ELECTRONIC COPY

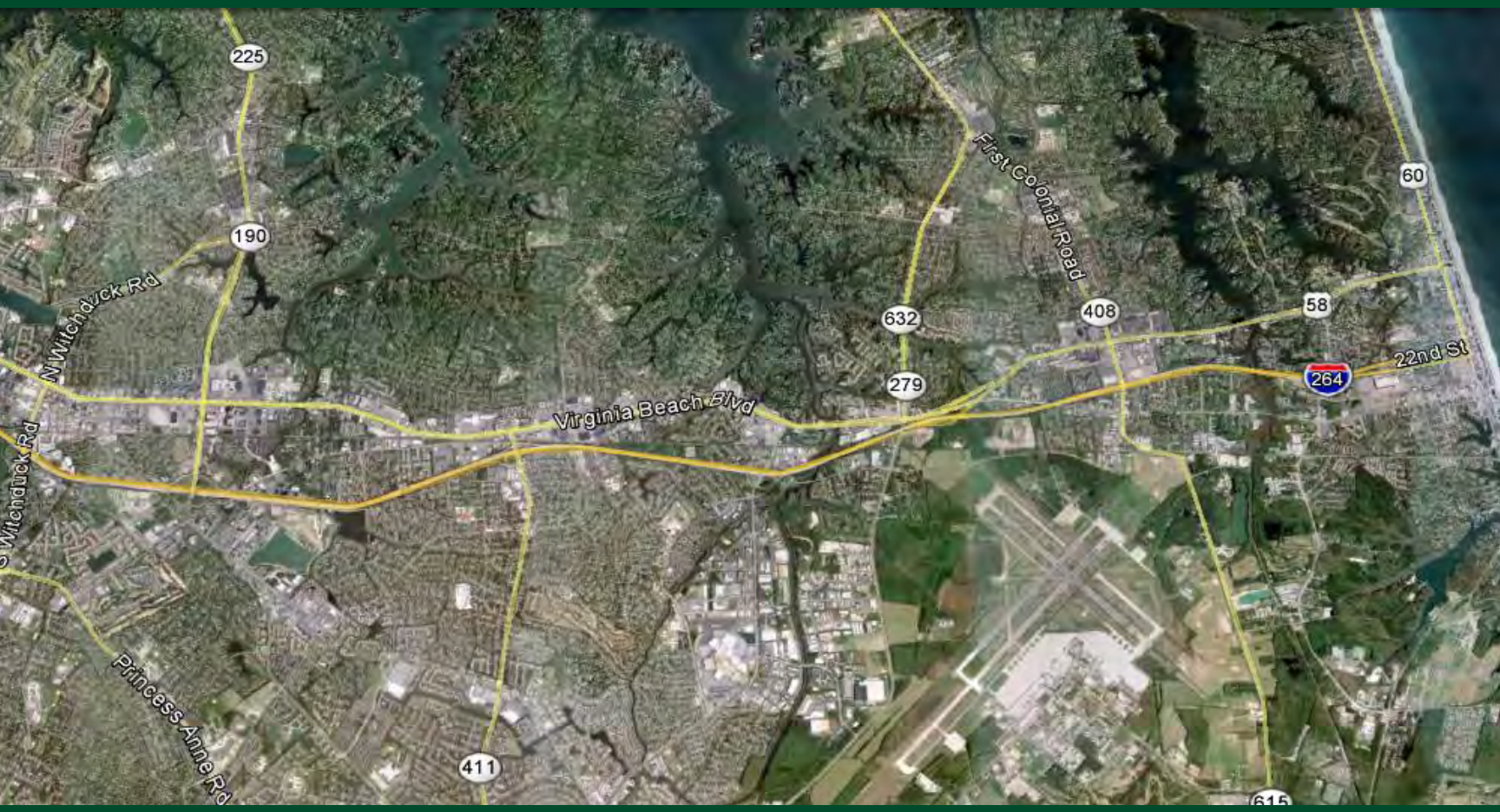
Statement of Qualifications

I-264 Pavement Rehabilitation

From: Railroad Bridge West of Witchduck Road (East Abutment)
To: Parks Avenue

A Design-Build Project

Virginia Beach, Virginia



State Project No.: 0264-134-799
Federal Project No.: pending
Contract ID Number: C00104331DB67

