VDOT Virginia Department of Transportation

DIGITAL

STATEMENT OF QUALIFICATIONS

ROLLING ROAD/FRANCONIA-SPRINGLFIELD PARKWAY INTERCHANGE IMPROVEMENTS

STATE PROJECT NO.: 0286-029-947, PE101, RW201, C501, B623
FEDERAL PROJECT NO.: STP-5A01(223)
CONTRACT ID NO.: C00100391DB61

DATE: JULY 8, 2013

MARTINS CONSTRUCTION CORP.

STV 100 Years

ATTACHMENT 3.1.2

Project: 0286-029-947, PE101, RW201, C501, B623
STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

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

ATTACHMENT 3.1.2

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STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Appendix 3.2.10
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix 3.2.10
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix 3.2.10
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix 3.2.10
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix 3.2.10
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	4-5
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix 3.3.1
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix 3.3.1
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix 3.3.1
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix 3.3.1
Organizational chart	NA	Section 3.3.2	yes	7
Organizational chart narrative	NA	Section 3.3.2	yes	8-9
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix 3.4.1(a)

ATTACHMENT 3.1.2

Project: 0286-029-947, PE101, RW201, C501, B623
STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix 3.4.1(b)
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	10-15

ATTACHMENT 2.10

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFQ NO. C00100391DB61

PROJECT NO.: 0286-029-947, PE101, RW201, C501, B623

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

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

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

1. Cover letter of RFQ 05/14/2013
   (Date)
2. Cover letter of _____
   (Date)
3. Cover letter of _____
   (Date)

Ryan R. _____ 7-3-13

SIGNATURE DATE

LETTER OF SUBMITTAL

Martins Construction Corp.
210 Little Falls Street, Suite 300 ■ Falls Church, Virginia 22046
Phone: (703) 533-8700 ■ Fax: (703) 533-8701

July 3, 2013

Mr. Stephen D. Kindy, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 22319

RE: Rolling Road/Franconia-Springfield Parkway Interchange Improvements
From: 0.30 Miles West of Rolling Road
To: 0.34 Miles East of Rolling Road
From: 0.21 Miles South of Fairfax County Parkway
To: 0.18 Miles North of Fairfax County Parkway
Fairfax County, Virginia
Contract ID Number: C00100391DB61
Section 3.2 – Letter of Submittal

Dear Mr. Kindy:

Martins Construction Corp. (Martins) of 210 Little Falls Street, Suite 300, Falls Church, VA 22046, as Offeror, is pleased to submit this statement of qualification for Rolling Road/Franconia-Springfield Parkway Improvements Project, State Project No. 0286-029-947, PE101, RW201, C501, B623, Federal Project No. STP-5A01(223) to the Virginia Department of Transportation. Together with STV, Incorporated as Lead Designer, Martins is confident that, if qualified and successful in its RFP submittal, it will design, construct and deliver the project to the highest quality in accordance with the terms of the Request for Proposal, and within the time limit to be established by VDOT.

Our point of contact for this project will be:

Mehdi Tasooji
Senior Project Manager
Martins Construction Corp.
210 Little Falls Street, Suite 300
Falls Church, VA 22046
(P) 703-533-8700, (F) 703-533-8701
mtasooji@martinscorp.com

The Principal Officer for the Offeror will be:

Mario R. Martins
President
Martins Construction Corp.
210 Little Falls Street, Suite 300
Falls Church, VA 22046
(P) 703-533-8700, (F) 703-533-8701
mrmartins@martinscorp.com

Structure: Martins Construction Corp., a corporation, will undertake the financial responsibility for the project and will have joint and several liability for the performance of the Work. There are no liability limitations. Martins will provide a single 100% performance bond and a single 100% payment bond for the total contract value and time period.

Full Legal Name of Lead Contractor: Martins Construction Corp.
Full Legal name of Lead Designer: STV Incorporated

VDOT Prequalification Status and Number: Martins Construction Corp. is currently prequalified with VDOT as Vendor Number M640 and is active and in good standing. A copy of the prequalification certificate is included in the attachments.

DBE Participation: Martins Construction Corp. is a certified MBE with Virginia Department of Transportation. Martins will fully meet the DBE participation goal of 14% by self performing as a VDOT Certified MBE firm.

Martins Construction Corp. and its team appreciate the opportunity to submit this RFQ package and looks forward to being selected to submit a proposal for designing and building the project.

Sincerely,
Martins Construction Corp.

Mario R. Martins
President

3.3 - OFFEROR'S TEAM STRUCTURE

Martins Construction Corp., as the offeror, will undertake financial responsibility for the completion of the project. Martins' role will involve managing the entire project, supervising the construction, and performing the construction work. STV Incorporated will lead the design effort for all aspects of the project, will execute and manage the design effort, and will be responsible for design QA/QC. Several specialty design subconsultants will be under the direct subcontract to STV.

Each member of the Martins team reports directly to the Design-Build Project Manager.

*

Martins' key personnel and managers have existing professional relationships with their counterparts at VDOT.

*

We have judiciously populated our team with additional specialty subconsultants who know the area and project constraints.

The VDOT Project Manager can expect an atmosphere of partnership and open communication. The structure of our core team leadership firms includes additional staff to address quality and safety assurance measures and is organized to facilitate sound decision-making and timely project delivery. The Martins/STV Team also includes highly qualified subconsultants who bring specialized design services necessary for successful completion of this design-build project. These services supplement and enhance the team's capabilities. The following subconsultants will be providing the respective services:

Design Subconsultant	***Services Provided and Benefit to VDOT***
Bowman Consulting (Right of Way)	• Local knowledge • VDOT pre-qualified right-of-way contracting consultant • Pre-qualified fee appraisers and review appraisers
Rice Associates (Surveying)	• Local knowledge • Broad range of surveying, photogrammetry and mapping services
Harris Miller Miller & Hanson Inc. (Noise Impact Analysis)	• Local knowledge • Consultants in noise and vibration control, environmental consulting, and air quality
GeoConcepts Engineering, Inc. (Geotechnical Engineering)	• Local knowledge • Premier provider of geotechnical engineering services in northern Virginia

3.3.1 Key Personnel

We consider VDOT management and staff to be true project partners, working alongside The Martins/STV Team. Our relationships are effective, functional, and benefit from a common accountability initiative—to safely and soundly complete the project expeditiously. Leading the Martins team is **Design-Build Project Manager, Mehdi Tasooji**, who is responsible for the overall project and its construction quality management and contract administration. He will facilitate communication among team partners, monitor design efforts to proactively eliminate potential constructability issues prior to breaking ground, and delegate resources to deliver the project on time.

Mr. Tasooji has played a significant role in the successful completion of every major project since the inception of Martins Construction Corp.. Over his 17 years with the company, he has been the key player in outlining and achieving its steady growth, as he has selected and managed the construction of a wide array of heavy highway projects ranging up to nearly $30M, in the Greater Washington Metropolitan Area. He has been responsible for the oversight of all project staff and the broad management of the technical and financial matters of the contracts. He has a long standing professional relationship with VDOT and the firms selected to be the partners of Martins Construction Corp. on this project including STV, EMTech and CKI. In addition, he has worked closely with Mr. Cerqueira, the Construction Manager introduced for this project for 17 years.

As displayed in the organizational chart, the following key personnel will report directly to the Design-Build Project Manager, leading their respective groups.

Quality Assurance Manager, Vincent Kumordzie, PE, will offer one focal point of responsibility for all of the project quality control (QC) and quality assurance (QA) services. Mr. Kumordzie will act independently of the design and construction teams and report directly to the Design-Build Project Manager. He will develop and submit to VDOT, the Project QA/QC Plan and will monitor the same from outset to final punch-list. As the Independent Quality Assurance Manager for Design-Build projects, he has experience confirming contract requirements and specifications are appropriately administered and applied. He will see that quality control testing and independent quality assurance is carried out in accordance with the applicable VDOT standards/documents addressing construction, QC, QA.

Design Manager, Michael Hooshangi, P.E., will coordinate all design activities to meet the needs of the contract. He will work with the Quality Assurance Manager as well as each key design lead in order to comply with the requirements of the QA/QC Plan. Mr. Hooshangi brings more than 30 years of experience in highway design, including urban and rural interchanges, expressways, interstates, and primary and secondary highways in, Virginia, Maryland, West Virginia, and Washington, D.C. Mr. Hooshangi has served as project manager on numerous

multidisciplinary roadway design projects incorporating roadway widening and reconstruction, intersection improvements, drainage systems, stormwater management, right-of-way, maintenance and protection of traffic plans, and utility relocations.

