arena Drive project (first MD SHA Design-Build project). Coordinated activities of estimating and design functions to produce construction documents for owner approval. Assisted in development of design and led constructability review process  <b>Cherry Hill Construction, Inc.</b> <b>Start Date:</b> 8/93 <b>End Date:</b> 11/95 <b>Position:</b> Contractor Quality Assurance / Quality Control Manager <b>Responsibilities:</b> Developed and executed the Contractor QA and QC Program in support of major runway improvements at Dulles International Airport. Scheduled and monitored inspection programs, sampling, testing, analysis, and reporting. Addressed non-conformance issues and implemented recovery plans to assure quality performance.

<p>e. Education: Name &amp; Location of Institution(s)/Degree(s)/Year/Specialization:</p> <ul style="list-style-type: none"> <li>▪ Virginia Military Institute, Lexington, VA - Bachelor of Science/1992/Civil Engineering</li> </ul>
<p>f. Active Registration: Year First Registered/ Discipline/VA Registration #:  <b>1998/Virginia Registered Professional Engineering No. 0402 032211</b>          Virginia DCR Responsible Land Disturber No. 31805          VDOT Erosion and Sediment Control Contractor Certification No. 4541C</p>
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> <li>1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i></li> <li>2. <i>Note whether experience is with current firm or with other firm.</i></li> <li>3. <i>Provide beginning and end dates for each assignment.</i></li> </ol> <p><b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b></p>
<p>(1.) <b>Federal Highway Administration (FHWA) – Eastern Federal Lands Highway Division (EFLHD)/ Virginia Department of Transportation (VDOT), Mark Center Short and Mid-Term Improvements (Design-Build), Alexandria, VA (\$7.6M) - Design-Build PM.</b> Mr. Andricos is the POC for the D-B Team and will be responsible for the overall project design, quality management, contract administration and construction oversight. He oversaw the preparation of the Tech/Price Proposal for this project that was determined by the Owner to provide the overall best value. Intermediate design is presently underway as required to ensure the timely completion of this much needed project to alleviate the complex transportation issues resulting from recent increases in traffic volumes.</p> <p style="text-align: right;"><b>Firm:</b> Cherry Hill Construction, Inc. / <b>Project Dates:</b> April 15, 2012 to present.</p>
<p>(2.) <b>EFLHD/VDOT, Fairfax County Parkway (FCP), Phases I/II &amp; IV (Design-Build), Springfield, VA (\$112.5M) - Design-Build PM.</b> Primary point of contact and supervising a staff consisting of engineers, public relations professionals, context sensitive artisans, R/W specialists, utility coordinators, inspectors, construction managers, and field personnel for this \$112.5 project. He was responsible for managing the project from the proposal through all phases of permit, design, and construction. He coordinated with multiple stakeholders (VDOT, FHWA-EFLHD, U.S. DOD, and Fairfax County) to ensure the project meet contractual requirements of all agencies. As the DBPM, he ensured strict adherence to the QA/QC programs for both design and construction. The project included 6 major highway bridge structures, highway and local ramps and interchanges, more than 2.7 miles of roadway construction, utility relocation, stringent environmental concerns and SWM practices, a critical ordnance safety and removal program, and an extremely aggressive schedule contract completion Nov. 2010. Context sensitive means and methods were used in the design of the Accotink Creek bridge structure (424 LF, three-span steel girder construction) minimizing impact to the watershed. Additional design work enhanced multi-modal accessibility at the Fullerton Road intersection, including widened sidewalks and architectural lighting. The design submission of this project was made on schedule and construction activities are underway. Mr. Andricos served on the VA Mega Projects Community Resource Board during the performance of this project and received a “Star Partner” award for his exceptional dedication, teamwork, and professionalism in support of the project's goals by the NGA and USACE. This project also received the 2011 ACEC VA Honor Award for Excellence in Engineering Design.</p> <p style="text-align: right;"><b>Firm:</b> Cherry Hill Construction, Inc.  <b>Project Dates:</b> October 2008 / September 2010 (Phase I/II) and October 2008 / July 2011 (Phase IV)</p>
<p>(3.) <b>EFLHD/District Department of Transportation (DDOT), 9<sup>th</sup> Street Bridge Replacement over CSXT and Amtrak Rail and New York Avenue, Washington, DC (\$58.4M) - Design-Build PM.</b> Primary point of contact and supervised a staff consisting of engineers, PR professionals, context sensitive artisans, ROW specialists, utility coordinators, inspectors, managers, and field personnel for this project. Responsible for managing this project from the proposal that provided the overall best value through all phases of permitting, design and construction. Project requires multi-disciplined design efforts to facilitate the phased removal and complete reconstruction of an existing structure spanning N.Y. Avenue as well as active CSXT and AMTRAK Railroads. Context sensitive means and methods were used in the design of the bridge structure, which resulted in numerous enhancements including widened sidewalks and bicycle lanes, and architectural elements including ornamental fencing and traffic railing, parapet and substructure treatments, and upgraded lighting fixtures. The 100% design submission of this project was made 3 months ahead of schedule due to a partnership established between all project shareholders including the FHWA-EFLHD, DDOT, AMTRAK, CSXT, and the USPS. This was a CHC/JMT D-B Team project.</p> <p style="text-align: right;"><b>Firm:</b> Cherry Hill Construction, Inc. / <b>Project Dates:</b> September 2006 / July 2011</p>
<p>(4.) <b>EFLHD/DDOT, Taylor St. Bridge Replacement over WMATA and CSXT and Brookland Avenue (Design-Build), Washington, DC (\$10.9M) - Design-Build PM.</b> Primary point of contact for this \$10M D-B Project and was responsible for overseeing the design and construction efforts of the CHC/JMT team. He worked with JMT to develop a cost-efficient design that led to CHC being awarded the competitively bid project. The new bridge was constructed in two phases, without interrupting normal traffic across the bridge. Design included a two-span 294’ haunched steel plate girder structure crossing 3 roadways and 4 active freight and passenger rail lines and a mechanically stabilized earth retaining structure approach. Aesthetic features included granite-faced curbs, ornamental light poles, fencing and railings, and a natural stone finish on retaining walls. The project was completed on time and under budget.</p> <p style="text-align: right;"><b>Firm:</b> Cherry Hill Construction, Inc. / <b>Project Dates:</b> December 2003 / November 2006</p>

# ATTACHMENT 3.3.1

## KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title:	<b>David F. Johns, P.E.</b> Principal Engineer
b. Project Assignment:	Quality Assurance Manager (QAM)
c. Name of Firm with which you are now associated:	 <b>Chantilly, VA</b>
d. Years experience: With this Firm <b>3.5</b> Years With Other Firms <b>31.5</b> 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><b>CTI Consultants, Inc.</b> <b>Start Date:</b> JAN 2009 <b>End Date:</b> Present <b>Position:</b> Principal Engineer <b>Responsibilities:</b> Geotechnical engineering and material testing for numerous clients both public and private.</p> <p><b>Soil Consultants, Inc.</b> <b>Start Date:</b> FEB 2005 <b>End Date:</b> DEC 2009 <b>Position:</b> President <b>Responsibilities:</b> Oversaw the Construction Inspection and Materials Testing along with authoring Geotechnical Reports and overall oversight of company operations.</p> <p><b>Private Practice Consulting Engineering</b> <b>Start Date:</b> APR 1997 <b>End Date:</b> JAN 2005 <b>Position:</b> Structural Engineer/Project Manager <b>Responsibilities:</b> For private and public clients in DE, MD and PA.</p>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	<ul style="list-style-type: none"><li>▪ The Pennsylvania State University, University Park, PA - BSCE/1977/Civil Engineering (Emphasis on Geotechnical)</li></ul>
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	<b>1985/Virginia Registered Professional Engineering No. 0402 015450</b> Also registered in PA
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> <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b>	<p><b>(1.) Federal Highway Administration (FHWA) – Eastern Federal Lands Highway Division (EFLHD)/ Virginia Department of Transportation (VDOT), Mark Center Short and Mid-Term Improvements (Design-Build), Alexandria, VA (\$7.6M)</b> <i>Quality Assurance Manager.</i> This project is adjacent to the Seminary Road interchange with I-395. BRAC is bringing approximately 6,400 BRAC new jobs to the new Mark Center Complex that will include the Washington Headquarters Service agencies and as well as a number of other DOD agencies. Mr. John is responsible ensure that all work and materials, testing and sampling are performed in conformance with the contract requirements and the “approved for construction” plans and specifications. This project has an extremely aggressive schedule to address the tremendous growth in the area and address the complex transportation issues experienced by the increase in traffic volumes.</p> <p style="text-align: right;"><b>Firm:</b> CTI Consultants, Inc. <b>Project Dates:</b> April 15, 2012 and July 12, 2013</p>