Proposal Submitted by:

LANE VHB

June 14, 2013

Letter of Submittal

14500 Avion Parkway, Suite 200
Chantilly, VA 20151
Ph: (703) 222-5670
Fax: (703) 222-5960

June 14, 2013

Mr. Bill Arel, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

RE: I-264 Pavement Rehabilitation, a Design-Build Project
State Project No.: 0264-134-799
Federal Project No.: *pending*
Contract ID Number: C00104331DB67

Dear Mr. Arel:

The Lane Construction Corporation (LANE) is pleased to present this Statement of Qualifications (**Section 3.2**) for the above referenced project to the Virginia Department of Transportation (VDOT). LANE was founded in 1890, is one of the nation's top-rated heavy civil construction companies, and the largest privately-owned asphalt paving company in the nation. We specialize in high quality bridge, highway, mass-transit and airport construction. LANE has a long and successful history of project completion in the Commonwealth of Virginia managed from our permanent regional office in Chantilly. In our 123-year history, our pledge remains: get the job done right, on time, and on budget.

As a leader in the Design-Build method, we appreciate the importance of partnering and have effectively led teams that have constructed nearly $3 billion in Design-Build projects during the last decade. LANE's teaming and leadership experience enable us to deliver the innovative and technically sound results that VDOT and Virginia residents deserve.

LANE is the Offeror and will be the overall authority on the project as well as the Lead Contractor. We have teamed with Vanasse Hangen Brustlin, Inc. (VHB) as the Lead Design Consultant. Together, we will provide VDOT with a reputable team capable of completing projects of any size and scope on time and on budget. NXL Construction Services, Inc. (NXL) will lead the construction Quality Assurance Management (QAM) effort and will be responsible for the independent QA inspection and testing of all materials used on this Project.

LANE and VHB, in conjunction with hand-selected specialty firms experienced with VDOT processes and procedures, will provide design and construction of asphalt overlay, geometric analysis, drainage, hardware upgrades (including barriers, guardrails, curbs and signage), concrete pavement patching, ITS, lighting, utility and drainage structure adjustments, pavement markings, maintenance of traffic, environmental permits, public relations, trench drain installation and shoulder surface treatments. We are confident in our team structure and experience, and have elaborated on our distinctive qualifications in the subsequent sections. The LANE team has assembled committed personnel, with proven delivery of VDOT's requirements to meet the quality, safety and schedule demands of this Project.

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

Richard A. McDonough, District Manager
14500 Avion Parkway, Suite 200
Chantilly, VA 20151
Tel: (703) 222-5670 Fax: (703) 222-5960
Cell: (703) 898-3811
Email: RAMcdonough@laneconstruct.com

3.2.3 Offeror's Principal Officer Information:
Mr. Mark A. Schiller is a principal officer of The Lane Construction Corporation, the Offeror.

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

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

3.2.5 Lead Contractor and Lead Designer: LANE is the Offeror and Lead Contractor and will serve as the legal entity who will execute the contract with VDOT. VHB is our Lead Design Consultant. As the Offeror and lead contractor, LANE will be responsible for administering the contract, providing the bond, scheduling, quality control, supervising construction, safety, maintenance of traffic (MOT) implementation, and coordination of all subcontractors and trades. NXL will provide the QAM and QA Inspectors, and will be under direct contract to LANE. VHB will also be under direct contract to LANE for all project design efforts. Additional subconsultants required by VHB in its design efforts, will be under a direct subcontract to VHB.

3.2.6 Affiliated/Subsidiary Companies: LANE's parent company is Lane Industries, Inc. There are no affiliated or subsidiary companies.

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

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

3.2.9 Letter of Surety: A surety letter from the bonding companies is included herein, confirming their willingness to provide any and all bonds for this project. The co-sureties will furnish a single 100% performance bond and a single 100% payment bond.

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

3.2.11 DBE Statement (12% Commitment): LANE supports the Disadvantaged Business Enterprise (DBE) program and is committed to meeting the **12%** goal on both the design and construction of this Project utilizing Virginia certified DBEs. LANE will also take all necessary and reasonable steps to ensure that SWaM firms have the maximum opportunity to compete for and perform services on this Design-Build contract.