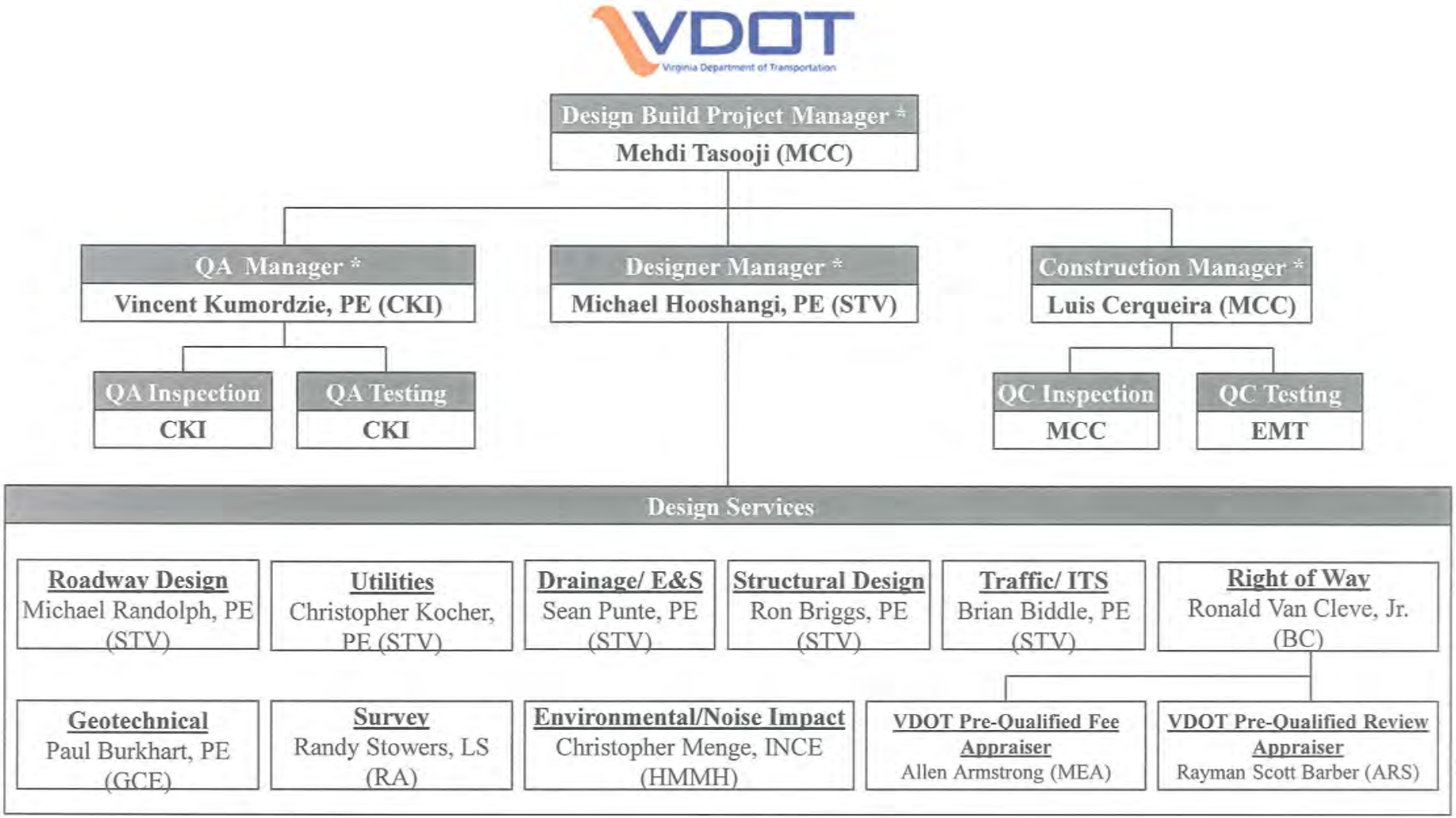
Mr. Hooshangi is a registered, licensed, Professional Engineer in the Commonwealth of Virginia and has served as project manager on six sections of the Fairfax County Parkway including five interchanges. He recently served as the Design Manager on the VDOT Route 50/ Courthouse Road and 10th Street interchanges, responsible for the design to replace two major interchanges of Arlington Boulevard (Route 50), with 10th Street and Courthouse Road, including design of new access roads, three traffic signals, new CD Roads, Transportation Management plans (TMP), 13 MSE retaining walls, and pedestrian improvements. Responsibilities included development of all required plan assemblies, and implementation of project scheduling, client and sub-consultant coordination, and implementation of QA/QC procedures. The context sensitive design of MSE walls required close coordination with an artist hired by VDOT to beautify this gateway to Arlington.

Construction Manager, Luis Cerqueira, will be on the Project site for the duration of construction operations and will be responsible for managing the construction process, to include all Quality Control (QC) activities to ensure the materials used and work performed meet contract requirements and the "approved for construction" plans and specifications. He will hold a Virginia Department of Conservation and Recreation (DCR) Responsible Land Disturber (RLD) Certification and a VDOT Erosion and Sediment Control Contractor Certification (ESCCC), prior to the commencement of construction.

With over 25 years of hands-on experience focused on heavy highway construction, Mr. Cerqueira is an expert in the construction and rehabilitation of bridges and highway infrastructures. He recently managed the Replacement of Route 636 over Accotink Creek in Fairfax County which was completed substantially ahead of schedule and below budget, earning VDOT's recognition as an exemplary project and leading to the award of a "Certificate of Appreciation" by VDOT. In Addition he successfully managed the Rehabilitation of Northbound and Southbound 14th Street Bridges, one of the most congested and heavily traveled arteries from Virginia into the District of Columbia. Special restrictions imposed on the project by the US Army Corps of Engineers and the National Park Service, for preservation of the surrounding wildlife and historic monuments, along with the particularly specialized nature of the underwater piers repairs and post-tensioning, made this nearly $30M project a particularly challenging project, requiring attention to the smallest details in a continuous and comprehensive manner.

3.3.2 Organization Chart

The Martins/STV Team is organized to provide VDOT with a single source point of contact, responsible for all design and construction activities. The Martins team organization has a straightforward chain of command, with individual tasks and responsibilities clearly identified. The organization chart (Next Page) identifies key personnel and major functions to be performed for the successful design and construction of this project.



Legend

(*) Designates Key Personnel
Martins Construction Corp. (MCC)
STV Incorporated (STV)
EM Technologies (EMT)
CKI & Associates, Inc. (CKI)
Mountain Empire Acquisitions LLC (MEA)
Appraisal Review Specialists LLC (ARS)
Harris Miller Miller & Hanson Inc. (HMMH)
Bowman Consulting (BC)
GeoConcepts Engineering, Inc. (GCE)
Rice Associates (RA)

Functional Relationships

The Design-Build Project Manager will manage communication between the Martins team and VDOT, in order to maintain schedule, budget, and quality for the project. Mr. Mehdi Tasooji will communicate directly with the VDOT Project Manager, and is directly responsible to VDOT for the successful performance and delivery of this project.

It is the Design-Build Project Manager who will lead the Martins/STV Team to success through sound management practices and coordination with VDOT. Guidelines and procedures will be initiated, in compliance with the project specifications, to closely monitor the design and construction process. Having a project vision is crucial to effective leadership and management of any project. The project vision is the basis for understanding VDOT's expectations to complete a high quality project with the greatest return on investment. Once this vision is established, the Martins/STV Team will deploy a balance of all components that support project delivery including processes, people, tools, and skills. Whether the project proceeds as planned or requires modifications, the Design-Build Project Manager will use resources wisely to satisfy the needs of the project.

We have assembled a talented project team to meet the challenges of this specific project. We will establish guidelines for the decision making process and include key VDOT representatives in partnering relationships. Contingency plans will be established for the completion of key work elements. This will allow for the earliest completion date possible. Regular meetings will be held during project construction, to review and discuss progress and planning methods. A plan will be developed to assess any environmental impacts and identify practical mitigation measures for these activities. Weather related impacts will be considered in all pre-work meetings.

Martins and STV are both experienced in developing and maintaining effective lines of communication within the project team. Though reporting relationships are rigid, the lines of communication within the team are fluid and flexible enough to meet the requirements of each individual project task. In order to prevent unnecessary project delays, it may sometimes be prudent for other members within the Martins team to communicate directly with their counterparts at VDOT, as directed and authorized in advance by both the Design-Build Project Manager and the VDOT Project Manager.

The Design Manager will have functional responsibility for managing all design elements of the project as well as maintaining all communication within the Design Team. He will report directly to the Design-Build Project Manager. Likewise, the Construction Manager will be responsible for all construction related elements and members of the construction team.

Martins is producing an independent, comprehensive program under the leadership of our Design-Build Project Manager. Mr. Mehdi Tasooji which will ensure that the QA program is consistent with VDOT's QA and QC requirements, which we understand will be forthcoming in

an update to those respective guidelines. QA will be completely independent from the design and construction work, and will minimize the necessity of additional VDOT quality assurance efforts. The Quality Assurance Manager (QAM), will perform independently of the construction team. He will be responsible for day-to-day supervision of construction QA activities on the project as well as monitor the contractor's QC program. Critical to this project and any other VDOT design-build project is his supreme authority in this role. Although the QAM reports to the Design-Build Project Manager, he also has the authority and obligation to shut down the project as warranted.

The Construction Manager will be responsible for the development of the construction quality management program and the Design Manager will be responsible for the development of the design quality management program. These respective QA/QC plans will be prepared in collaboration with the project team and reviewed by the Design-Build Project Manager. The time necessary to carry out design reviews, inspections and tests will be incorporated into the CPM schedule. The independent QAM will verify that conformance with the contract documents are maintained, and will have the overall responsibility for both the development of and adherence to the overall Design-Build QA/QC Plan. The QAM will be responsible for supervising the performance of the specific field materials tests performed by the Design-Builder, including but not limited to, density, moisture, air content of concrete, slump, and other required materials field tests.

This organizational structure will enable the Martins/STV Team to interface with not only VDOT, but outside entities or third parties. Best management practices will be implemented under the direction of our Design-Build Project Manager using the actions described below aimed at establishing a total partnership with VDOT:

- Bi-weekly meetings will be held by the Construction Manager, and attended by members of VDOT staff, necessary personnel from the Design-Build Team, and selected persons needed for pertinent business.
- Monthly progress meetings will be led by our Design-Build Project Manager, and attended by each of the managers listed on the previous page, as well as key subcontractors, subconsultants, and VDOT staff.

A proactive dispute resolution partnership will be established, where issues (when identified) are escalated up the decision-making ladder, in order to (a) identify small issues before they become larger ones, and (b) proactively engage the right people at the appropriate time and bring decision makers to the table.

3.5 – Project Risks

With any project, it is crucial to identify and acknowledge sources of risk and to develop strategies to manage risk early in the design process. The importance of risk management is magnified on design build projects because of the condensed schedule and the high cost of unexpected design or schedule changes. The proper identification and management of risk can help reduce the potential for increased costs and delays to the overall project schedule. The Team has reviewed the RFP materials and has identified three critical risks for this Project.

- Maintenance of Traffic
- Utility
- Right-of-Way

The following narrative discusses the Maintenance of Traffic, utilities, and right-of-way along with their potential impacts to the project and presents our strategies for risk management.

3.5.1 Identification and Discussion of Project Risks

Risk 1: Maintenance of Traffic (MOT)

The Maintenance of Traffic during construction is always one of the most challenging aspects of any project due to the direct interface with the public. Given the MOT's impact on motorists, pedestrians, and cyclists, it is an element about which the public is most vocal. When properly designed and implemented, the MOT should go almost unnoticed by the public with a minimal amount of inconvenience. The risk of a poorly designed MOT plan could result in safety problems and public outcry. The MOT for the Rolling Road Interchange is a significant concern to the Team for two key modes of travel: vehicular traffic on the Fairfax County Parkway and Rolling Road as well as pedestrian travel from the surrounding residential areas. The MOT for the Fairfax County Parkway is an especially critical challenge due to the prevailing high traffic volumes (52,000 ADT) and high travel speeds.

The Parkway is a major daily commuter route for residents of Fairfax and the surrounding communities, and also acts as a secondary beltway to I-495. To help minimize the disruption to vehicular traffic, the existing lanes of traffic will remain open during construction. The travel lanes will be shifted to allow for the widening of the Parkway and Ramps. To help the public adapt to any changing travel patterns, the public will be notified in advance of any changes to traffic patterns or construction activities.