- (2.) **Federal Highway Administration (FHWA) – Eastern Federal Lands Highway Division (EFLHD), Mulligan Road (Fort Belvoir Connector Road), Springfield, VA (\$250K)**  
*Lead Geotechnical Consultant.* The Mulligan Road project was a limited access four lane road from Route 1 to Telegraph Road in Fort Belvoir. Provided testing and inspections services for the roadway construction and also providing geotechnical consultation on roadway stabilization issues and recommendations for bridge and Conspan footing.  
**Firm:** CTI Consultants, Inc.  
**Project Dates:** January 2009 / July 2009
- (3.) **Metropolitan Washington Airports Authority (MWAA)  
The Dulles Metrorail Connector, Northern, VA (\$5M)**  
*Special Inspections Engineer of Record.* Oversee the testing and inspection of the construction of the \$2.8 Billion Extension of the Dulles Rail from the junction between East and West Falls Church and Wiehle Avenue Station.  
**Firm:** CTI Consultants, Inc.  
**Project Dates:** July 2009 / Present
- (4.) **Virginia Department of Transportation (VDOT), Fluor/TransUrban  
I-495 Hot Lanes, Public-Private Partnership (P3) Project, Arlington and Fairfax Counties, VA (\$500K)**  
*Quality Assurance Manager.* Mr. Johns directed a staff of four personnel performing soils, concrete, asphalt, chloride permeability and laboratory testing on this P3 project consisting of major upgrades to 14 miles of interstate highway including two additional travel lanes in each direction, 12 interchange upgrades and renovation and replacement of more than 50 bridges and overpasses.  
**Firm:** CTI Consultants, Inc.  
**Project Dates:** January 2009 / July 2009
- (5.) **Arlington County Public Schools (ACPS)  
Construction Materials Testing and Inspection Services, Arlington, VA (\$360K)**  
*Special Inspections Engineer of Record.* Responsible for construction materials testing and inspections service for Bancroft Elementary School, McKinley Elementary School and Nottingham Elementary School. Supervised a staff of 6 inspectors.  
**Firm:** CTI Consultants, Inc.  
**Project Dates:** January 2005 / July 2009

# ATTACHMENT 3.3.1

## KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title:	<b>William E. Schaub, P.E.</b> Senior Civil/Structural Engineer
b. Project Assignment:	Design Manager
c. Name of Firm with which you are now associated:	 <b>JOHNSON, MIRMIRAN &amp; THOMPSON</b> <i>Engineering A Brighter Future®</i> Sparks, MD
d. Years experience: With this Firm <u>7</u> Years With Other Firms <u>28</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.):
<b>Johnson, Mirmiran &amp; Thompson, Inc.</b>	
<b>Start Date:</b> February 2008 <b>End Date:</b> Present <b>Position:</b> Vice President/Design-Build Manager	
<b>Responsibilities:</b> Was promoted to Vice President in February of 2008 and currently leads all of JMT's transportation design-build efforts throughout the eastern United States.	
<b>Johnson, Mirmiran &amp; Thompson, Inc.</b>	
<b>Start Date:</b> January 2005 <b>End Date:</b> January 2008 <b>Position:</b> Senior Associate/Civil-Structural Engineer	
<b>Responsibilities:</b> Worked on worked on numerous transportation and facility projects for state agencies such as the Maryland State Highway Administration, Maryland Port Administration (MPA), and Maryland Transportation Authority (MDTA) as well as the Federal Highway Administration (FHWA).	
<b>Wallace Montgomery and Associates, LLP</b>	
<b>Start Date:</b> August 2003 <b>End Date:</b> December 2004 <b>Position:</b> Structural Engineer/Project Manager	
<b>Responsibilities:</b> Managed the construction document preparation of numerous highway and bridge projects using MicroStation, InRoads and AutoCAD software.	
<b>STV, Inc.</b>	
<b>Start Date:</b> May 1983 <b>End Date:</b> August 2003 <b>Position:</b> Project Manager/Chief Structural Engineer/GIS Mgr.	
<b>Responsibilities:</b> Managed the construction document preparation of numerous highway and bridge projects using MicroStation, InRoads and AutoCAD software. Experienced in planning and design of structures and highways. The types of highway structures for which he designed include concrete, steel and timber bridges for roads and railroads. His bridge design experience includes both rehabilitation and new design. Also he supervised the firm's GIS efforts. His experience includes both interior and exterior infrastructure/facility GIS development using Intergraph's MGE/MGA and GeoMedia and ESRI's Arc/Info and ArcView software.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	<ul style="list-style-type: none"><li>▪ University of Maryland, College Park, MD - BS/1984/Civil Engineering</li><li>▪ Essex Community College, Essex, MD - AA/1981/General Studies</li><li>▪ Dale Carnegie Management Training</li></ul>
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	<b>2010/Virginia Registered Professional Engineering No. 0402 47571</b> Also registered in DC, DE, MD, PA and WV
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<ol style="list-style-type: none"><li>1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each assignment.</i></li></ol> <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b>

- (1.) **Federal Highway Administration (FHWA) – Eastern Federal Lands Highway Division (EFLHD)/ Virginia Department of Transportation (VDOT), Mark Center Short and Mid-Term Improvements (Design-Build), Alexandria, VA (\$7.6M)**  
*Design Manager.* This project is adjacent to the Seminary Road interchange with I-395. BRAC is bringing approximately 6,400 BRAC new jobs to the new Mark Center Complex that will include the Washington Headquarters Service agencies and as well as a number of other DOD agencies. Mr. Schaub is responsible for executing the design and QA/QC program of this D-B project, which includes roadway and intersection improvements. This project has an extremely aggressive schedule to address the tremendous growth in the area and address the complex transportation issues experienced by the increase in traffic volumes.  
**Firm:** Johnson, Mirmiran & Thompson, Inc.  
**Project Dates:** April 15, 2012 and July 12, 2013
- (2.) **Federal Highway Administration (FHWA) – Eastern Federal Lands Highway Division (EFLHD)/ Virginia Department of Transportation (VDOT), Fairfax County Parkway (FCP), Phases I/II & IV (Design-Build), Springfield, VA (\$112.5M)**  
*Design Manager.* Responsible for executing the design and QA/QC program of this D-B project, which included roadways, interchanges, bridges, retaining walls and sound walls. The FCP project had an extremely aggressive schedule of 750 calendar days. FCP is located between U.S. 1 and Route 7. FCP runs for approximately 1.5 miles through the western and southern portions of the Fort Belvoir EPG and was a critical link to the success of the BRAC Initiative at EPG. Mr. Schaub oversaw the multi-disciplined design effort utilizing over 75 engineers, CADD technicians and other specialists with multiple design firms whose work included geotechnical, roadway, structural, traffic, SWM, drainage, ESC, a multipurpose trail, lighting, utility coordination. In depth coordination with USACE BRAC Integration office, Fort Belvoir DPW, ENRD and Fairfax County. **Mr. Schaub received a “Star Partner” award for their exceptional dedication, teamwork, and professionalism in support of the project's goals by the NGA and USACE.**  
**Firm:** Johnson, Mirmiran & Thompson, Inc.  
**Project Dates:** October 2008 / September 2010 (Phase I/II) and October 2008 / July 2011 (Phase IV)
- (3.) **Federal Highway Administration (FHWA) – Eastern Federal Lands Highway Division (EFLHD)/ District Department of Transportation (DDOT), 9<sup>th</sup> Street Bridge Replacement over CSXT and Amtrak Rail and New York Avenue, Washington, DC (\$51M)**  
*Design Manager.* Mr. Schaub was the lead designer, responsible for the QA/QC program and primary point of contact for the Design-Build Team, which included a multi-disciplined design effort that included geotechnical, roadway, structural, traffic, SWM, drainage, ESC, lighting, utility designs and electric traction design to facilitate the phased removal and complete reconstruction of an existing structure and the reconstruction of the 9<sup>th</sup> Street-NY Avenue Interchange. The Design-Build Team consisted of over 50 engineers, CADD technicians and other specialists with multiple design firms. The bridge was a 645' long four-span structure, spanning New York Avenue (U.S. 50) and CSXT and Amtrak railroads. The project included context sensitive solutions, which resulted in numerous user enhancements including widened sidewalks and bicycle lanes and aesthetic architectural elements.  
**Firm:** Johnson, Mirmiran & Thompson, Inc.  
**Project Dates:** September 2006 / July 2011
- (4.) **Maryland Transportation Authority (MDTA)  
I-95 Express Toll Lanes (ETL) Section 100 - (I-95/I-695 Interchange), Baltimore County, MD (\$450M)**  
*Deputy Design Manager.* Responsible for the preliminary and final design for the I-95/I-695 interchange which is part of the \$875 million I-95 ETL Section 100 mega project which involves 3 major interchanges and interstate design. Mr. Schaub participated in the supervision of the design of highways, bridges, retaining walls, utility relocations, geotechnical program and drainage facilities. The design team consisted of a staff of over 100 from several design firms. The I-95/I-695 interchange design involved 11 lane-miles of I-95, 12 lane-miles of I-695, 1 lane-mile of local roads and 16 lane-miles of ramps, 22 bridges, 30 retaining walls, 6 noise barriers and 5 culverts. Environmental elements included stream restoration assessment, environmental construction monitoring and design for Stemmer's Run; drainage; ESC; SWM; and H/H modeling. The projects geotechnical subsurface exploration program included obtaining more than 500 borings.  
**Firm:** Johnson, Mirmiran & Thompson, Inc.  
**Project Dates:** April 2005 / April 2011
- (5.) **District Department of Transportation (DDOT)  
11<sup>th</sup> Street Corridor (Design-Build), Washington, DC (\$260M)**  
*Lead QA for Structures.* Responsible for implementing QA/QC plan as it relates to structures for this project which includes three new major continuous steel multi-girder bridge crossings of the Anacostia River and two complex interchanges. Bridges include a 5-span 866 foot long bridge, a 5-span 926 foot long bridge and a 10 span 1650 foot long bridge. Spans range up to 234 feet for the main span over the River. In addition, several existing bridges are being rehabilitated for use in the new interchanges.  
**Firm:** Johnson, Mirmiran & Thompson, Inc.  
**Project Dates:** April 2009 / May 2013