Through our proven performance, our team will deliver this Project on time and within budget. We appreciate the opportunity to submit our Statement of Qualifications and look forward to working with VDOT on this important pavement rehabilitation project.

Respectfully submitted,

Richard A. McDonough
District Manager

Offeror’s Team Structure

3.3

3.3 Offeror's Team Structure

The LANE team is comprised of dedicated, professional firms who are familiar with the Design-Build (D-B) methodology and VDOT requirements and specifications. LANE will serve as the lead contractor of the D-B team for the I-264 Pavement Rehabilitation Project (I-264). LANE's role will include managing the project, supervising construction, and self-performing the major work elements. LANE has selected VHB as the Lead Designer. Together, LANE and VHB exhibit an overall strength in managing the design and construction of high volume pavement rehabilitation D-B projects; including those additional elements required on this I-264 project. Our combined expertise in roadway rehabilitation and MOT design will be an invaluable asset to VDOT and the general public.

The LANE Team: We have carefully chosen a group of highly skilled team members in order to create a team structure that capitalizes on the strongest attributes of each team member's respective capabilities. The table below depicts the LANE team that has been selected specifically for this project.

LANE	**The Lane Construction Corporation** Offeror and Lead Contractor	VHB	**Vanasse Hangen Brustlin, Inc.** Lead Designer MOT Engineering/Management
nxl	**NXL**** Quality Assurance Manager	ECS	**ECS Mid-Atlantic, LLC*** QA Testing Lab
GET Solutions, Inc. Geotechnical • Environmental • Testing	**GET Solutions, Inc.*** Geotechnical Engineering QC Testing Lab		**Pulsar Advertising*** Public Relations
Pace COLLABORATIVE	**PACE Collaborative*** Lighting Design	ACCUMARK Subsurface Utility Services	**Accumark*** Subsurface Utility Engineering

Each team member on the LANE Design-Build team has VDOT Design-Build experience. *DBE *SWaM

LANE **The Lane Construction Corporation** (LANE) is one of the nation's leading contractors in the D-B segment of transportation and heavy civil projects. LANE is currently recognized nationally by *Engineering News-Record* as the 6th among Top 20 Transportation Contractors, and 7th among Top 50 Domestic Heavy Contractors. With 123 years of past performance including **over 60 Design-Build** projects completed or in progress with 15 different state Departments of Transportation (DOTs), LANE is well-positioned to continue leadership in the D-B project delivery of our nation's bridges, highways, airports, railroads, and mass transit systems. LANE typically self-performs up to70 percent of the critical work items with an experienced and knowledgeable staff of 4,000. LANE has successfully completed projects for VDOT and other State, Federal, and local agencies in the Commonwealth of Virginia for over 40 years.

Virginia Paving Company, a division of LANE, owns and operates a stationary hot mix asphalt manufacturing plant in nearby Norfolk, VA. This Norfolk facility is fully AMRL certified and operates in complete compliance with the VDOT CQUIP program.

VHB Founded in 1979, **Vanasse Hangen Brustlin, Inc.** (VHB) provides integrated planning, transportation, land development, and environmental services. *Engineering News-Record* ranks VHB 78th of the Top 500 Design Firms and 49th of the Top 100 'Pure' Design Firms nationwide. While VHB employs more than 900 professionals and staff through 22 offices along the East Coast, the work for the I-264 project will be performed primarily out of VHB's Virginia Beach office located in Town

Center. This office has been operational since 2001 and has successfully delivered transportation and infrastructure improvements to a variety of public and private clients. This office, where our Design Manager and Deputy Design Manager are located, has experience with VDOT D-B projects, roadway design projects, and pavement rehabilitation projects in Hampton Roads and throughout the East Coast. VHB has a long history of working directly for VDOT as well as collaborating with VDOT on behalf of cities, towns, and counties. The firm currently holds a number of VDOT on-call contracts and over the past twenty (20) years has worked on numerous VDOT transportation planning, traffic engineering, environmental, and highway design projects. This team has developed a track record for quickly learning and employing local VDOT preferences as well as statewide standards and guidelines, leading to smoother project coordination.