Safety of the traveling public is always the first priority on Martins/ STV projects. Assuring safe passage for the public begins during the early stage of Design Build procurement with competent

and effective development of the Traffic Management Plan. Specific goals for the Maintenance of Traffic for this project include:

- Reducing the number of traffic shifts
- Providing positive separation between drivers and the work areas
- Providing incident management/emergency service access
- Developing a work-zone access plan that reduces or eliminates the need to access work areas from active travel lanes.

The Team will incorporate our vast experience, lessons learned and proven processes to deliver MOT throughout the duration of project that provides a safe and efficient path to completion. The Team's processes, proven delivery methods and collaborative, partnering approach will ensure a high-quality design addressing MOT is achieved, including:

- Team Development: Immediately upon contract award, the Team will conduct an initial partnering meeting with VDOT, and all other stakeholders; both individually and collectively, to review project requirements. From this initial meeting we will develop "make certain" checklists identifying responsibilities and timelines for successfully achieving mutually developed activities and goals required for project success. We will develop the framework for the plan to move forward.

- Design Workshop: As the design progresses, we will hold regularly scheduled workshops to solicit input and buy-in by the Lead Designers, contracting team, VDOT and other affected stakeholders . These will be scheduled weekly to ensure concepts and ideas are streamlined into design.

- Constructability: The Martins team will conduct constructability reviews on all major components of work, as well as critical elements that may affect bridge structure, MOT, environmental permitting, utility relocation, and right-of-way, to be proactive in mitigating issues that may impact the project.

- Work packages: Work packages will be developed for all elements of the project, with each addressing MOT. These will allow the Team to begin work incrementally on certain project elements or components.

The STV Design Team will integrate Martins construction team members and the QAM during various stages of the design. Once STV has performed the appropriate Traffic Management Plan studies, Martins will participate in early design concept meetings and review of the plans to provide feedback on construction means and methods, as well as perform constructability reviews. The QAM will review the plans for constructability and compliance with the contract requirements. After the comment period, the design team and the STV and Design-Build Project Manager (Mehdi Tasooji) will meet to determine which comments will be incorporated into the MOT plans.

MOT is an especially acute challenge in the high traffic areas of Northern Virginia. However, our experienced staff will ensure smooth and efficient traffic operations throughout the construction of the Project. VDOT will not experience a reduced level of service during the construction of this project.

Risk 2: Utilities

A review of the RFP plans revealed the utilities within the project area as integral parts of the successful and timely construction of this Project. Encountering unexpected utilities during construction, failure to allow lead time for private utility work, and lack of coordination can cause major delays result in higher project costs. To minimize the potential for utility problems, the Team will begin the design process by developing a master utility matrix as one of the first planning documents. This matrix will summarize the utilities present in the project area and the potential conflicts with the proposed project. The matrix will be tied to the critical path method (CPM) schedule and will be used to prioritize and initiate coordination with utility owners to identify and track significant conflicts. The master utility matrix will:

- Identify and locate existing and proposed utilities
- Establish lines of communication and coordination with utility agencies and the Department
- Establish an action plan to address required temporary or permanent utility relocations, and unknown or newly discovered utilities as well as proposed utility betterments and/or future installations
- Provide a utility adjustment/relocation schedule

Underground Utilities: For underground utilities, the Team will be responsible for contacting Miss Utility of Virginia and the local municipality to locate public utilities prior to the commencement of fieldwork. For privately owned utilities that are beyond Miss Utility's responsibility, the Team will use the services of a private utility locator to mark the underground utilities. In addition, the design team will obtain and review copies of as-built information from utility owners within the project area. The as-built information will be verified in the field and the survey will reflect the most accurate conditions. Discrepancies between the as-built information and the field markings will be brought to the attention of the utility owner and resolved.

If, based on our review of the markings, we determine that the markings are not clear or an apparent utility is un-marked, we will stop work and request a "3-hour ticket" for a utility re-mark. The Team will observe area conditions such as manhole covers, repaved areas, depressions, disturbed areas, signs and postings, for indications of access to utilities or recently installed/moved utilities. To prevent a potential delay, we will also track the expiration date of each utility clearance ticket in order for our drilling crews to be working with the latest ground markings. Drilling operations will not proceed until we have received confirmation from each of

the affected utility companies. Our drillers will maintain the marks and will not perform any drilling within 3 feet of the markings. In the event that a utility is encountered, we will call the affected utility company.

Overhead Utilities: There are several overhead utilities throughout the interchange project area, including multiple overhead electric crossings. Generally, the Team will locate utility lines and ensure that adequate clearances are maintained throughout all phases of work in the project area. A minimum of 15 feet clearance for nominal system voltage, utility lines, and rated 50kV lines will be provided. All equipment moving within or through the project area will be required to adhere to careful clearance requirements. For example, drill rigs will only travel with their booms lowered and will obey the clearance requirements for the different types of overhead utilities. Throughout construction an overhead utility coordinator will be responsible for ensuring clearances are observed as well as providing advance warning to any operations that may have difficulty identifying compliance with overhead utility clearances.

Safety: Drilling, trenching, and other activities that typify utility work often present safety challenges for the general public. In areas of pedestrian traffic, the Team will implement signage, safety cones, and warning tape to guide pedestrians away from the exploration activity area. Working within the limits of a roadway can be hazardous for both drill rigs and passing vehicular traffic. These hazards are magnified in the especially for work that will be performed alongside Parkway. It will be the goal of the Team to work with VDOT representatives to schedule temporary shoulder and/or lane closures during times of decreased traffic volume, if possible.

Timely Relocation of all Utilities: Existing utilities within the project area have the potential to halt construction. Early success with relocating utilities will be crucial to the timely completion of the project. Preemptive coordination by the Team's utility experts with utility owners will lay the groundwork for a smooth relocation process. By actively pursuing this cooperation, it will be possible to seamlessly perform utility work within the overall project schedule.

Risk 3: Right-of-Way

Right-of-Way acquisition and easement procurement can be one of the largest sources of delay and public contention for public projects. This project will require at least four Right-of-Way acquisitions. Adjacent property owners have no motivation to help expedite the project and sometimes may actively oppose construction. To allow for conflict resolution or legal proceedings, the process of obtaining Right-of-Way and easements will begin early in the project design phase. On a design-build project the condensed schedule requires an even earlier start. For this reason, the easements and Right-of-Way present not only the risk of uncooperative owners, but also the risk that required easements or Right-of-Way may not be identified due to the early stages of design. The key components of an effective Right-of-Way program involve not only understanding the processes, but also appropriately and effectively accommodating the impacted citizen.

Experience has proven that properly initiating a Right-of-Way program that includes all affected members of the community is paramount to its success. To that end, the Team will employ the following processes and techniques to ensure that the program is carried out effectively as well as expeditiously. Our Right-of-Way personnel will work directly with the design personnel to identify and develop Right-of-Way plans for priority areas.

Throughout this process, the Team will fully employ VDOT's RUMS program for documentation of all Right-of-Way activities, performed in live time.

The Team brings highly experienced professionals to this process who understands VDOT's policies and procedures and who will employ the following techniques:

- Development of Procedures/Work Plan – Utilizing the VDOT Right-of-Way Manual, the Martins/STV Team will assemble a project-specific work plan outlining all of the processes and procedures necessary to complete the program, including a key contact roster, workflow sequences, utilization of RUMS on-line record keeping, and so on

- Development of Acquisition/Relocation Plan – As soon as the Right-of-Way Data Sheet is complete, the Martins/STV Team will develop this project-specific plan outlining the planned schedule for all activities. This schedule will be sequenced in order to expedite acquisitions which will take the least time, and/or to match our construction plan.

- Kick-Off Meeting with VDOT –Martins/STV Team will meet with VDOT's Right of Way and Utilities office to (a) review the procedures manual, (b) confirm the plans for reviews and communications, and (c) define the workflow and schedule.

- Initial Interviews – The Team will schedule goodwill interviews with all affected property owners, prioritizing these interviews to best fit the overall schedule. This initial meeting is of the utmost importance, and goes a long way towards setting a positive tone for the interrelationship. Additionally, relocation interviews will be conducted for all relocations.

- Appraisals – The Martins/STV Team will engage VDOT-approved appraisers who will perform their comparable sales and appraisal analysis in accordance with VDOT's Appraisal Guidelines.

- Appraisal Review – Likewise, all appraisals shall be reviewed by VDOT-approved appraisers, resulting in a recommendation for just compensation and relocation benefits.

- Title Examination – The Martins/STV Team will engage a VDOT-approved title company to complete the title examination and provide title insurance for each affected parcel, within sixty (60) days of initial offer.

- Assessment of Hazardous Materials – For all proposed acquisitions, we will conduct a Phase I audit for the presence of hazardous materials such as asbestos, UST presence, or other potential hazardous materials.

- Offer and Negotiation – Upon final appraisal review, the Martins/STV Team will make the initial offer and commence with negotiation, coordinating with VDOT as necessary. A determination of the owner's willingness to settle will be made as soon as possible in order to allow ample time for condemnation proceedings.

- Settlement (Acceptance or Condemnation) – Upon acceptance of Offer, the Martins/STV Team will proceed with the preparation of appropriate paperwork as outlined below. In the event that acceptance is not reached, the Martins/STV Team will engage the designated VDOT Hearing Officer for subsequent action; i.e., settlement versus condemnation.

- Payment of Benefits – The Martins/STV Team will compile the Acquisition Report (RW-24) and submit to VDOT, who will then issue vouchers and state warrants for all payments, which the Team then conveys to affected property owners in return for indefeasible title.

- Conveyance of Ownership – The Martins/STV Team is responsible for preparing and filing documents of conveyance of title to the Commonwealth of Virginia, and delivering executed general warranty deeds to VDOT. With the exception of negotiated easements, all title will be acquired in fee simple.

A similar process will be followed for relocated utilities, the exception being the name of the title holder. As soon as roadway plans have been developed to the stage that impacts are clear, we will initiate the utility coordination process (see item TI Sect. 2.10 below) and coincidentally the property acquisition process.

The Right-of-Way acquisition process has the potential to severely impact the construction schedule if the Design-Build team does not work aggressively and in strict accordance with applicable laws. The Martins/STV Team has assembled a first class group to meet the schedule and construction needs for this project.

APPENDIX 3.2.6

AFFILIATED/SUBSIDIARY COMPANIES

ATTACHMENT 3.2.6

State Project No. 0286-029-947, PE101, RW201, C501, B623

Affiliated and Subsidiary Companies of the Offeror

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

☐ **The Offeror does not have any affiliated or subsidiary companies.**
☒ **Affiliated and/ or subsidiary companies of the Offeror are listed below.**

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Affiliate	RAMS, LLC	210 Little Falls St. Suite 300 Falls Church, VA 22046

APPENDIX 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT FOR PRIMARY COVERED TRANSACTIONS

ATTACHMENT NO. 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0286-029-947, PE101, RW201, C501, B623

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

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

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

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

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

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

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

Signature	7/3/2013	President
	Date	Title

Martins Construction Corp.