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a.	Name & Title: <b>Roger Lant</b> Project Manager
b.	Project Assignment: Construction Manager
c.	Name of Firm with which you are now associated:  <b>Jessup, MD</b>
d.	Years experience: With this Firm <b>10</b> Years With Other Firms <b>5</b> 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.):  <b>Cherry Hill Construction, Inc.</b> <b>Start Date:</b> 1/02 <b>End Date:</b> Present <b>Position:</b> Construction Manager <b>Responsibilities:</b> Principal responsibility for the Construction of Design-Build and Design-Bid-Build projects for VDOT, FHWA-EFLHD, MSHA, MTA.  <b>Brise Construction UK</b> <b>Start Date:</b> 5/01 <b>End Date:</b> 1/02 <b>Position:</b> Temporary Site Engineer <b>Responsibilities:</b> Supervised Construction of the £4 million rock armor structures portion of a £10 million 1.5 km roadway project.  <b>Carl Bro Group, UK</b> <b>Start Date:</b> 12/99 <b>End Date:</b> 2/01 <b>Position:</b> Graduate Engineer <b>Responsibilities:</b> One year training from Balfour Beatty as part of on-going training to gain chartered status. Carrying out detailed design of concrete composite bridges. Inspection and assessment of bridges including supervision of site investigation works. Conceptual design at tender stage of bridges and retaining walls. Supervising production of working drawings and reinforcement schedules.  <b>Balfour Beatty, UK</b> <b>Start Date:</b> 6/96 <b>End Date:</b> 12/99 <b>Position:</b> Graduate Engineer <b>Responsibilities:</b> Supervising construction of steel composite bridges, roadways and auxiliary structures. Member of safety working group formed to improve site safety.
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <ul style="list-style-type: none"><li>▪ Heriot-Watt University, Edinburgh, UK / Bachelor of Science (Hons) / 1998 / Civil Engineering</li></ul>
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: Virginia DCR Responsible Land Disturber No. 30087 VDOT Erosion and Sediment Control Contractor Certification No. 4543C
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"><li>1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each assignment.</i></li></ol> <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b>

(1.) **Federal Highway Administration (FHWA) – Eastern Federal Lands Highway Division (EFLHD)/ Virginia Department of Transportation (VDOT), Fairfax County Parkway (FCP), Phases I/II & IV (Design-Build), Springfield, VA (\$112.5M)**

*Construction Manager.* Primary point of contact for all project construction activities on this “Best Value” \$112.5 M project. Mr. Lant is supervised a staff of engineers, superintendents, foreman, operators, laborers and other specialty craft. He Managed all subcontractors and vendors. As the Construction Manager, he ensures strict adherence to the Quality Control program by managing an independent Quality Control Program. The Parkway project includes 4 major highway bridge structures, highway and local ramps and interchanges, more than 2.7 miles of roadway construction, utility relocation, stringent environmental concerns and stormwater management practices, a critical ordnance safety and removal program, and an extremely aggressive construction schedule. His efforts directly resulted in the on time, on budget, safe and high quality delivery of this key Northern Virginia project. Mr. Lant served on the VA Mega Projects Community Resource Board during the performance of this project and **received a “Star Partner” award for his exceptional dedication, teamwork, and professionalism in support of the project's goals by the NGA and USACE.** This project also received the 2011 ACEC VA Honor Award for Excellence in Engineering Design.

**Firm:** Cherry Hill Construction, Inc.

**Project Dates:** October 2008 / September 2010 (Phase I/II) and October 2008 / July 2011 (Phase IV)

(2.) **Maryland State Highway Administration (MSHA), MD 5 (Branch Avenue) over I-95/I-495 (Capital Beltway), Prince George’s County, MD (\$32.9M)**

*Construction Manager.* Responsible for supervision of all field activities for this \$32.9M construction project encompassing 1.75 miles of MD 5 and I-95/I-495 and 2.25 miles of interchange ramps in this highly travel corridor. Major components of this project include the construction of two semi-direct flyover ramps, five bridges, four MSE walls and a reinforced earth slope. He was also responsible for schedule management and by partnering with the Owner to implement sequencing improvements, MOT plan revisions and E&S revisions was able to complete the project 8 months ahead of schedule.

**Firm:** Cherry Hill Construction, Inc.

**Project Dates:** April 2006 / November 2008

(3.) **Maryland Transit Administration (MTA) Light Rail Double Track Section 1-4, Baltimore Metropolitan Region (\$19.9M)**

*Construction Manager.* Responsible for this \$19.9M project consisting of the installation of approx. 6 miles of new track adjacent to the existing single track. The construction entailed the mass excavation for the new track alignment, installation of approx. 20,000 LF of storm drainage systems, 40,000/LF of conduit for signal systems, import of 120,000-plus tons of sub-ballast/ballast and installation of 6 miles of track and special track work. The project was located in a tight ROW, with the following restrictions: major highways, housing communities, and challenging topographic conditions. It became necessary to add 5 retaining walls/designed slopes to the scope of the contract. CHC partnered with PRW/MTA to achieve the design requirements while minimizing the increase in project cost; this entailed simultaneous constructability reviews of walls as they were being designed. MTA determined it would be to the benefit of the System to minimize the construction duration; therefore CHC compiled a proposal to reduce the project completion by more than 1 year utilizing an extended rail shutdown. .

**Firm:** Cherry Hill Construction, Inc.

**Project Dates:** October 2003 / November 2006

# ATTACHMENT 3.3.1

## KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title:	<b>Gary R. Miller, P.E.</b> Chief Structural Engineer
b. Project Assignment:	Lead Structural Engineer
c. Name of Firm with which you are now associated:	 <b>JOHNSON, MIRMIRAN &amp; THOMPSON</b> <i>Engineering A Brighter Future®</i> Sparks, MD
d. Years experience: With this Firm <b>28</b> Years With Other Firms <b>8</b> 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.):
<b>Johnson, Mirmiran &amp; Thompson, Inc.</b>	
<b>Start Date:</b> February 1997	<b>End Date:</b> Present
<b>Position:</b> Senior Vice President/Chief Structural Engineer	
<b>Responsibilities:</b> Chief Structural Engineer for all JMT's Offices. Responsible for managing and coordinating the major structural and transportation projects throughout JMT.	
<b>Johnson, Mirmiran &amp; Thompson, Inc.</b>	
<b>Start Date:</b> February 1991	<b>End Date:</b> February 1997
<b>Position:</b> Vice President/Senior Structural Engineer	
<b>Responsibilities:</b> Responsible for managing and coordinating the major structural and transportation projects in Maryland and Pennsylvania.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	<ul style="list-style-type: none"><li>▪ Trine University, Angola, IN - BSCE/1975/Civil Engineering</li><li>▪ Dale Carnegie Management Training</li></ul>
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	<b>2011/Virginia Registered Professional Engineering No. 0402 048752</b> Also registered in DC, FL, MD, NC, PA and WV
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<ol style="list-style-type: none"><li>1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each assignment.</i></li></ol> <p><b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b></p>
(1.)	<b>Federal Highway Administration (FHWA) – Eastern Federal Lands Highway Division (EFLHD)/ Virginia Department of Transportation (VDOT), Mark Center Short and Mid-Term Improvements (Design-Build), Alexandria, VA (\$7.6M)</b> <i>Lead Structural Engineer.</i> This project is adjacent to the Seminary Road interchange with I-395. BRAC is bringing approximately 6,400 BRAC new jobs to the new Mark Center Complex that will include the Washington Headquarters Service agencies and as well as a number of other DOD agencies. Mr. Schaub is responsible for executing the design and QA/QC program of this D-B project, which includes roadway and intersection improvements. This project has an extremely aggressive schedule to address the tremendous growth in the area and address the complex transportation issues experienced by the increase in traffic volumes.
<b>Firm:</b> Johnson, Mirmiran & Thompson, Inc. <b>Project Dates:</b> April 15, 2012 and July 12, 2013	