3.3.1 Qualifications and Functional Relationships of Key Personnel

Design-Build Project Manager, Mr. Dennis O'Connor (LANE) will be responsible for the overall project design, construction, quality management, and contract administration for this project. He will facilitate communication among team partners and personnel on adjacent projects. He will monitor design efforts to proactively eliminate potential constructability issues prior to commencement of this project, and delegate resources to deliver this project on time. It will be his responsibility to work with the designer to ensure that the design is on time and within the owner's specifications. Mr. O'Connor's interaction from design through construction will include leading project meetings to discuss all aspects of the project development. Should any issues arise, it is his responsibility to address these issues with the proper personnel and the owner. Interaction with the Quality Assurance Manager (QAM) will be continuous to ensure that the project is compliant with the specifications. As a District Manager overseeing the asphalt and construction operations in the Hampton Roads and Central Virginia areas, Mr. O'Connor is perfectly suited and uniquely qualified for this position.

Quality Assurance Manager – Mr. Michael Saunders, PE, CCM (NXL) will report directly to the D-B Project Manager. Mr. Saunders will be responsible for the QA Inspector, inspections, and the testing of all materials used to perform work on this project to include monitoring the contractor's QC program. He will ensure that the construction quality of the I-264 project meets or exceeds the VDOT Minimum Quality Control and Quality Assurance Requirements for D-B projects (Jan 2001) and will ensure all construction activities are in compliance with contract requirements and the "approved for construction" plans and specifications. Mr. Saunders will assign a QA Inspector who will be on-site on a full time basis and for the duration of construction activities. He is a licensed, Professional Engineer in the Commonwealth of Virginia and will have the full and independent authority to stop work if necessary. Mr. Saunders is very familiar with VDOT's high standards of delivery and project requirements having served as a Project Engineer and Area Construction Engineer in several VDOT districts.

Design Manager – Mr. Tyson Rosser, PE (VHB) will report directly to the D-B Project Manager and manage the Design Team. He will be responsible for coordinating the individual design disciplines and ensuring the overall project design conforms with the contract documents. Mr. Rosser will be responsible for establishing and overseeing the Design QA/QC program for all pertinent disciplines including review of design, working plans, shop drawings, specifications, and project constructability. He is a licensed Professional Engineer in the Commonwealth of Virginia and holds his certification in Advanced Work Zone Traffic Control Training. Mr. Rosser has significant D-B experience on several important VDOT projects. For those projects, efficient design and management approaches were required to ensure the various design disciplines and teams met the common goals of the projects. Mr. Rosser was the Design Manager for VDOT's first transportation D-B project, APM Terminals Roadway Improvement project. He was also an integral part of the LANE team on the Route 50 Traffic Calming (at Gilberts Corner) D-B project as the Lead Designer, and manages VHB's design responsibilities as part of VDOT's Middle Ground Boulevard Extension D-B project. He brings a unique blend of technical expertise, ongoing relationships with many of the staff from other firms on this team, and an understanding of VDOT requirements and expectations.

Construction Manager - Mr. William Hameza, (LANE) is responsible for the day-to-day construction operations of the project **and reports directly to the D-B Project Manager**. Mr. Hameza will be on-site for the duration of construction operations and will be responsible for managing the construction process. He will ensure all QC activities, materials used, and work performed, meet all contact requirements and the "approved for construction" plans and specifications. He additionally will oversee project site safety and coordination of all project personnel, including subcontractors. He holds ultimate responsibility for managing the project schedule with his staff. Mr. Hameza 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. Mr. Hameza has over 40 years of D-B construction experience. Some of his more notable projects include the US 17 Ace Basin D-B project in Green Pond, SC, the I-77 Yadkin D-B project in Yadkin County, NC and the Springfield Interchange in Fairfax County, VA.