Name of Firm

APPENDIX 3.2.7(B)

CERTIFICATIONS REGARDING DEBARMENT FOR LOWER TIER COVERED TRANSACTIONS

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0286-029-947, PE101, RW201, C501, B623

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.

Dennis S. Flournoy 07/02/13 Vice President

Signature Date Title

STV Incorporated

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0286-029-947, PE101, RW201, C501, B623

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
[signature]	7/1/2013	President

CKJ & Associates, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT LOWER TIER COVERED TRANSACTIONS

Project No.: 0286-029-947, PE101, RW201, C501, B623

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

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

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

Christopher W Mange 7/2/2013

Signature Date

Senior Vice President

Title

Harris Miller Miller & Hanson Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0286-029-947, PE101, RW201, C501, B623

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

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

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

Signature	6/28/2013 Date	President Title

GeoConcepts Engineering, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0286-029-947, PE101, RW201, C501, B623

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.

	June 28, 2013	Chief Operating Officer
Signature	Date	Title

Rice Associates, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0286-029-947, PE101, RW201, C501, B623

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

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

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

Signature 6/28/13 Principal
Date Title

Bowman Consulting
Name of Firm

APPENDIX 3.2.8

OFFEROR'S VDOT PREQUALIFICATION EVIDENCE

COMMONWEALTH OF VIRGINIA

VDOT
Virginia Department of Transportation

CERTIFICATE OF QUALIFICATION

MARTINS CONSTRUCTION CORP.

Vendor Number: **M640**

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

Prequalified

Work Classes: MAJOR STRUCTURES; DEMOLITION OF STRUCTURES

Issue Date: 05/31/2012

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

Suzanne FR Lucas

Suzanne FR Lucas Prequalification Officer

Don E. Silies, State Contract Officer

APPENDIX 3.2.9

EVIDENCE OF OBTAINING BONDING (SURETY LETTER)

CNA SURETY
Baltimore Branch
6011 University Boulevard, Suite 490, Ellicott City, MD 21043
Telephone 410-720-3200
800-262-6437
Facsimile 410-720-3260

July 1, 2013

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

Re: Pre-Qualification for Martins Construction Corp.
Project: Rolling Road/Franconia-Springfield Parkway Interchange Improvements
State Project No.: 0286-029-947, PE101, RW201, C501, B623
Federal Project No.: STP-5A01(223)
Contract ID Number: C00100391DB61

To Whom it May Concern:

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

As surety for Martins Construction Corp., Western Surety Company, with AM Best Financial Strength Rating A and Financial Size Category XII, is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this Project.

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

Western Surety Company

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

Western Surety Company

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

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

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

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

- In Unlimited Amounts -

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

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

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

WESTERN SURETY COMPANY

Paul T. Bruflat, Vice President

State of South Dakota
County of Minnehaha } ss

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

My commission expires

June 23, 2015

J. MOHR
NOTARY PUBLIC SOUTH DAKOTA

J. Mohr, Notary Public

CERTIFICATE

I, L. Nelson, Assistant Secretary of WESTERN SURETY COMPANY do hereby certify that the Power of Attorney hereinabove set forth is still in force, and further certify that the By-Law of the corporation printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said corporation this 1st day of July, 2013.

WESTERN SURETY COMPANY

L. Nelson, Assistant Secretary

Form F4280-7-2012

Authorizing By-Law

ADOPTED BY THE SHAREHOLDERS OF WESTERN SURETY COMPANY

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

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

APPENDIX 3.2.10

SCC AND DPOR REGISTRATION DOCUMENTATION

ATTACHMENT 3.2.10

State Project No. 0286-029-947, PE101, RW201, C501, B623

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Martins Construction Corp.	04080727	Perpetual Corporation Subchapter S	Active	210 Little Falls St. Suite 300 Falls Church, VA 22046	Class A H/H	270523603	04/30/2014
STV Incorporated	F025345-2	Foreign Corporation	Active	2722 Merrilee Drive Suite 350 Fairfax, VA 22031	Bus Entity Branch Office	0411000661	02/28/2014
CKI & Associates, Inc.	04888467	S-Corp	Active	7006 Little River Turnpike Suite 3E Annandale, VA 22003	ENG	0407003720	12/31/2013
GeoConcepts Engineering, Inc.	0516767-1	Stock Professional Corporation	Active	19955 Highland Vista Drive Suite 170 Ashburn, VA 20147	Business Entity, ENG	0407004404	12/31/2013
Bowman Consulting Group LTD	04481982	S-Corp	Active	9813-9815 Godwin Drive Manassas, VA 20110	ENG, LS	0411000497	02/28/2014
Rice Associates, Inc.	03316627	Corporation	Active	10625 Gaskins Way Manassas, VA 20109	LS	0407003842	12-31-2013
Rice Associates, Inc.	03316627	Corporation	Active	308 Turner Rd., Ste G Richmond, VA 23225	LS	0411000200	02-28-2014
Harris Miller Miller &Hanson Inc.	F1451857	Foreign	Active	N/A	N/A	N/A	N/A
Appraisal Review Specialists	T049068-2	LLC	Active	3058 Mt. Vernon Rd. Hurricane, WV 25526	Real Estate	4008 001735	04/30/2014

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
04-30-2014

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

NUMBER
2705023603

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS H/H

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

Gordon N. Dixon, Director

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

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA
BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS H/H
NUMBER: 2705023603 EXPIRES: 04-30-2014

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

(FOLD)

(DETACH HERE)

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

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Commonwealth of Virginia

State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That MARTINS CONSTRUCTION CORP. is duly incorporated under the law of the Commonwealth of Virginia;

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

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.

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

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CISECOM
Document Control Number: 1302045401

Robert F. McDonnell
Governor

Lisa M. Hicks-Thomas
Secretary of Administration

COMMONWEALTH OF VIRGINIA
Department of Minority Business Enterprise
1111 East Main Street, Suite 300
Richmond, Virginia 23219

Ida Outlaw McPherson
Director

VIRGINIA UNIFIED CERTIFICATION PROGRAM

June 22, 2011

Mario R. Martins
Martins Construction Corporation
210 Little Falls Street, Suite 300
Falls Church, VA 22046

Certification Number: DBE 000640

Dear Mr. Martins:

The Virginia Department of Minority Business Enterprise (VDMBE) has approved your firm's request for continued participation in the Disadvantaged Business Enterprise (DBE) Program subject to the requirements of the DBE Regulation 49 CFR, Part 26 and all the laws of this state applicable to the transaction of business. **Martins Construction Corporation** is eligible to participate in the DBE Program until **May 1, 2014** unless it is determined otherwise. However, prior to **May 1 of next year,** you will be required to submit updated information (Affidavit of No Change, Contact Information Update, business and personal federal tax returns for the last tax year—*signed and dated*—and a current Personal Financial Statement) to continue in the DBE Program.

We are pleased to inform you that we have certified your company in the following NAICS Code(s):

237110	**Water and Sewer Line and Related Structures Construction**
237310	**Highway, Street, and Bridge Construction**
237990	**Other Heavy Highway Construction**

It is your responsibility to notify VDMBE immediately of any changes in your firm such as name, address, ownership, officers, or Board of Directors. Please check the accuracy of your internet entry in the DBE Directory at www.dmbe.virginia.gov. Your firm's certification is subject to our review at any time during the year and you may be required to provide any and all relevant documentation. Failure to cooperate by providing the requested information may lead to de-certification.

You may receive management and technical assistance by writing to the Department of Minority Business Enterprise, 1111 East Main St., Suite 300, Richmond, VA 23219, or by calling (804) 786-5560. If you have questions, please contact **Verniece Johnson** at (804) 371-2696 or by email at verniece.johnson@dmbe.virginia.gov.

Sincerely,

Calvin M. Thweatt, VCO
Certification & Technical Service Manager

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
02-28-2014

NUMBER
0411000661

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

PROFESSIONS: ENG, ARC

STV INCORPORATED
STV GROUP INCORPORATED
2722 MERRILEE DR SUITE 350
FAIRFAX, VA 22031

Gordon N. Dixon, Director

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

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000661 EXPIRES: 02-28-2014
PROFESSIONS: ENG, ARC
STV INCORPORATED STV GROUP INCORPORATED
2722 MERRILEE DR SUITE 350
FAIRFAX, VA 22031

(DETACH HERE)

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

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

Commonwealth of Virginia

State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That STV GROUP INCORPORATED (USED IN VA. BY: STVINCORPORATED), a corporation incorporated under the law of New York, 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 August 9, 1999; 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:

February 17, 2012

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CISECOM
Document Control Number: 1202175574

Details of license number 0402019827

print

Name:	HOOSHANGI, MICHAEL M
License Number:	0402019827
License Description:	Professional Engineer License
Address:	FAIRFAX VA, 22030
Initial Certification Date:	June 14, 1989
Expiration Date:	October 31, 2014

Complaints

No Open Complaints

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

No Closed Complaints

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

To inquire about closed complaints, see the department's Public Records Access or contact the department's Information Management Section at (804) 367-8583 or publicrecords@dpor.virginia.gov.

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
0407003720

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

PROFESSIONS: ENG

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

Gordon N. Dixon, Director

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

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

Commonwealth of Virginia

State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

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

That the date of its incorporation is August 5, 1997;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:
June 13, 2013

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CISECOM
Document Control Number: 1306135445

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
0407004404

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

PROFESSIONS: ENG

GEOCONCEPTS ENGINEERING INC
19955 HIGHLAND VISTA DRIVE
SUITE 170
ASHBURN, VA 20147

Gordon N Dixon, Director

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

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407004404 EXPIRES: 12-31-2013
PROFESSIONS: ENG
GEOCONCEPTS ENGINEERING INC
19955 HIGHLAND VISTA DRIVE
SUITE 170
ASHBURN, VA 20147

(FOLD)

(DETACH HERE)

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

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

Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, February 25, 1999

This is to Certify that the certificate of incorporation of

GeoConcepts Engineering, 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:

February 25, 1999

STATE CORPORATION COMMISSION VIRGINIA SIC SEMPER TYRANNIS 1903

State Corporation Commission

Joel H. Peck

Clerk of the Commission

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
03-31-2014

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

NUMBER
0402021556

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

PAUL EDWARD BURKART
GEOCONCEPTS ENGINEERING INC
19955 HIGHLAND VISTA DRIVE
SUITE 170
ASHBURN, VA 20147

Gordon N. Dixon, Director

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

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402021556 EXPIRES: 03-31-2014

PAUL EDWARD BURKART
GEOCONCEPTS ENGINEERING INC
19955 HIGHLAND VISTA DRIVE
SUITE 170
ASHBURN, VA 20147

(FOLD)

(DETACH HERE)

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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-28-2014

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

NUMBER
0411000497

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

PROFESSIONS: ENG, LS

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

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Gordon N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR A ELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000497 EXPIRES: 02-28-2014
PROFESSIONS: ENG, LS
BOWMAN CONSULTING GROUP LTD
9813-9815 GODWIN DR
MANASSAS, VA 20110

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

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Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, June 7, 1995

This is to Certify that the certificate of incorporation of

Bowman Consulting Group, P.C.