- (2.) **District Department of Transportation (DDOT)  
11<sup>th</sup> Street Corridor (Design-Build), Washington, DC (\$260M)**  
*Lead Structural Engineer.* Responsible for overseeing all aspects of the structural design component for the design-build team. This \$260 million dollar Interstate project includes three new major continuous steel multi-girder bridge crossings of the Anacostia River and two complex interchanges. Supervised a staff of over 40 structural engineers and CADD technicians involving 3 design firms and provided daily coordination with the contractor. These bridges include a 5 span 866 foot long bridge, a 5 span 926 foot long bridge and a 10 span 1,650 foot long bridge. Spans range up to 234 feet for the main span over the Anacostia River. The bridges over the Anacostia River utilized prestressed concrete cylinder piles for the piers. The other piers and abutments were supported on H-pile footings. Two bridges will carry vehicular traffic over CSXT tracks. Several existing bridges were rehabilitated by replacing the superstructure and repairing the substructures. The design team was also responsible for the review of the contractor's steel erection plans including those involving multi-span curved girders and existing structure demolition plans.
- Firm:** Johnson, Mirmiran & Thompson, Inc.  
**Project Dates:** April 2009 / May 2013
- (3.) **Federal Highway Administration (FHWA) – Eastern Federal Lands Highway Division (EFLHD)/  
District Department of Transportation (DDOT), 9<sup>th</sup> St. Bridge Replacement over CSXT and Amtrak  
Rail and New York Avenue (Design-Build), Washington, DC (\$51M)**  
*Designer of Record.* Responsible for the complete replacement of the existing 7-span structure with a 4-span steel plate girder bridge using a hybrid design with Grade 50 and 70 weathering steel. JMT developed the plans for removing the existing girders in multiple phases to minimize disruptions to the rail traffic below. In addition, JMT developed the plans for erecting the new structural steel girders. The project also included the reconstruction of over 1,100 feet of New York Avenue, realignment of the Mt. Olivet, 9th Street and Brentwood Parkway intersection, reconstructed drainage system, SWM, surveys, E&S control, signals, utility relocations and lighting. JMT developed and provided presentations and displays for community and ANC meetings in addition to creating/maintaining a project website.
- Firm:** Johnson, Mirmiran & Thompson, Inc.  
**Project Dates:** September 2006 / July 2011
- (4.) **Federal Highway Administration (FHWA) – Eastern Federal Lands Highway Division (EFLHD)/  
District Department of Transportation (DDOT). Taylor St. Bridge Replacement over WMATA and  
CSXT and Brookland Avenue (Design-Build), Washington, DC (\$10.9M)**  
*Designer of Record.* Responsible for the design of a new 2-span 294-foot long haunched steel plate girder structure carrying four lanes of traffic and two sidewalks. Mr. Miller, along with JMT's D-B construction partner came up with some innovative approaches to this challenging bridge replacement over Brookland Ave, as well as WMATA and CSXT railroad tracks. To lengthen spans and eliminate piers in railroad ROW, hybrid I-girders were designed using 50 and 70 ksi steel. The bridge length was reduced by using MSE walls to support the approach roadways while staying within very tight ROW constraints. Aesthetics included granite-faced curbs, ornamental light poles, fencing and railings and a stone-like finish on retaining walls. Other work included the replacement of a failed retaining wall, drainage, utility and signal improvements. Developed and provided presentations/displays for community and ANC meetings.
- Firm:** Johnson, Mirmiran & Thompson, Inc.  
**Project Dates:** December 2003 / November 2006
- (5.) **Maryland State Highway Administration (MSHA)  
I-95/I-495/I-295, Interchanges (Woodrow Wilson Bridge), Prince George's County, MD (\$255M)**  
*Lead Structural Engineer.* Responsible for the design of numerous structures for this multi-level interchange constructed over several contracts including eight I-95 mainline bridges, sixteen ramp bridges, three pedestrian trail bridges, thirty-one permanent retaining walls and six temporary retaining walls. Supervised a staff of over 50 structural engineers and CADD technicians involving 3 design firms. The bridge types ranged from single span prestressed concrete AASHTO girders to multi-span curved steel plate girder structures with several over 1,400 feet in length. Several bridges required integral steel pier caps to obtain required horizontal and vertical clearances. The bridge piers and abutments were supported on H-pile foundations. The design team was also responsible for the review of the contractor's steel erection plans including those involving multi-span curved girders and existing structure demolition plans. Two-stage and temporary MSE walls were used for staged construction during and between construction contracts. The project received many awards of excellence and achievement from many professional organizations including APWA, ASCE, ACEC/MD and MdQI.
- Firm:** Johnson, Mirmiran & Thompson, Inc.  
**Project Dates:** September 1998 / December 2008

# ATTACHMENT 3.3.1

## KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title:	<b>Susan Sharp</b> Senior Outreach Specialist
b. Project Assignment:	Public Relations Manager
c. Name of Firm with which you are now associated:	 <b>Sharp &amp; Company, Inc., Rockville, MD</b>
d. Years experience: With this Firm <u>29</u> Years With Other Firms <u>9</u> Years	<b>Sharp &amp; Company, Inc.</b> <b>Start Date:</b> December 1981 <b>End Date:</b> Present <b>Position:</b> <b>President</b> Responsibilities: Ms. Sharp founded and runs Sharp & Company, handling overall firm administration, strategic direction, project management, new business, administrative, copywriting, and design support functions.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	▪ The American University, Washington, DC - BA/1973/Graphic Design
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<p>(1) <b>Fairfax County Department of Transportation (FCDOT), Transit Development Plan Public Outreach, Fairfax County, VA (\$85,000)</b> <i>Public Relations Manager.</i> Ms. Sharp collaborated with the FCDOT's staff and the planning team to devise a public communications strategy and plan designed to obtain maximum attendance at Transit Development Plan community meetings and build supervisor support. This entailed performing a thorough assessment of existing communications, developing a plan and process for utilizing current and new outreach efforts, and crafting a message to generate public awareness. Ms. Sharp recommended several innovations that Fairfax had not previously considered. These included building a comment form into the website to encourage citizen comments and promoting public meetings through Twitter and Facebook. The value of these communication channels was confirmed when attendees mentioned that they had heard of the meeting through social networking sites.</p> <p>Conducted a literature review of industry best practices and interview peer operators regarding their protocols for disseminating emergency information to the public. Ms. Sharp work included serving as project manager, developing a technical memorandum highlighting industry best practices for communicating emergency information to the public and identified the practices followed by seven transit agencies, including Washington WMATA, Los Angeles County Metropolitan Transit Authority (LAMTA), Massachusetts Bay Transit Authority (MBTA), Ride-On, New York Metropolitan Transit Authority (NYMTA). Based on these practices,</p> <p>Ms. Sharp developed recommendations for Fairfax County. Interviewed peer operators regarding their protocols for developing and distributing marketing materials to the public. Ms. Sharp work included serving as project manager, developing a technical memorandum identifying the practices followed by seven transit agencies, including WMATA, LAMTA, MBTA, Ride-On, and NYMTA. Based on these practices and professional experience, Ms. Sharp developed recommendations for Fairfax County's marketing and reviewed the marketing materials for the Fairfax Connector, including timetables, signage, brochures, flyers, and broadcast materials and recommended modifications.</p> <p style="text-align: right;"><b>Firm:</b> Sharp &amp; Company, Inc. <b>Project Dates:</b> October 13, 2009 to June 1, 2010</p>

(2.) **Virginia Department of Transportation (VDOT), I-66 Inside the Beltway Multimodal Study, Fairfax, VA (\$280,000)**

*Public Relations Manager.* She was responsible developing the public outreach strategy and overseeing all aspects of implementation, including website development, visual materials, branding, fact sheet writing and production, and the coordination of public meetings and stakeholder interviews.