Public Relations Manager – Jim Wright (Pulsar) will report directly to the D-B Project Manager. Mr. Wright will be responsible for developing a public relations plan in accordance with the RFP Technical Requirements. He will also be responsible for managing all external project communication with project stakeholders, the media, and the general public during the design and construction of this project. Mr. Wright has served in a similar role on a variety of Virginia projects including the Virginia Megaprojects-Northern Virginia, the Springfield Interchange, and the Middle Ground Boulevard Extension D-B in Newport News. With over 30 years experience in Public Affairs and Relations, Mr. Wright understands the different Public Outreach and Information Strategies necessary for the type of project at hand. He has developed a specific strategy for this project, as outlined in Section 3.5.3.

Maintenance of Traffic (MOT) Manager – Charlie O'Connell, PE (VHB) will report directly to the D-B Project Manager. He will serve as the lead engineer responsible for all MOT on this project. He will work with the Designer Manager to develop and implement the Transportation Management Plan (TMP) for this project in accordance with VDOT I&M LD-241. Mr. O'Connell will be the key point of contact for any issues arising relative to MOT, and will ensure construction activities are coordinated with other roadway work in and around both the I-64 and the I-264 corridors and are properly and efficiently communicated to the public. He will also ensure that construction work zones are accomplished in accordance with applicable standards and requirements. Mr. O'Connell is a registered, licensed, Professional Engineer in the Commonwealth of Virginia and has completed the Advanced Level of VDOT Work Zone Traffic Control training. Mr. O'Connell has over 28 years experience in traffic engineering and operations, traffic design, and MOT design and implementation. He has been instrumental to the LANE team on previous projects to include the award-winning VDOT Route 50 Traffic Calming (at Gilberts Corner) D-B project.

Additional Design Personnel: The following personnel, albeit not prescribed as key personnel, will play integral roles in the successful delivery of this project.

Deputy Design-Build Project Manager – The Deputy D-B Project Manager will assist the D-B Project Manager on the specific aspects of this project segment of the I-264 corridor. For this project, **Ron Burton** (LANE) has been selected to assist Mr. O'Connor because of his level of knowledge and expertise in local area paving operations. Mr. Burton is the Plant Manager of Virginia Paving Company's (a division of LANE) Norfolk asphalt plant. He manages the daily operation, safety program, and asphalt production of the plant and is responsible for managing and directing paving crews throughout the Hampton Roads area. He will be instrumental in communicating with on-site personnel throughout the construction phase of this project.

Deputy Design Manager - The Deputy Design Manager will assist the Design Manager on the specific aspects of this project segment on the I-264 corridor. For this project, **Chad Lahaie, PE** (VHB) will assist Mr. Rosser based on his experience with roadway design, signing and pavement marking, roadway rehabilitations, and maintenance of traffic plans. He has played a key role as design engineer for the APM Terminals Roadway Improvement project, the Route 50 Traffic Calming D-B at Gilberts Corner, Middle Ground Boulevard

Extension D-B project and I-81 Truck Climbing Lanes. Mr. Lahaie also has relevant pavement inspection experience on several LANE-led National Park Service pavement management projects, and preparation of pavement management construction documents for the National Park Service's Northeast Region. Mr. Lahaie holds a certification in Advanced Work Zone Control training.

Design QC Manager – John Kennedy, PE, PTOE, a co-founder of VHB with over 41 years of experience, is involved in various aspects of transportation operations and planning, including a focus on the design, delivery, operations and maintenance of traffic operations strategies during construction activities. A nationally acknowledged authority by both his peers and his clients and the recipient of the Move Massachusetts Technical Excellence Award for his exemplary work in the design of an effective traffic management plan for surface street operations during the construction of Boston's Central Artery Project and for work associated with the final surface street design along the Artery corridor. As the Design QC Manager, he will ensure that the design components, including plans and specifications, meet the technical requirements of the contract.

Pavement Design – Robin Fontaine, PE, NETTCP, is one of VHB's lead pavement design engineers and has an extensive background in the materials and construction area, specifically with structural pavement designs, hot mix asphalt specifications, hot mix asphalt designs and analysis. She routinely develops pavement rehabilitation alternatives that focus on cost effective solutions and long term performance. Her experience in conducting material assessments and working closely with VHB's AASHTO certified testing laboratory provides her with the unique design qualifications to assist this D-B team in the development of the pavement design. Ms. Fontaine has worked with LANE on a variety of National Park Service D-B projects.