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 7, 1995

State Corporation Commission

William J. Bridge

Clerk of the Commission

Payment by eCheck is currently unavailable. We apologize for any inconvenience this may cause.

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SCC eFile
Business Entity Details

Help

BOWMAN CONSULTING GROUP, LTD.

General

SCC ID: 04481982
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 6/7/1995
Status: Active
Shares Authorized: 360000

Principal Office

3863 CENTERVIEW DRIVE
SUITE 300
CHANTILLY VA20151

Registered Agent/Registered Office

ROBERT A HICKEY
3863 CENTERVIEW DR STE 300
CHANTILLY VA 20151
FAIRFAX COUNTY 129
Status: Active
Effective Date: 5/13/2004

Select an action

File a registered agent change
File a registered office address change
Resign as registered agent
File an annual report
Pay annual registration fee
Order a certificate of good standing
Submit a PDF for processing (What can I submit?)
View eFile transaction history
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Build #: 1.0.0.27709

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
0407003842

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

PROFESSIONS: LS

RICE ASSOCIATES INC
10625 GASKINS WAY
MANASSAS, VA 20109

Gordon N. Dixon, Director

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

Commonwealth of Virginia

State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

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

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

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.

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

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CISECOM
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Business Entity Details

Help

RICE ASSOCIATES, INC.

General

SCC ID: 03316627
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 12/15/1988
Status: Active
Shares Authorized: 60000

Principal Office

10625 GASKINS WAY
MANASSAS VA20109

Registered Agent/Registered Office

DAVID F RICE III
10625 GASKINS WAY
MANASSAS VA 20109
PRINCE WILLIAM COUNTY 176
Status: Active
Effective Date: 12/20/2006

Select an action

File a registered agent change
File a registered office address change
Resign as registered agent
File an annual report
Pay annual registration fee
Order a certificate of good standing
Submit a PDF for processing (What can I submit?)
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Build #: 1.0.0.23101

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-28-2014

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

NUMBER
0411000200

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

PROFESSIONS: LS

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

Gordon N. Dixon, 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
06-30-2015

NUMBER
0403002342

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

RANDY ALAN STOWERS
105 SENTINEL DRIVE
WINCHESTER, VA 22603

Gordon N. Dixon, Director

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Commonwealth of Virginia

State Corporation Commission

I Certify the Following from the Records of the Commission:

Harris Miller Miller & Hanson Inc., a corporation existing under the laws of MASSACHUSETTS, holds a certificate of authority to transact business in Virginia, and is in good standing.

The certificate was issued on December 06, 2000.

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:
August 24, 2009

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CIS0502

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Search by **company name = harris miller**

The following result(s) sorted by company name.

SWaM Type	SWaM Cert#	Expiration Date	Company Name/Mailing Address	Pcard	Description of Services
S	665488	10-28-2013	HARRIS MILLER MILLER & HANSON INC. Doing Business As: HARRIS MILLER MILLER & HANSON INC. 77 SOUTH BEDFORD STREET BURLINGTON, MA 01803 Contact: CHRISTOPHER W. MENGE Phone: (781)229-0707 Fax: (781)229-7939 CMENGE@HMMH.COM	N	**NIGP Code and Description** 92652 ENVIRONMENTAL NOISE & VIBRATION SERVICES 20882 AVIATION-RELATED MODELING SOFTWARE 91843 AIRSPACE PLANNING & MODELING 96132 AIR QUALITY 90602 ARCHITECTURAL & INDUSTRIAL ACOUSTICS 92091 INM, TNM TRAINING COURSES

Note

- MS or WS in the SWaM Type column indicates the business also has small business certification.
- Before printing, ensure that your browser print setup is set to landscape.

Expiration date with * indicates that business is pending for recertification.

Expiration date with ** indicates that business currently has 'Provisionally Approved' status. The Department of Minority Business Enterprise (DMBE) must receive all required supporting documents 15 days prior to the expiration date to allow processing or the certification will

automatically expire.
Company name with *** indicates that business is a "Service Disabled Veteran owned" business.

1-1

Copyright © 2007, All Rights Reserved
Virginia Department of Minority Business Enterprise
1111 East Main Street, Suite 300 Richmond, VA 23219
Phone: (804) 786-6585, Toll-free: 1 (888) 792-6323, 1 (800) 223-0671 (VA only)
WAI Level A Compliant

Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, August 27, 2010

This certificate of registration to transact business in Virginia is this day issued for

MOUNTAIN EMPIRE ACQUISITIONS LLC

a limited liability company organized under the laws of TENNESSEE and the said company is authorized to transact business in Virginia, subject to all Virginia laws applicable to the company and its business.

State Corporation Commission
Attest:

Joel H. Peck
Clerk of the Commission

CIS0339

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
07-31-2014

NUMBER
4001 014986

REAL ESTATE APPRAISER BOARD
CERTIFIED GENERAL REAL ESTATE APPRAISER

ALLEN A ARMSTRONG
328 SHRIKE DR

BUDA TX 78610

Gordon N. Dixon, Director

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APPRAISERS/APPRAISAL FIRMS APPROVED BY VDOT TO PERFORM APPRAISAL SERVICES

SENIOR APPRAISER DESIGNATION

NAME	ADDRESS & TELEPHONE #	SWAM/ DBE
BRISTOL		
Armstrong, Allen ASA, R/W-AC, SR/WA RW-URAC, R/W-RAC, R/W-NAC	Mountain Empire Acquisitions 598 West Valley Drive Kingsport, TN 37664 (512)940-9192 aaa@mountainempire.com	
Castle, David N. Certified General	310 W. Main Street P. O. Box 1296 Lebanon, Virginia 24266 (276) 889-4020 (276) 889-2749 – Fax Dcastle@bvu.net	
Crider, Charles F. MAI	Crider Taylor & Bouye, LLC 2 Ridgeway Avenue Greenville, SC 29607 crider@criderappraisals.com (864) 232-1788 (864) 232-1890 – Fax	
Dew, Joel B. MAI	JBD & Associates of NC, LLC P. O. Box 8508 Asheville, North Carolina 28814 (828) 255-4964 Ex 114 (828) 255-0929 – Fax jdew@jbdassociates.com	
Elliott, Jr., Robert MAI	Crider Taylor & Bouye, LLC 2 Ridgeway Avenue Greenville, SC 29607 crider@criderappraisals.com (864) 232-1788 (864) 232-1890 – Fax	

Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, August 10, 2012

This certificate of registration to transact business in Virginia is issued for

Appraisal Review Specialists, LLC
(Date of Registration: February 3, 2012)

a limited liability company organized under the laws of West Virginia and the said company is authorized to transact business in Virginia, subject to all Virginia laws applicable to the company and its business.

State Corporation Commission
Attest:

Joel H. Peck
Clerk of the Commission

CIS0502

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
04-30-2014

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

NUMBER
4008 001735

REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION

APPRAISAL REVIEW SPECIALISTS LLC

3058 MOUNT VERNON ROAD SUITE 12

HURRICANE WV 25523

Gordon N. Dixon, Director

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REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION
NUMBER: 4008 001735 EXPIRES: 04-30-2014
APPRAISAL REVIEW SPECIALISTS LLC

3058 MOUNT VERNON ROAD SUITE 12

HURRICANE WV 25523

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
03-31-2015

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

NUMBER
4001 012258

REAL ESTATE APPRAISER BOARD
CERTIFIED GENERAL REAL ESTATE APPRAISER

RAYMAN SCOTT BARBER
3058 MOUNT VERNON RD

HURRICANE WV 25526

Gordon N. Dixon, Director

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

FEE REVIEW APPRAISERS/FEE REVIEW APPRAISAL FIRMS APPROVED BY VDOT TO PERFORM APPRAISAL REVIEW SERVICES

NAME	ADDRESS & TELEPHONE #	SWAM/ DBE
Pratt, Robert M. Manager/Review Appraiser	Appraisal Review Specialist, LLC 3058 Mt. Vernon Road, Suite 12 Hurricane, West Virginia 25526-9458 Telephone: 304-760-2156 Fax: 304-760-2158 appraisalreview@frontier.com	
Barber, R. Scott Manager/Review Appraiser	Appraisal Review Specialist, LLC 3058 Mt. Vernon Road, Suite 12 Hurricane, West Virginia 25526-9458 Telephone: 304-760-2156 Fax: 304-760-2158 appraisalreview@frontier.com	
Schwartz, Phil Review Appraiser	Appraisal Review Specialist, LLC 3058 Mt. Vernon Road, Suite 12 Hurricane, West Virginia 25526-9458 Telephone: 304-760-2156 Fax: 304-760-2158 appraisalreview@frontier.com	
Bradford, Jennings Review Appraiser	Appraisal Review Specialist, LLC 3058 Mt. Vernon Road, Suite 12 Hurricane, West Virginia 25526-9458 Telephone: 304-760-2156 Fax: 304-760-2158 appraisalreview@frontier.com	
Crawford, Steven M. CEO	Riverridge Valuations, Inc. 135 Brassy Court Johns Creek, Georgia 30022 stevencrawford@bellsouth.net (404) 401-3838 (Cell) (770) 640-1922 (Fax)	**SWAM**
Davis, Lorraine	647 Beall Avenue Luray, VA 22835 (540) 743-3610 davisappraisals@embarqmail.com douglad@embarqmail.com	**SWAM**

APPENDIX 3.3.1

IDENTITIES OF AND QUALIFICATIONS OF KEY PERSONNEL

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:

Mehdi Tasooji – Senior Project Manager

b. Project Assignment:

Design-Build Project Manager

c. Name of Firm with which you are now associated:

Martins Construction Corporation

d. Years experience: With this Firm 17 Years With Other Firms 29 Years
Please list chronologically your employment history, position and general experience or fields of practice for the last fifteen(15) years:

Martins Construction Corp. (1996-Present)
Senior Project Manager for the company's projects. Martins Construction Corp. is engaged in bridge construction and maintenance projects in Maryland, Virginia and the District of Columbia. The company is also active in construction of concrete structures, specialized overlays and site works.

e. Education: Degree(s)/Year/Specialization:

The University of Illinois / 1967 / MS Structural Engineering (minor in Soil Mechanics and Foundation Design)

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

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

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

Project Manager, the New Headquarters for the Ministry of Public Works and Housing, Riyadh, Saudi Arabia. The project consisted of five office towers of fourteen stories high, laboratories, assembly and lecture halls and covered parking. Total construction area was 1,450,000 S.F. This project was with the firm General Agencies Corporation, from 1983 to 1985.