**Firm:** Sharp & Company, Inc.  
**Project Dates:** June 1, 2012 to Present

(3.) **Virginia Department of Rail and Public Transportation (DRPT), Rail Plan, Statewide, VA (\$75,000)**

*Public Relations Manager.* To help build support for its ambitious rail program, DRPT engaged Ms. Sharp to craft a new document. Working from a technical document created to meet Federal Railroad Administration requirements, Ms. Sharp worked closely with DRPT to devise a strong message and purpose to this document, one that would resonate with stakeholders and the public. Based on that, she rewrote and oversaw redesign of the text, emphasizing the narrative value and story that addressed the Commonwealth's rail needs. Ms. Sharp repurposed material for public meetings, creating PowerPoint presentations and writing text for other meeting materials. The report was cited by AASHTO in its best practices for communicating about rail plans. Based on the success of the Statewide Rail Plan, Ms. Sharp was again asked to craft a public document based on numerous planning studies, analyses, and presentations that had been developed. Working closely with DRPT, Ms. Sharp devised a structure and theme, and then wrote the copy for the document.

**Firm:** Sharp & Company, Inc.  
**Project Dates:** November 25, 2009 to June 10, 2010

(4.) **District Department of Transportation (DOT), Circular Transit Development Plan, Washington, DC (\$72,946)**

*Public Relations Manager.* Ms. Sharp developed and implemented the public engagement plan for route expansion. An integral part of the transportation planning process, the engagement plan has successfully built stakeholder support among varied constituents for new route considerations. To facilitate research and develop strategic goals, Ms. Sharp hosted Community Advisory Panel and Public meetings to brainstorm high-level themes regarding what the Circulator should aim to achieve. Because constituent groups had been provided an opportunity to share their concerns and be listened to, the new routes selected were embraced by the public with no backlash.

**Firm:** Sharp & Company, Inc.  
**Project Dates:** May 19, 2010 to April 4, 2011

(5.) **Chesterfield County, Comprehensive Plan, Chesterfield County, VA (\$54,448)**

*Public Relations Manager.* In support of the work of creating a new Comprehensive Plan, Ms. Sharp developed a public outreach strategy and plan that tied public outreach activities to the project milestones. As overall project manager, Ms. Sharp coordinated with Chesterfield's Public Affairs office, as well as the County's Planning and Technology Departments, to ensure that the public had access to materials and processes over an 18-month planning process period. Strong branding and messaging provided unified communications. Special attention was given to devising the site architecture, writing content and providing graphics, and assuring accessibility and easy navigation of the project website. Improvements Ms. Sharp offered include shortening lengthy copy, adding bullet points and links where possible, adding video, and devising interactive features to increase citizen participation, and providing Facebook and Twitter access. Ms. Sharp worked with Chesterfield on a regular basis to update the site to keep information fresh and accurate and the process transparent. In addition, Ms. Sharp wrote a regular newsletter, "Today, Tomorrow, Together," that engaged a wide range of community groups, businesses, homeowner associations, church groups, and the public. Aimed at fostering public participation "Today, Tomorrow, Together" maximized Chesterfield's outreach and reached traditionally under represented and non-participating populations.

**Firm:** Sharp & Company, Inc.  
**Project Dates:** July 14, 2009 to April 1, 2011

# 3.4.1

## Work History Forms (Lead Contractor and Designer)



A Tutor Perini Company

**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
<b>(1.) Fairfax County Parkway (FCP), Phases I/II &amp; IV (Design-Build)</b>  Springfield, VA		<b>Federal Highway Administration                      Eastern Federal Lands Hwy. Division</b> 21400 Ridgetop Circle Sterling, VA 20166-6511 <i>Mr. Robert Morris</i> T 703.404.6302 F 703.404.6217 E <a href="mailto:robert.morris@fhwa.dot.gov">robert.morris@fhwa.dot.gov</a>	September 2010 Phase I/II  July 2011 Phase IV	September 2010 (Phase I/II) (Actual)  July 2011 (Phase IV) (Actual)	\$73,756 Contract Value (Excludes Owner's Option #3 and Phase IV)	\$112,416 Contract (Final) Value (Includes Owner's Option #3 and Phase IV)	\$112,416

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

The EFLHD, as the representative for VDOT/U.S. Army Garrison Fort Belvoir, selected the CHC/JMT D-B Team as providing overall best value for this D-B project. The CHC/JMT Team used innovative construction and design methods during the Phase I/II bid procurement that resulted in savings to VDOT of approximately \$20M when compared to design and construction cost submitted by other offerors based on their less innovative designs. Our team provided full QA/QC Services for this Project. The 4-lane divided limited access highway completed the missing connection of the Fairfax County Parkway to I-95 and provides critical access to the National Geospatial-Intelligence Agency's (NGA) facility at Fort Belvoir EPG. To meet the requirements of BRAC the Fairfax County Parkway project had an extremely aggressive schedule of 750 calendar days to design, permit, relocate utilities, and construct the parkway. The design team initiated design upon notice of award beginning in Oct. 2008 and delivered approval for constr. plans that allowed constr. of the western end (west of Accotink Creek) of the project to commence in April 2009. Full plan approval for the remainder of the contract was received on August 2009, approximately 3 months ahead of schedule. This accelerated design schedule allowed earlier construction starts that enabled the opening of Phases I/II on Sept. 20, 2010, nearly a month ahead of scheduled. The project corridor begins at Rolling Road/Franconia-Springfield Parkway and proceeds southeastward on a new alignment and ends just east of Fullerton Road. The design included a new interchange at Fairfax County Parkway and Barta Road for access to West North Loop Rd (NGA interior roadway network) within the new NGA facility. Extensive design collaboration/coordination with the U.S. Army for this access point was required and included coordination for security lighting, overheight vehicle detection, geometry/utility connections. A majority of this roadway was located on the southern portion of the EPG. The work involved in the Parkway included: grading, drainage and paving, six new bridges, one bridge widening, two noise walls, lighting, traffic signals, landscaping, signing/stripping and extensive environmental services.



The environmental challenges were further complicated by the fast-track schedule, involvement of multiple stakeholders, and complex environmental and regulatory issues. The Fairfax County Parkway alignment cut through EPG and crossed five former firing ranges and testing sites including three Resource Conservation and Recovery Act (RCRA) sites that had significant groundwater and soil contamination, and stringent Land Use Controls required by an EPA Consent Order to protect human health and the environment. Design services included a comprehensive investigation of the nature and extent of the contamination on several of these areas, including groundwater modeling to evaluate the impact of construction on the fate and transport of multiple contaminated groundwater plumes. The project also included widening of I-95 to accommodate a new exit lane designed as a certified Defense Access Road (DAR) that provides direct access to the NGA. The CHC/JMT D-B Design Team completed the following work, as directed by the EFLHD:

- **Base Option** – Design of a 4-lane divided, limited access highway, designed to facilitate future widening to 6-lanes within the project ROW; Relocation of portions of Rolling Rd; Interchange at Fairfax County Parkway with Barta Road; New Bridges at Fullerton Road, Accotink Creek/Barta Road; and multipurpose trail alongside a portion of the road.
- **Option No. 1** - Constr. of Ramp A/Loop D at the Barta Road Interchange.
- **Option No. 2** - Provided an access road for approximately 1.0 mile beginning at the existing exit ramp connecting Southbound I-95 to Westbound Fairfax County Parkway to a new alignment to the West South Loop Road (DAR), included widening of existing Bridge 675.
- **Option No. 3** - Consisted of constructing Ramp C of the Boudinot Drive interchange. This ramp was approximately 0.3 miles long and provides access from Fullerton Road to Southbound Fairfax County Parkway.
- **Phase IV** was completed in July 2011 and provides access to Northbound Fairfax County Parkway from Boudinot Drive by extending Boudinot Drive beneath the Parkway and constructing Loop B. This project also provides a connection from Fairfax County Parkway Northbound to Boudinot Drive via Ramp B; and access from Southbound Fairfax County Parkway to Boudinot Drive via Ramp D and a new bridge crossing Accotink Creek. It is important to note that our change management systems enabled our D-B Team to expeditiously provide VDOT and the EFLHD the necessary information (designs, cost estimates, and schedule analysis) that resulted in the Project to securing \$22.8 M of ARRA funds to add Phase IV.



Throughout the performance of this project, the CHC/JMT Team gained significant experience that will be relevant to the I-395 HOV project including but not limited to; using over the shoulder meetings with Steve Bates of VDOT to expedite submission and approvals of design waivers and exceptions, coordination of designs where interfacing I-95 with Tim Lewis of FHWA, obtaining DCR waiver for construction access of regulated waterway, performing public outreach including working with VDOT and impacted communities to resolve sensitive issues (such as revising a planned detour routes), coordination of design, construction, and MOT closures with VA Mega Projects GEC, coordination for the relocation of impacted utilities, and participated in VDOT Mega Projects Community Resource Board. This project required our team to provide full QA/QC services and as a part of lessons learned our QA/QC program is being revised to require interim inspections of underground systems (such as under-drain) prior to installation of permanent roadway surface.