QA Inspector – Kirsten Williams (NXL) is the full time QA Inspector on this project, reporting directly to the QAM, Mr. Michael Saunders, PE.

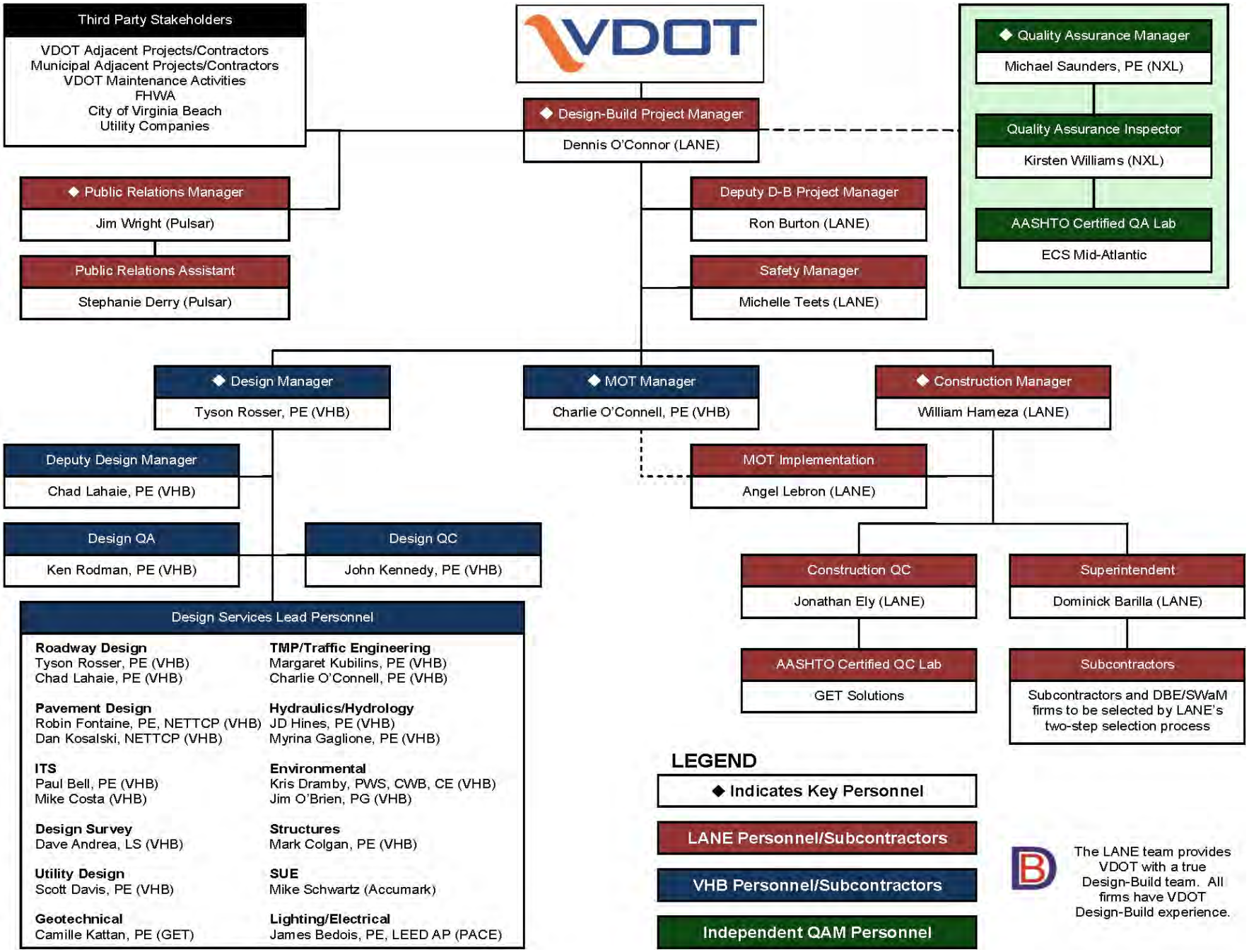
Subcontractors / Subconsultants and Design Team Leaders: Together, LANE and VHB have selected subcontractors and subconsultants who share in our commitment to provide best value solutions and whose experience and expertise match the requirements identified in this procurement.