Project Manager, Section 5 of Riyadh-Dammam Expressway, Saudi Arabia, twenty-five mile six lane divided highway with two major interchanges and five underpasses, drainage system, Security fence Project size $250 M, from 1980 to 1983.

Partner of the Firm Abdol Aziz Farmanfarmaian & Associatees in Charge of Construction Management Department and Site Supervision, Major projects included Tehran International Airport ($2.5 Billion), Ministry of Agriculture Headquarters ($250 M), National Iranian Television Facilities and Headquarters ($350 M), from 1974 to 1980.

Resident Engineer, Mehrabad Airport Expansion Project; The project included construction of airport access roads, parking aprons, taxiways, drainage system, security systems and a new terminal. This project was with the firm Abdol Aziz Farmanfarmaian & Associates, from 1971 to 1974.

Resident Engineer, Tehran Olympic Center and sports complex was built for the Seventh Asian Games and

included two covered stadiums, a veledrome, shooting ranges, practice fields, support facilities, access roads, parking lots and site works. This project was with the firm Abdol Aziz Farmanfarmaian & Associates, from 1971 to 1974.

Project Manager, Section 5A of Iran Europe Railway link, work included construction of 29 tunnels for a total length of four (4) miles. five major viaducts and thirty-three bridges.
Project Manager, Ishtahan Railroad Station, project consisted of track hangers, support facilities. 260 units of staff housing, etc. This project was with the firm Avaji Construction Company, from 1969 to 1971.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: Michael M. Hooshangi, P.E., Engineering Director

b. Project Assignment: Design Manager

c. Name of Firm with which you are now associated: STV Incorporated

d. Years experience: With this Firm <1 Years With Other Firms 34 Years

STV Incorporated, 2013 to Present, Engineering Director: Brings more than 30 years of experience in highway design, including urban and rural interchanges, expressways, interstates, and primary and secondary highways in Maryland, Virginia, West Virginia, and Washington, D.C. Mr. Hooshangi has served as project manager on numerous multidisciplinary roadway design projects incorporating roadway widening and reconstruction, intersection improvements, drainage systems, stormwater management, right-of-way, maintenance and protection of traffic plans, and utility relocations.

AECOM, 2000 to 2013, Senior Program Director and Civil Department Manager: Senior Program Director managing the highway engineering sections of two AECOM offices.

Wilbur Smith Associates, 1994 to 2000, Director of Transportation: Senior Associate and Director of Transportation guiding a staff of project managers, engineers, and technicians for design and plan development of various highway and civil projects in Virginia, Maryland, and West Virginia.

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

Marshall University (Huntington, WV) / MS / 1978 / Civil Engineering

West Virginia Institute of Technology (Montgomery, WV) / BS / 1977 / Civil Engineering

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

1989 / Professional Engineer / #019827

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

VDOT I-581 Valley View Interchange Design-Build

Design Manager. Designing a diverging diamond interchange in Roanoke, VA, to facilitate high-volume left-turn movements from Valley View Boulevard onto I-581. Mr. Hooshangi is responsible for the design and preparation of roadway plans. Other design elements include bridge widening, retaining walls, sound barrier walls, and the relocation of the Licking Run Greenway shared-use path, which included a new pedestrian bridge. The scope also includes four entrance/exit ramps, guardrails, and a parking lot relocation.

Company: *STV Incorporated* Dates: *2013 to Present*

Client Contact: *Bobby Phlegar, VDOT Project Manager / (540) 378-5083 / r.phlegar@VDOT.Virginia.gov*

Town of Leesburg Sycolin Road

Project Manager. Oversaw design and final construction, right-of-way, and traffic control plans for the widening and improvements of Sycolin Road for the Town of Leesburg, VA. Work included intersection

improvements, coordination and relocation of utilities, geotechnical investigations, pavement design, alignments, hydraulic and hydrologic analysis, stormwater management, construction staging, and maintenance and protection of traffic. The project also included two signalized intersections, preparation of plans for detailed pavement marking and signing plans for the design of street sign names and ground-mounted guide signs. Mr. Hooshangi also developed all required plan assemblies and technical reports, developed and implemented project schedules, monitored staff resources, coordinated with the client and subconsultants, and implemented QA/QC procedures.

Company: *AECOM* Dates: *2010 to 2013*
Client Contact: *This work was completed while Mr. Hooshangi was employed by AECOM and no current client contact information is available.*

VDOT Route 50 Courthouse Road and 10th Street Interchanges

Project Manager. Oversaw design to replace two major interchanges of Route 50 (Arlington Boulevard) with 10th Street and Courthouse Road in Arlington County, VA, at an estimated total cost of $39 million for the Virginia Department of Transportation (VDOT). Mr. Hooshangi supervised design of new access roads, three traffic signals, new CD Roads, transportation management plans, 13 mechanically stabilized earth (MSE) retaining walls, and pedestrian improvements. He developed all required plan assemblies, implementation of project scheduling, client and subconsultant coordination, and implementation of QA/QC procedures. The context-sensitive design of MSE walls required close coordination with an artist hired by VDOT to beautify this gateway to Arlington.

Company: *AECOM* Dates: *2005 to 2013*
Client Contact: *This work was completed while Mr. Hooshangi was employed by AECOM and no current client contact information is available.*

Potomac Yard Development

Project Engineer. Provided engineering design and quality assurance for the $50 million construction project located within the Potomac Yard Development corridor as part of the Route 1 gateway into Alexandria, VA. The project included improvements to intersections, pedestrian access, public transit accommodations, construction of a bike trail, and modifications to adjoining roads. Mr. Hooshangi developed construction, maintenance of traffic, signing/pavement marking plans, staff resource monitoring, and implementation of QA/QC procedures.

Company: *AECOM* Dates: *2006 to 2007*
Client Contact: *This work was completed while Mr. Hooshangi was employed by AECOM and no current client contact information is available.*

VDOT Fairfax County Parkway/Baron Cameron Avenue Interchange

Project Manager. Supervised design of a new single-point urban interchange, including widening and realignment of Baron Cameron Avenue in a densely developed professional business area of Reston, VA, for the Virginia Department of Transportation (VDOT). Because of a lack of available right-of-way, Mr. Hooshangi led the study and analysis of several interchange alternatives before selecting an optimal design. He also oversaw the preparation of a detailed maintenance of traffic plan, utility coordination, installation of sound barrier walls, design of stormwater management ponds to conform to limited available right-of-way, and close coordination with stakeholders, such as adjacent residential developments, the Town of Herndon, Virginia Power, and the Park Authority.

Company: *Wilbur Smith Associates* Dates: *1998 to 2000*
Client Contact: *This work was completed while Mr. Hooshangi was employed by Wilbur Smith Associates and no current client contact information is available.*

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:
Vincent Kumordzie, P.E., Quality Assurance Manager

b. Project Assignment:
Quality Assurance Manager

c. Name of Firm with which you are now associated:
CKI & Associates, Inc.

d. Years experience: With this Firm 16 Years With Other Firms 9 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.):

(1) Project - Harvard Triangle Intersection Improvements, NW Project, DDOT, Washington, DC (2012-Present):
Resident Engineer - Construction Management and Inspection (Streetscape Project)

(2) Reconstruction of 18th Street, NW (Adams Morgan Streetscape Project), DDOT, Washington, DC (2010-2012):
Resident Engineer - Construction Management and Inspection. (Streetscape Project)

(3) Columbia Heights Streescape Project, DDOT, Washington, DC (2010-2012):
Resident Engineer - Construction Management and Inspection. (Streetscape Project)

(4) South Capitol Street Near Term Improvements Design/Build Project, DDOT, Washington, DC (2008-2010):
Resident Engineer - Construction Management and Inspection. (Streetscape Project)

(5) Springfield Interchange Improvements Project, Phases II, III, V, VI, VII, VDOT, Springfield, VA (1999 - 2008):
Lead Bridge Structure Inspector - Construction Management and Inspection. (Bridge and Highways Construction Project)

(6) I-66 Improvements and Widening Project, Fairfax, VA (1997 -1999)
Senior Inspector - Construction Management and Inspection. (Bridge and Highways Construction Project)

(7) I-66 Improvements and Widening Project, Fairfax, VA (1997 -1999)
Senior Inspector - Construction Management and Inspection. (Bridge and Highways Construction Project)

(8) Route 50 & Fairfax County Parkway Interchange Construction Project, Fairfax, VA (1995 -1997)
Senior Inspector - Construction Management and Inspection. (Bridge and Highways Construction Project)

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Kharkov State Institute of Highways, USSR/MS/1989/Civil Engineering
Kumasi University of Science & Technology, Ghana/1986/Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
1997/Professional Engineer/VA Registration # 0402029121
1999/Professional Engineer/MD Registration # 24288
2010/Professional Engineer/DC Registration # PE905837

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

1. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*
2. *Note whether experience is with current firm or with other firm.*
3. *Provide beginning and end dates for each assignment.*

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

The following five (5) projects listed below were performed with current firm:

1) South Capitol Street Near Term Improvements Design/Build Project, DDOT, Washington, DC (2008- 2010):
As Resident Engineer, Mr. Kumordzie was responsible for the administration of the construction contract to ensure that the contract work was completed in accordance with the plans and specifications, required quality standards, the contract performance period, and the contract budget. He was also in charge of the field personnel responsible for the daily monitoring of the contractors' work activities to ensure that the work was performed in accordance with the agreed schedule, plans and specs and to ensure compliance with QA/QC program associated with the contract performance.

2) Springfield Interchange Improvements Project, Phases II & III, VDOT, Springfield, VA (1999 - 2003):
As Lead Bridge/Structure Inspector, Mr. Kumordzie was responsible for providing construction inspections, project progress reports, and monitoring work quantities on the I-95/Rte 644 Interchange and reconstruction of Franconia/Old Keene Mill Rd. His main responsibility included the supervision of inspectors, assisted, trained, and reviewed inspectors' work assignments and reports for quality and CQIP compliance. Additionally, he performed plan quality and constructability review, and assisted the resident engineer in problem resolution of structure related issues on site. He also coordinated and monitored all bridge construction inspection items including: project layout, drilled shafts, abutments, piers, retaining walls, bridge decks and superstructure erection, managing inspectors, and constructed As-built CPM for this $95m project.