Additionally the CHC/JMT met all the VDOT DBE and SWaM goals for the project. Based on their successful performance on the Parkway Project are proposing both TLB Associates and EEE Consulting as members of our Team for I-395 HOV Ramp.

**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
<b>(2.) 9<sup>th</sup> Street Bridge Replacement over New York Avenue and Amtrak and CSXT Railways (Design-Build)</b>  Washington, DC		<b>Federal Highway Administration Eastern Federal Lands Hwy. Division</b> 21400 Ridgetop Circle Sterling, VA 20166-6511 <i>Mr. Ken Atkins</i> T 703.404.6307 F 703.404.6217 E <a href="mailto:kenneth.atkins@fhwa.dot.gov">kenneth.atkins@fhwa.dot.gov</a>	July 2010	May 2011 (Actual) (Project Extended at Owners Request)	\$43,960 Contract Value	\$58,444 Contract (Est.) Value	\$58,444 Contract Value (Owner increased scope by adding ROW acquisition and Rail Road services by Amtrak and CSX-T to the D-B contract)

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

The Federal Highway Administration-Eastern Federal Lands Highway Division (EFLHD) representing the District Department of Transportation (DDOT) selected the team of Cherry Hill Construction, Inc. (CHC) and Johnson Mirmiran & Thompson, Inc. (JMT) for this challenging \$51M D-B project. The project required the design and construction of a completely new four span structure over CSXT and Amtrak rail facilities and New York Ave on a parallel alignment with the existing 7-span structure. The project also required the full depth reconstruction and widening of 1,700 feet of New York Ave along with the realignment and construction of three new signalized intersections. Complete removal of the existing structure occurred after the traffic was set in its final configuration. Project phasing allowed vehicular and pedestrian traffic free movement throughout the project, during both construction and demolition, which was an important goal of the Owner.

The Team was issued Notice to Proceed on September 6, 2006 and completed its 100% design milestone approximately one-month ahead of schedule. Construction was able to begin in advance of the August 2009 scheduled date. The Project mandated a community outreach program, which the Design-Build team had embraced through the establishment of a project website, community meetings, and an extensive aesthetic content program. Like previous EFLHD projects, the Team had formed a partnering agreement with DDOT, EFLHD and CSXT, but added to this list the United States Postal Service, Amtrak and the DC Water as significant stakeholders. These stakeholders were essential to the acquisition of easements and property transfers for the construction of the project. In support of the Owners property needs, the Team performed all Title Searches, Assessments, Plat preparations, and assisted with the assembly of agreements and closing services.

The project Owner was also concerned with the aesthetic design of the structure and minimizing impacts to the community by reducing construction time. To address these critical concerns, the Team focused on achieving an elegant, streamlined bridge with numerous architectural enhancements along with an aesthetic development program lead by a local area artist specializing in urban streetscape design. The program allowed the Owner to work with the artist to develop a design, adding or deducting elements at will, all the while maintaining their budget. CHC's knowledge of Amtrak operations minimized time impacts. The Team's experience with Amtrak procurement regulations gave early recognition to the relocation of electrical traction facilities attached to the existing bridge girders. To advance construction, CHC accelerated the project schedule by acquiring the necessary Amtrak materials without profit. In addition, a creative demolition sequence allowed the girder span holding the electrical traction elements to remain in place during the construction of all piers and abutments, thereby allowing construction to commence in advance of the one-year duration Amtrak quoted to perform the relocations.

A project of this magnitude involved ongoing and interactive coordination with all utilities and public traffic. Along with utilities within the right of way such as DC Water, Washington Gas, PEPCO, MCI and Amtrak and CSXT Railroads, the project sees an average of 60,000 vehicles on New York Avenue and 24,000 vehicles on 9<sup>th</sup> Street. Maintaining this volume of traffic mandated seven (7) major traffic phases to accommodate peak rush-hour volumes without impact.

During the performance of the D-B Team the owner added two major scope of work items to the contract. The first required the D-B Team to perform services necessary for the Owner to acquire the Right of Way (ROW) needed for the project. This required the D-B Team to perform all title services, draft agreements and make direct payment to all property owners for the physical acquisitions. It is important to note that our design and construction was within the proposed ROW; however, the Owner recognized that the D-B Team was capable of acquiring the ROW in an expedited manner. The second major change included the Owner adding the Permanent Amtrak ET Modifications as well as management of the watchperson and inspection services provided by Amtrak and CSXT.

Throughout the performance of this project, the CHC/JMT Team gained significant experience that will be relevant to the I-395 HOV project including but not limited to; providing a turn-key QA/QC program, developing and installing systems to manage quantity and quality of storm water in an urban interchange with limited ROW, establishing a formal public outreach program, coordinating the relocation of significant utilities and constructing a major bridge structure within a highly traveled urban interchange while minimizing the impact to local residents and the traveling public.



**Assisting the CHC/JMT Team on this project was Thomas L. Brown Associates, P.C. who is a member of our proposed team for I-395.**

**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
<b>(3.) I-95 Express Toll Lanes Section 100 Corridor:</b> KH 1501-000-006 I-895 Northbound GP Bridge over I-95, Moravia Road and Moravia Park Drive Baltimore County, MD		<b>Maryland Transportation Authority</b> I-95 GEC Partners 8019 Corporate Drive, Suite F <i>Mr. Grandon Tobery</i> <i>Construction Project Manager</i> T 410.931.0808 F 410.931.4110 E <a href="mailto:gradon.tobery@stvinc.com">gradon.tobery@stvinc.com</a>	October 2008	December 2008 (Actual)	\$53,762 Contract Value	\$55,200 Contract (Final) Value	\$55,200 This was a unit price contract and overall value was increased due to increased quantities of work measured and performed.

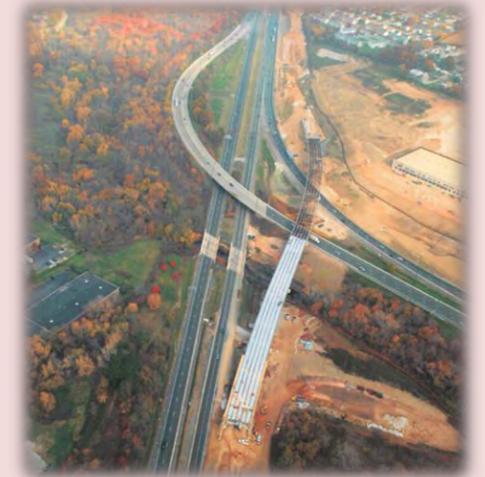
**h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they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

Extensive highway widening and bridge construction project along the primary interstate artery on the East Coast of the United States. CHC provided construction services on this \$55.3M project extending 1.2 miles from south of the I-895 Moravia Road Interchange in Baltimore City to north of the I-95 Interchange in Baltimore County. The main purpose of this project was to provide a 1,400 LF 6-span flyover bridge carrying two new I-895 NB lanes over Moore's Run and the realigned I-95, merging with I-95 NB from the right (previously the merge was on the left). The new I-895 NB roadway has two 12' travel lanes with a 10' left shoulder and a 12' right shoulder. The realignment of I-895 and I-95 also required the phased removal and replacement of two 250 LF multi-span local road bridges over I-895.

Other components of the project included:

- Multi-phased MOT to allow continuous traffic on I-895 (ADT of over 69,600) and I-95 (ADT of over 178,000) as well as two local overpasses during all construction phases.
- Over 150,000 CY of excavation and embankment construction included removal of contaminated material.
- New bridges utilizing driven H-pile foundations, rock sockets, MSE walls, cast-in-place footings, abutments and piers, fabricated structural steel plate girders, and cast-in-place deck, parapets and approach slabs.
- Design-build retaining wall utilized top-down construction and comprised of H-pile, lagging with drainage system and grouted tendon tie-backs (approx. 100 each), with an architectural cast-in-place concrete facing.
- One new noise wall (approximately 30,000 SF) required 1,745 LF of drilled shaft foundations.
- 6,500 LF of various dia. (15" to 54") storm drain and structures included two jack and bore installations.
- Relocated an existing bridge mounted 12" dia. waterline.
- Constructed three new stormwater management facilities.
- Reconstructed I-895 NB and SB required over 56,000 tons of asphalt concrete.
- Reconstructed Moravia Road, Moravia Park Drive and associated ramps with full depth PCC pavement.
- Removed over 7,060 LF existing traffic barrier and installed of approx. 10,600 LF of new barrier.
- Installed E&S control necessary for the construction and stabilization of the above described improvements.
- Landscaping, signing, pavement markings and lighting utilized street and high mast poles.
- Formally Partnered by CHC, General Engineering Consultants (GEC), and MDTA.