3) Springfield Interchange Improvements Project, Phases IV & V, VDOT, Springfield, VA (2003- 2005):
As Lead Bridge/Structure Inspector, Mr. Kumordzie continued in his lead role providing construction inspections, project progress reports, and monitoring work quantities on the I-95/I-495 Interchange and Hemming Avenue Bridge and Roadway reconstruction work. He was responsible for the supervision, assisted and reviewed inspectors' work assignments and reports for quality and CQIP compliance. Additionally, he performed plan quality and constructability review, and assisted the resident engineer in problem resolution of structure related issues on site. He also coordinated and monitored all bridge construction inspection items including: project layout, drilled shafts, abutments, piers, retaining walls, bridge decks and superstructure erection, managing inspectors, and constructed As-built CPM for this $135m project.

4) Springfield Interchange Improvements Project, Phases VI & VII, VDOT, Springfield, VA (2005- 2008):
As Lead Bridge/Structure Inspector, Mr. Kumordzie continued in his lead role providing construction inspections, project progress reports, and monitoring work quantities on the I-95/I-495 Interchange and Hemming Avenue Bridge and Roadway reconstruction work. He was responsible for the supervision, assisted, and reviewed inspectors' work assignments and reports for quality and CQIP compliance. Additionally, he performed plan quality and constructability review, and assisted the resident engineer in problem resolution of structure related issues on site. He also coordinated and monitored all bridge construction inspection items including: project layout, drilled shafts, abutments, piers, retaining walls, bridge decks and superstructure erection, managing inspectors, and also developed and reviewed as-built CPM for this phase of the project.

5) I-66 Improvements and Widening Project, Fairfax, VA (1997 -1999)
As Inspector, Mr. Kumordzie performed construction inspections, generated daily diaries for contractor's work covered and monitoring work quantities on the I-66 reconstruction work which included 5 bridges and 8 miles of roadway reconstruction of full depth asphalt and concrete pavements. He was responsible for ensuring contractor's daily work activities were performed in compliance with VDOT specifications and reported on item quantities as well as quality thru CQIP compliance checks. He assisted in performing preconstruction plan review for the items assigned him for quality and constructability; and assisted regularly in field issue resolution arising from work being performed and conflicts with especially existing utilities. He also monitored concrete placement operations for all bridge decks and other components and performed inspections on specialized items including soundwall barriers, drilled shafts, bridge abutments, piers, retaining walls, bridge decks and superstructure steel beam erection and worked well with other inspectors.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:

Luis Cerqueira – General Superintendent

b. Project Assignment:

Construction Project Manager

c. Name of Firm with which you are now associated:

Martins Construction Corporation

d. Years experience: With this Firm 17 Years With Other Firms 10 Years
Please list chronologically your employment history, position and general experience or fields of practice for the last fifteen(15) years:

Martins Construction Corp. (1996-Present)
General Superintendent for the company's projects. Specializing in Bridge Repair and New Bridge Construction, Deck Replacement, Culverts, Joint Repair, Concrete Foundation/Site Work, Structural Concrete Work, and Underground Utilities for Virginia Department of Transportation, District of Columbia Department of Transportation and Maryland State Highway.

e. Education: Degree(s)/Year/Specialization:

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

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

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

General Superintendent for the Rehabilitation of 14th Street Bridge Over Potomac River DCKA-2007-C-0134. The $29 million project consisted of overall construction of project works including marine work, bridge painting, post tensioning, steel structure and latex modified concrete overlay. All works over Potomac River (2009 to 2012).

General Superintendent for the Rehabilitation of 9th and 10th Street over I-395 Expressway DCKA-2007-C-0115. The $8 million project consisted of superstructure replacement, bridge painting, jack and blocking, bearing replacement, water system and electrical works (2008 to 2010).

General Superintendent for the Rehabilitation of South Dakota Avenue Bridge POKA-2006-C-0055LS over CSX Railroad. The $7.8 million project consisted of substructure and superstructure, concrete paving, replacement storm drain system, water main system, electrical works and traffic signals (2006 to 2010).

General Superintendent for the Rehabilitation of North Capitol Street POKA-2002-B-0076. The $15.6 million project consisted of over one mile of street reconstruction including storm drain system, pavement, street lighting and traffic signal works, rehabilitation of two bridges, hydrodemolition (2003 to 2006).

APPENDIX 3.4.1(a)

LEAD CONTRACTOR WORK HISTORY FORMS

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

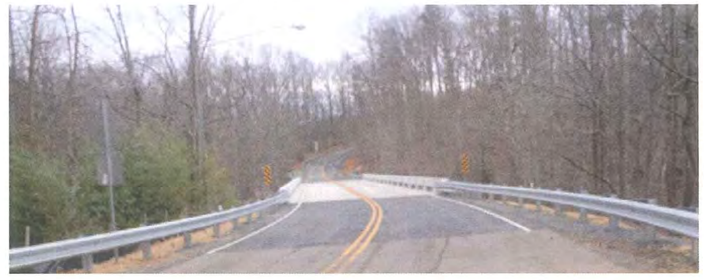
a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by Firm identified as the lead Contractor for this procurement (in Thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **Superstructure Replacement at Rte. 636 over Accotink Creek** Location: **Northern Virginia**	Name: **Martins Construction Corp. (Peformed for VDOTand the designer was PB Americas, Inc. Project was conventional design-bid-build)**	Name of Client: **VDOT** Project Manager: **Oscar Jamilla** Phone: **703-259-2769** Email: **oj.jamilla@vdot.virginia.gov**	**1/6/13**	**12/20/12**	**$849,927.00**	**$811,614.27**	**$740,670.40 (Contract amount minus subcontracted work)**

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

This project comprised of work involving a complete bridge superstructure replacement and substructure repairs within extremely limited project durations. Located in an environmentally sensitive location, care had to be taken to prevent any contamination of the underlying Accotink Creek during the entire demolition phase of the existing bridge superstructure. The existing steel beams contained lead paint which had flaked in several areas which had the potential of polluting the water body under the bridge.

Following the demolition, Martins Construction Corp. closely coordinated the delivery and schedule of materials and works performed by their suppliers and sub-contractors in achieving the goals of the project. This included utility relocations, sub-structure repairs, structural steel beam delivery and installation, forming and pouring the bridge superstructure and finally grading and pav ing the approaches and installing new guardrail. The project also involved the installation of Type I Riprap around the abutments which required to be carried out with utmost care without damaging the sewer line running across the road and also without polluting the creek.

Given that several promises were made to the neighboring community to have the bridge reopened within 4 months, all activities on the schedule were critical and the project demanded utmost care in ensuring all activities were planned and executed meticulously. As a result of meeting and exceeding all the goals set forth during pre-construction, VDOT presented Martins Construction Corp. the highest level of recognition available to VDOT; a "Certificate of Appreciation" recognizing and appreciating the efforts made in completing the project under budget and ahead of schedule.



ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - 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. Dollar Value of Work Performed by Firm identified as the lead Contractor for this procurement (in Thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **Lewinsville Rd. Bridge (New Construction)** Location: **McLean, VA**	Name: **Maretins Construction Corp. (Performed for Fluor-Lane on I-495 HOT-Lanes, Designed by HNTB. Project was conventional design-bid-buid)**	Name of Client: **Fluor-Lane LLC** Project Manager: **Mitch Lester** Phone: **571-527-1647** Email: **mitch.lester@fluor-lane.com**	**6/19/10**	**5/24/11**	**$2,695,023.21 (Original Price Based on 60% Design)**	**$3,210,785.99**	**$2,609,009.31**

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

Comprised of constructing a new 464 foot long, two span bridge with steel superstructure and concrete deck, the notable elements of this project included drilled shafts for footing, steel piles for abutments, concrete pier and abutments, mechanically stabilized wingwalls (MSE Walls), concrete deck and parapets, pedestrian fence and railing, and coating of the structural steel. Located in one of the most heavily congested areas of the Capital Beltway, the main challenges facing the project team were poor access, tight work space and performance of the work with minimal impact on the traveling public, as well as the all-too-familiar scheduling constraints

Though this was one of the last bridge construction projects to start on the hot lanes, it was the very first to be completed, substantially ahead of its original schedule. While the project had received special recognition for the quality of work and effectiveness of the means and methods of construction, the Martins Construction Corp. project staff were also the recipient of the an award of excellence in consideration for their dedication and commitment to having a proactive approach in finding and resolving potential constraints before they could impact the project.

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - 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. Dollar Value of Work Performed by Firm identified as the lead Contractor for this procurement (in Thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **Rehabilitation of Northbound and Southbound 14th Street Bridges over Potomac River** Location: **District of Columbia**	Name: **Martins Construction Corp. (Peformed for DDOTand the designer was Modjeski and Masters. Project was conventional design-bid-build)**	Name of Client: **DDOT** Project Manager: **Muhammed Khalid, PE** Phone: **202-673-6813** Email: **muhammed.khalid@dc.gov**	**4/29/11**	**8/13/12 (Substantial Scope Increase)**	**$27,960,151.00**	**$29,347,057.59 (Substantial Scope Increase)**	**$12,674,879.61 (Contract amount minus subcontracted work)**

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

This project, one of the largest undertaken by Martins Construction Corp. to date, is one that can best showcase the company's wide range of technical capabilities and expertise. The scope of work includes dredging the riverbed and placement of tremie concrete around five of the piers, design and installation of cofferdams (up to 40 feet deep) around the piers, removing the existing stone cladding from the piers, encasement of the pier footings and stems with concrete matching the existing stone, and the design and installation of a post-tensioning system for each encasement.

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

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

APPENDIX 3.4.1 (b)

LEAD DESIGNER WORK HISTORY FORMS

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT (1) PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-581 and Valley View Boulevard Interchange Improvements Location: Roanoke, VA	Name: LANE Construction Corp.	Name of Client.: LANE Construction Corp. Phone: (703) 222-5670 Project Manager: Bobby Phlegar, VDOT Phone: (540) 378-5083 Email: r.phlegar@VDOT.Virginia.gov	03/2016	03/2016	$38,400	$38,400	$3,600

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

Delivery Method:
Design-Build

Category of Work:
- ✓ Structural engineering
- ✓ Civil engineering
- ✓ Roadway design
- ✓ Geotechnical design
- ✓ Hydraulics design
- ✓ Utility relocation
- ✓ Landscaping
- ✓ Maintenance of traffic
- ✓ Environmental
- ✓ Public involvement

Contractor:
LANE Construction Corp.