JMT's Involvement with I-95, Section 100 Project - Developed the planning and preliminary design throughout the entire I-95, Section 100 from I-895 (N) to 2.7 Miles North of MD 43 and final design of the I-95/I-695 Interchange. This \$875 million project involved 3 major interchanges and interstate design which implements the latest technologies in Traffic and ITS Management. JMT performed the scheduling, construction engineering and inspection services for MDTA at the I-95/I-895 Interchange as well as construction engineering to CHC.



**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

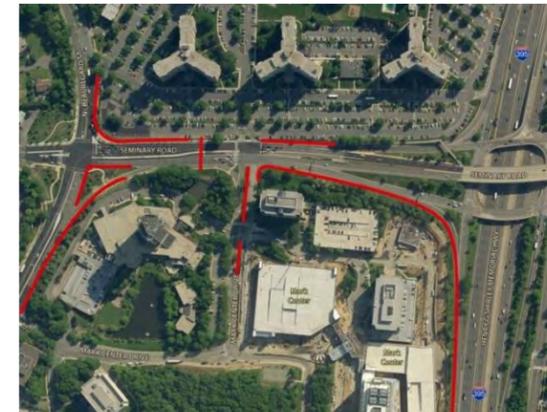
a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
<b>(1.) Mark Center Short and Mid-Term Improvements (Design-Build)</b>  Alexandria, VA		<b>Federal Highway Administration Eastern Federal Lands Hwy. Division</b> 21400 Ridgetop Circle Sterling, VA 20166-6511 <i>Mr. Robert Morris, P.E.</i> T 703.404.6302 F 703.404.6217 <a href="mailto:robert.morris@fhwa.dot.gov">robert.morris@fhwa.dot.gov</a>	May 2013 (Original)	July 2013 (Estimate)	\$7,687 Contract Value (Original)	\$7,687 Contract Value (Estimated)	\$984 Design Fee

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

The D-B Team of JMT and Cherry Hill Construction, Inc. were selected as the best value team for the \$7.6M design-build project by the Federal Highway Administration – Eastern Federal Land Highway Division (EFLHD) in collaboration with the Virginia Department of Transportation (VDOT), the U.S. Department of Defense (DOD) and the City of Alexandria, VA. **JMT as the prime designer will be perform design work from our headquarters in Sparks, MD and Herndon, VA.**

The design and construction of the short and mid-term infrastructure improvements associated with the Mark Center Complex located in Alexandria, VA at the intersections of Mark Center Dr. with Seminary Road and North Beauregard Street; adjacent to the Seminary Road Interchange with I-395. The Mark Center project is the BRAC identified location for the Washington Headquarters Service relocation, as well as a number of other DOD agencies, and is currently considered to be part of Fort Belvoir. The Mark Center Complex is expected to bring a maximum of approximately 6,400 new jobs to Alexandria with full completion and deployment of personnel. This tremendous growth in the area results in the need to implement short and mid-term improvements to address the complex transportation issues experienced by the increase in traffic volumes. These improvements will support the long term solution, identified by VDOT for the proposed HOV Ramp at Seminary Road with the I-395 Northbound Auxiliary Lane Extension projects under a future contract. This contract will include the following short and mid-term improvements:

- a) **Seminary Road & I-395S Off Ramp** - Widen the Seminary Road W.B. approach and gore area from the rotary to the Mark Center Avenue intersection from one to two lanes. Restripe the W.B. Seminary Road flyover to allow one through lane on Seminary Road and one left turn lane into Mark Center.
- b) **Seminary Road Turn Lane** - Widen Seminary Road to provide a dedicated right turn lane from Westbound Seminary Road to Southern Towers.
- c) **Seminary Road/North Beauregard Street Intersection** - Widen Westbound Seminary Road to provide a deceleration lane and widen Northbound Beauregard Street to provide an acceleration lane for the westbound to Northbound right turn lane.
- d) **Seminary Rd./Mark Center Avenue Intersection** - Widen the Eastbound Seminary Road approach to Mark Center Avenue to allow three through lanes. Widen the Northbound Mark Center Avenue approach to four lanes to allow one left turn lane, one shared through/right turn lane and two right turn lanes.
- e) **N. Beauregard St. Turn Lane** - Widen Northbound Beauregard Street between Mark Center Avenue and Seminary Road to provide a dedicated right turn lane at the Northbound approach to Seminary Road after the direct connect ramp from Northbound Beauregard Street to Eastbound Seminary Road.
- f) **I-395S On-Ramp** - Widen Eastbound Seminary Road and the southbound I-395S on ramp from Mark Center Avenue to the ramp meter signal to provide a continuous two lane ramp from Seminary Road to the ramp meter. Restripe the Southbound ramp connection from the rotary to provide a merge into the two lane ramp from Eastbound Seminary Road.



The CHC/JMT Team have offered time and cost saving ideas to EFLHD and VDOT as we have successfully done on other recently completed BRAC related design-build projects. Some of these elements include:

- Leverage recently completed experience working in locations with similar or higher ADTs.
- Detailed schedule that includes innovative design enhancements to ensure we meet the September 1, 2012 deadline for Short-Term Improvements.
- Recent proven relationships between the CHC/JMT Utility Coordinator and on-site utilities, which will expedite utility relocations.
- Long standing quality relationships with project stakeholders and a proven commitment to partnering.
- In-depth experience with EFLHD, VDOT, DOD and the City of Alexandria's design and construction standards, specifications and details.
- **Ability to complete the project by July 12, 2013, instead of the stipulated October 2013 date will reduce the overall impact to travelling public by three months.**

**Assisting the CHC/JMT Team on this project are CTI, Consultants, Inc.; EEE Consulting, Inc.; and Thomas L. Brown Associates, P.C. These same team members are being proposed for the VDOT I-395 HOV Long-Term project. Maintaining our Team provides a consistent knowledgeable team ready to hit the ground running and capable of addressing complex issues associated with the I-395 HOV project.**

**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
(2.) 11 <sup>th</sup> Street Corridor (Design-Build)  Washington, DC		<b>District Dept. of Transportation</b> 1800 Duke Street, Suite 200 Alexandria, VA 22314 <i>Mr. Ronaldo T. Nicholson, P.E.</i> T 202.671.4691 F 202.671.4710 E <a href="mailto:ronaldo.nicholson@dc.gov">ronaldo.nicholson@dc.gov</a>	July 2013 (Original)	July 2013 (Estimate)	\$260,000 Contract Value (Original)	\$260,000 Contract Value (Actual)	\$20,152 Design Fee

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

The Skanska/Facchina/JMT Design-Build Team was selected by The District Department of Transportation (DDOT) for this stipulated sum Design-Build Project of \$260M project in Washington, DC **(the largest construction project in DDOT history)**. As the prime designer for the D-B Team, JMT's Corporate Headquarters in Sparks, MD and the 11<sup>th</sup> Street Project office in Washington, DC was where the design work was completed for his project. The engineer's original estimate for this project was \$460M (including initial and ultimate design); due to budget constraints, DDOT used the Design-Build procurement method to maximize construction of project elements, functional replacement of existing bridges, and interchange modifications. The ultimate portion of the project not built within the stipulated sum of \$260M will be advertised as a separate contract and is valued at approximately \$80M. By utilizing innovative design in revising the planning document alignments and interchanges to reduce cost, and environmental/community impacts to save substantial construction cost, **JMT's initial design and ultimate design total construction value is approximately \$340M resulting in a \$120M savings to DDOT from the original engineer's estimate.**

This project includes three new major continuous steel multi-girder bridge crossings of the Anacostia River and two complex interchanges with the Southeast Freeway and Anacostia Freeway (I-295). These bridges include a 5 span 866 foot long bridge, a 5 span 926 foot long bridge and a 10 span 1,650 foot long bridge. Spans range up to 234 feet for the main span over the Anacostia River. Several existing bridges are being rehabilitated for use in the new interchanges. JMT is providing the full range of technical services which include: highway and structural design; field surveys; subsurface utility investigations; traffic analysis and highly complex MOT plans for various phases of construction; utility coordination; design of utility relocations; drainage, ESC and stormwater management; environmental permitting and environmental monitoring and compliance programs; geotechnical engineering; hazardous materials and other environmental investigations; landscaping; and construction administration services.

Working with the SKANSKA/Facchina Contractor Team, the 11<sup>th</sup> Street Corridor project is the largest construction job in DDOT history. It will allow better regional connections and provide drivers with easier accessibility to DC neighborhoods. Bridges will connect the Anacostia Freeway and the Southeast Freeway, adding new traffic movements. These new bridges will replace deficient infrastructure and will provide alternative routes in and out of the nation's capital. The major improvements include:

- An at-grade intersection will be provided at O and 11<sup>th</sup> Streets in front of the Navy Yard to promote and invite people to the river.
- Enhancements will be made to the M and N Street intersections with 11<sup>th</sup> Street and the inbound Southeast Boulevard will be connected to 11<sup>th</sup> Street at grade.
- A new ramp connection will be provided from the regional roadway network to M Street (Ramp D-1) and the existing ramp from the inbound regional roadway to I Street (Ramp E-1) will be maintained utilizing the existing flyover.
- New connections from 11<sup>th</sup> Street to the regional roadway network will be provided at the intersection with Southeast Boulevard (Ramp D-3) and at the intersection with M Street (Ramp D-2).
- Bore and jack below watertable for Diversion 005 on east side of Anacostia River.
- A continuous connection for local traffic is provided from the intersection of 11<sup>th</sup> St. and Good Hope Rd. on the Anacostia side of the river to the intersection of 11<sup>th</sup> and I Streets on the Capitol Hill side of the river.
- On the Anacostia side of the river, a modified diamond interchange will provide full access to the Anacostia Freeway from 11<sup>th</sup> Street.
- Access to the park is provided by the proposed Park Access Road.
- The proposed river crossing bridge will be 4 lanes, two in each direction. This newly constructed river bridge will also provide a 16-foot shared use path for pedestrian and bicycle traffic connecting both sides of the river and connecting to the Anacostia Park along the Park Access Road.

Recently, District of Columbia officials recently celebrated a major milestone on the 11<sup>th</sup> Street Corridor Project, the District's largest construction project to date, by holding a ribbon cutting ceremony to mark the completion of the new river crossing freeway bridges, which for the first time, a seamless connection between the Southeast-Southwest Freeway and the Anacostia Freeway near the U.S. Capitol was realized. Project representatives from JMT joined DC Mayor Vincent Gray and other elected officials, as well as our design-build contracting partners from Skanska-Facchina, to commemorate the completion of the first phase. The entire project is expected to open by the summer of 2015 and will include lanes for local and through traffic, a shared pedestrian/bicycle pathway, and space for future transit considerations.

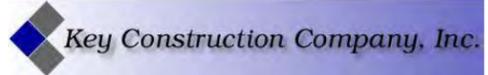
Assisting the JMT on this project is EEE Consulting, Inc. who is a member of our proposed team for I-395.



**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
<b>(3.) Mac Arthur Avenue (Route 61) Bridge Replacement over New River, Route 460 and Old Virginia Avenue (Design-Build)</b>  Town of Narrows, Giles County, VA	<b>D.W. Lyle Corporation</b> A Wholly Owned Subsidiary of  Key Construction Company, Inc.	<b>Virginia Dept. of Transportation</b> Christiansburg Residency 105 Cambria Street Christiansburg, VA 24073 <i>Mr. Duane M. Mann, P.E., PMP</i> <i>T 540.381.7195 F 540.381.7205</i> <i>E <a href="mailto:m.mann@vdot.virginia.gov">m.mann@vdot.virginia.gov</a></i>	November 2013 (Estimate)	November 2013 (Estimate)	\$15,582 Contract Value (Original)	\$15,582 Contract Value (Actual)	\$1,302 Design Fee

**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.**

JMT recently completed the design on this challenging, American Recovery and Reinvestment Act (ARRA) funded, Route 61 Bridge Replacement Design-Build project located in the Town of Narrows, Giles County, Virginia. The \$15.6M project will replace the existing, structurally deficient bridge that crosses the New River, Route 460, and Old Virginia Avenue with a new, 1,140', two-lane bridge with sidewalks and includes reconstruction of the roadway approaches at both ends of the proposed structure. The limits of the proposed project begin approximately 190 feet from the south end of the existing bridge and end at the north end of the existing bridge with roadway work extending east and west along Flesham Street. The total Project length is approximately 2270 feet or 0.4 miles. **As the prime designer for the D-B Team, the design work was completed in JMT's Richmond, VA office for this project.**

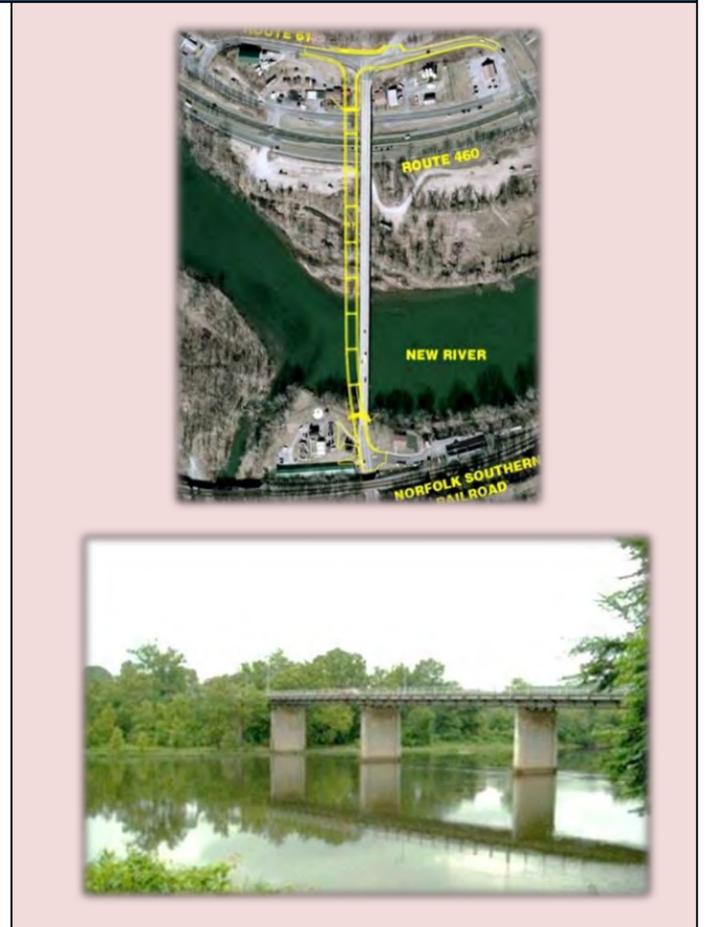
The design scope of services includes survey, subsurface utility engineering, road design, bridge design, drainage and stormwater management design, hydrologic and hydraulic analysis, geotechnical engineering, environmental permit acquisition, utility coordination and relocations, right-of-way acquisition, signing and marking, and public involvement. Described by VDOT as a "utility relocation project with a bridge on it", the project also includes relocation of water, sewer, gas, telecommunications, and electrical lines serving the Town. Total design fee for the project is \$1.3M including JMT and engineering subconsultants.

The bridge superstructure was designed as a single continuous unit using prestressed concrete bulb-t beams with no joints at any of the piers. Joints were also eliminated from the superstructure at both abutments by incorporating VDOT's Alternate Abutment Details using a sliding integral backwall attached to the superstructure and a second fixed backwall on the abutment. The piers consist of a two column and cap system with each column founded on a single, large diameter drilled shaft. The original project plans required the piers to be founded on cast-in-place concrete, spread footings constructed inside temporary cofferdams within the limits of the New River. The Key Construction Company/JMT Team worked together to develop an alternate pier foundation system using large diameter drilled shafts in order to eliminate the need for temporary cofferdams and to reduce the time required for pier foundation construction. In order to minimize future maintenance costs and improve structure performance, low permeability concrete and corrosion resistant reinforcing steel (low carbon/ chromium) are used in all elements of the bridge.

The construction scope of services includes performing roadway, bridge and utility construction; providing quality assurance and quality control; demolishing and removing the existing bridge; maintaining traffic; performing retaining wall construction; constructing roadway approaches and tie-ins; and providing overall project management. A number of context sensitive solutions will also be included with the project including providing ashlar stone finish and coloring on exposed abutment and retaining wall surfaces, overlooks on the bridge adjacent to the sidewalk over the New River, extensive landscaping within the entire project limits, and a park and ride facility along Old Virginia Avenue.

The Key Construction Company/JMT Team developed a concept for the project that meets or exceeds the design standards for the project and addresses the following **key project elements**:

- Minimizes impacts to the traveling public
- Considers utility coordination and relocation; permit acquisition and compliance; hydraulic analysis and floodplain impacts; and project aesthetics.
- Considers future inspection activities
- Considers initial construction cost and minimizes VDOT maintenance costs



## Construction Industry Segments:

Design-Build

Heavy Construction

Highway Construction

Mass Structure Excavations

Airport Runways and Taxiways

Municipal Landfills and Closures

Site Developments

Pipelines and Utilities

Land Clearing and Grading

Excavation Support Systems

Pilings and Foundations

Ground Improvement

Bridge and Structural Rehabilitation



Established 1966

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- safe and quality performance
- innovation
- meeting aggressive schedules
- exceeding owner expectations