Lead Designer:
STV Incorporated

Office Location(s) Where Design Work Was Performed:
2722 Merrilee Drive
Suite 350
Fairfax, VA 22031-4427

Project Background
Construction of a partial interchange of I-581 with Valley View Boulevard in Roanoke, VA, was completed in 1999. The Virginia Department of Transportation (VDOT) selected STV to provide comprehensive design services for the design-build project.

Project Scope
The scope includes implementing a diverging diamond interchange by modifying the existing off-ramp from northbound I-581 and on-ramp onto southbound I-581 and building a new off-ramp from southbound I-581 and a new on-ramp from Valley View Boulevard onto northbound I-581. An advantage of a diverging diamond design is that it does not require vehicles to cross oncoming traffic to make left-hand turns. It also will reduce right-of-way impacts at the site, simplify traffic signal operations, and reduce impacts to streams and utilities.

Along with the roadway and bridge structures, STV is responsible for retaining walls, sidewalks and trails, drainage, stormwater management, erosion and sediment control, temporary traffic control devices, the Transportation Management Plan, pavement markings, signals, signs, lighting, a parking lot relocation, and landscape architecture. Services also include geotechnical investigation, borings and analysis, materials analysis, and hydraulic and hydrologic analysis.

Project Description
Other features of the estimated $38.4 million project — which will involve a total of approximately 1.3 miles of roadway — include construction of a continuous lane on southbound I-581 to connect the on-ramp at Hershberger Road to the new off-ramp at Valley View Boulevard, construction of a continuous through lane on northbound I-581 to connect the new on-ramp from Valley View Boulevard to the off-ramp at Hershberger Road, widening of the bridge carrying Valley View Boulevard over I-581 from one lane to four lanes with turn lanes onto the I-581 on-ramps, installing new sound walls, repaving portions of Valley View Boulevard, realigning a portion of the Lick Run Greenway pedestrian and bicycle path, and construction of a new pedestrian bridge.

Among the challenges of the final build-out of the I-581/Valley View Boulevard interchange are maintenance of traffic and mitigation of environmental impacts.

The Valley View Mall is the region's busiest shopping center, and the 3.4-mile Lick Run Greenway trail plays an important role in supporting recreation and health, economic development, and environmental resources. STV participated in an initial partnering meeting with representatives of VDOT, the City of Roanoke, the Valley View Mall, the Roanoke Valley Greenway Commission, utility owners, the construction team, and other stakeholders to review project requirements, and is holding regular design workshops to solicit input and buy-in. The firm is also conducting constructability reviews on all major components of work, as well as critical elements that may affect maintenance of traffic.

These meetings, workshops, and reviews are also critically important to mitigating potential environmental impacts. The latest Categorical Exclusion (CE) completed by VDOT indicated an estimated 935 linear feet of stream impact, with impacts to the 100-Year Floodplain and Regulatory Floodway Zone anticipated due to the proposed relocation of Lick Run — a stream that flows beside the shared-use path west of I-581 and gives the greenway its name — due to the required extension of the interchange ramp fill slopes. Accordingly, it will be necessary for STV to manage the completion of a Conditional Letter of Map Revision and Letter of Map Revision to accurately reflect the changes to the floodway model.

Because the project is anticipated to qualify for permitting under a U.S. Army Corps of Engineers (USACE) Nationwide Permit (NWP) 23 for approved CEs, impacts to aquatic resources will need to be kept under 0.5 acres. If that permitting threshold is exceeded an Individual Permit may be required, which in turn would result in additional coordination with the USACE for compliance with NEPA.

In any case, the STV team is addressing critical environmental issues during the design of the I-581/Valley View Boulevard interchange improvements, including the management of water flows to maintain the pre-construction course, condition, capacity, and location of open waters to the greatest extent possible, and the prevention any impacts to endangered species, including to critical habitat.

Project Benefits
The long-planned Phase II of the project will significantly improve traffic congestion and safety in the area, attractions of which include the 800,000-sf Valley View Mall and the Roanoke Regional Airport.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT (1) PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Route 1 Bus Rapid Transitway Location: Alexandria, VA	Name: LANE Construction Corp.	Name of Client.: LANE Construction Corp. Phone: (703) 222-5670 Project Manager: Susan Gygi, City of Alexandria Phone: (703) 746-4109 Email: susan.gygi@alexandriava.gov	12/2013	12/2013	$12,500	$12,500	$882

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.

Delivery Method:
Design-Build

Category of Work:
- ✓ Civil design
- ✓ Traffic engineering
- ✓ Roadway design
- ✓ Structural design

Contractor:
LANE Construction Corp.

Lead Designer:
STV Incorporated

Office Location(s) Where Design Work Was Performed:
2722 Merrilee Drive
Suite 350
Fairfax, VA 22031-4427

Project Background
After many years, the land formerly comprising one of the largest rail yards on the east coast — Virginia's Richmond, Fredericksburg, and Potomac Railroad Yard — has been approved for zoning that will allow $3 billion to $4 billion of mixed-use development. However, significant constraints in regard to transportation threaten to limit the development potential of the 69-acre site. The purpose of the Crystal City/Potomac Yard Corridor Transit Improvements Project is to provide high-capacity and high-quality bus transit services in the 5-mile corridor between the Pentagon and Pentagon City in Arlington County and the Braddock Road Metrorail Station in the City of Alexandria.

The project is jointly sponsored by Arlington County and the City of Alexandria in cooperation with the Washington Metropolitan Area Transit Authority (WMATA) and the Virginia Department of Rail and Public Transportation (DRPT).

Project Scope
STV is providing engineering design services for the $8.5 million design-build of the Route 1 Bus Rapid Transitway section of the Crystal City/Potomac Yard Busway in Alexandria, VA. The 0.8-mile, 2-lane transitway will run in the median of US Route 1 between Potomac Avenue and East Glebe Road and will be fully dedicated to transit service, with no other vehicles except emergency vehicles having access.

Project Description
Upon receipt of an $8.5 million FTA TIGER grant, the Alexandria contracted STV to provide engineering design services for the design-build of the Route 1 Bus Rapid Transitway section of the Crystal City/Potomac Yard Busway. The 0.8-mile, 2-lane transitway will run in the median of US Route 1 between Potomac Avenue and East Glebe Road and will be fully dedicated to bus service, with no other vehicles except emergency vehicles having access. Twelve-foot-wide landscaped medians on either side of the bus lanes will taper near intersections with signalized left-turn lanes. The scope of work also encompasses storm drain modifications and lighting.

Project Benefits
The Alexandria Crystal City/Potomac Yard service will have headways of 12 minutes during peak hours, 15 minutes on off-peak hours, and 20 minutes on weekends. The stations on the transitway (including seven on the dedicated Route 1 section, which will be designed and constructed under a separate contract) will have state-of-the-art features, including a real-time passenger/transit information system and traffic signal priority. The transitway and stations are being designed to allow the possible future conversion to a streetcar use with minimal disruptions to customers and adjoining land owners.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT (1) PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Route 1 (Monroe Avenue) Bridge Replacement Location: Alexandria, VA	Name: Shirley Contracting Co., LLC	Name of Client.: City of Alexandria Phone: (703) 746-4045 Project Manager: Emily Baker Phone: (703) 746-4045 Email: emily.baker@alexandriava.gov	03/2009	03/2009	$15,000	$15,000	$255

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.

Delivery Method:
Design-Bid-Build

Category of Work:
- ✓ Highway bridge design
- ✓ Concept study
- ✓ Final design

Contractor:
Shirley Contracting Co., LLC

Lead Designer:
STV Incorporated

Office Location(s) Where Design Work Was Performed:
2722 Merrilee Drive
Suite 350
Fairfax, VA 22031-4427

Project Background
The Potomac Yard Development includes commercial and recreational areas to support the community in Alexandria, VA. The development will include new bridges, improvements to Potomac Avenue, a new development on Main Street, east and west connector road improvements, a 24-acre park, two smaller parks, and sporting grounds.

Project Scope
As part of the development, a new highway bridge on Route 1 was designed to replace the existing bridge and to better align the roadway and alleviate traffic congestion. The project also provided an opportunity to design the bridge to be more pedestrian and bicycle-friendly.

This is one of the more notable improvements to the transportation network in Alexandria and complements the redevelopment of the historic Richmond Fredericksburg and Potomac (RF&P) Railroad yards.

In addition to leading the design for the bridge replacement, STV led a concept study, provided the final design, and prepared plans for a new 207-foot-long pedestrian bridge linking the highway bridge to new park and recreational areas.

The pedestrian bridge is a continuous 3-span through-girder and floorbeam structure supported on concrete abutments and drilled shaft piers. The bridge deck is approximately 16 inches below the top of the girders to reduce the scale of the structure.

Project Description
STV/Ralph Whitehead Associates (STV/RWA) provided design and plans for the Monroe Avenue Route 1 Bridge replacement, a curved steel girder structure that carries four lanes across the CSX Transportation right-of-way. The bridge is a four-span continuous structure on a severe skew with two continuous units, one two-span unit of 241 and 241 feet and the other 169 and 184 feet. In addition to the four through lanes, the bridge has two turning lanes and sidewalks on both sides of the bridge for pedestrian and bicycle use. The bridge features extensive aesthetic detailing, which complements the surrounding community and the historic nature of its setting near Old Town Alexandria.

The firm designed a standpipe system on the bridge to provide fire department access to connections on the bridge. The bridge also carries numerous utilities including gas, water, telephone conduits, and electrical conduits.

The bridge replacement used staged construction to maintain and protect pedestrian and vehicular traffic.

Project Benefits
The Alexandria City Council approved the straightening of the Monroe Avenue Bridge as an element of the Potomac Yard development plan. The straightened bridge provides four lanes of traffic and two dedicated turning lanes.

The new pedestrian/bicycle sidewalk is located on the east side and west side of the bridge. The extended Monroe Avenue connects to the newly constructed network of streets in the Potomac Yard development. For the pedestrian bridge, diagonal truss members were utilized between the bottom of the beams and the top of the piers to mimic railroad bridge construction, an aesthetic reference to a nearby rail yard. The rails on the pedestrian bridge complement those on the highway bridge.

"The Monroe Avenue project is an investment in the City of Alexandria's basic infrastructure and roadways. It ensures safer travel for both residents and visitors of Alexandria, and ultimately strengthens our community for the future."- City of Alexandria Mayor William Euille