Construction Subcontractors - LANE will self-perform a majority of the heavy civil activities for the I-264 project. The construction QAM will be provided by NXL, an independent consulting firm. ECS Mid-Atlantic, LLC (ECS) will provide the Construction QA Laboratory services, and GET Solutions, Inc. (GET) will provide the Construction QC Laboratory services. Our liquid asphalt supplier will be Morgan Oil Corporation, with whom we have worked on the VDOT I-495 Express Lanes D-B project among others. Pulsar Advertising will be under subcontract to LANE to provide all Public Relations activities for this project. LANE supports and provides ample opportunity for subcontractors, to include DBE and SWaM firms.

Design Subconsultants - VHB has assembled a comprehensive design team to skillfully address and resolve the specific needs of this project. Each subconsultant has been assigned a role that utilizes their strengths and expertise. GET Solutions, Inc. will provide geotechnical engineering services, PACE Collaborative will provide lighting design services, and Accumark, Inc. will provide Subsurface Utility Engineering services. Each of the team members have ongoing or previous experience working with VDOT and understand VDOT's requirements, specifications and commitment to quality. VHB knows the capabilities of the teaming partners assigned to this contract having worked with them on numerous occasions. VHB understands how the combined staff will best work together to provide VDOT with a successfully completed product.

3.3.2 Organizational Chart - The LANE team is structured to provide VDOT with a single point of contact, who will be responsible for all design and construction activities. The LANE team organization has a straight-forward chain of command, with individual tasks, responsibilities, and functional relationships clearly identified. Further, a distinct separation is shown between construction and QA. The following Organizational Chart depicts VDOT, stakeholders, key personnel, support personnel, and their respective relationships and functions.

Offeror's Team Structure 3.3



Experience of Offeror’s Team

3.4

3.4 Offeror's Team Experience

LANE's successful delivery methods consistently rank us among the top 10 transportation contractors in the nation. LANE has successfully participated in over 60 Design-Build (D-B) projects ranging in scope from $13 million to $1.5 billion. LANE has led D-B teams that have constructed nearly $3 billion in projects over the last decade. LANE is also a leader in asphalt paving, having produced and placed more than 1,200,000 tons of asphalt on the VDOT I-495 Express Lanes D-B project alone.

Engineering News-Record currently ranks LANE as the nation's 6th largest transportation contractor.

LANE and VDOT

LANE is fully committed to the Commonwealth of Virginia as is evidenced by our full-time presence and employment of a workforce in excess of 900 craftsmen. LANE maintains a permanent regional office in Chantilly, as well as district offices in Norfolk, Stafford, Alexandria, and Sterling. As residents, we understand the issues that drive the Commonwealth and recognize the transportation investment that VDOT is making with this D-B project. Our experienced Virginia workforce is very familiar with the stakeholders' need to be represented and informed to ensure the successful delivery of this project…the *Main Street of Hampton Roads*.

I-495 Express Lanes Aerial View.

LANE has been an active leader on numerous high profile D-B projects for VDOT and others over the last 30 years, including the I-495 Express Lanes D-B project, which has garnered national attention for its on-budget, early delivery of one of Virginia's largest transportation projects. The project included significant roadway rehabilitation and new roadway for 14 miles. LANE's team has won numerous awards for safety and public outreach including the achievement of over 5,500,000 safe work hours as of January 2013. In addition, LANE is currently the lead contractor for the I-95 Express Lanes D-B project which creates 29 miles of High Occupancy Toll lanes in this heavily congested corridor. LANE's asphalt crews are accustomed to working in close proximity to active lanes of traffic and executing MOT plans for some of Virginia's most traveled roadways.

LANE's Virginia Project list includes:

- I-495 Express Lanes, $1.5B (early delivery)
- I-95 Express Lanes, $691M (on-going)
- South Norfolk Jordan Bridge, $73M (completed)
- MWAA Dulles Corridor Metrorail Utility Relocations, $112M (completed)
- I-581 Valley View Interchange, $38M (on-going)
- Route 234 Prince William, $21.6M (completed)
- Route 1 Prince William P3, $43M (on-going)
- I-66 Spot Improvements, $10M (completed)
- Springfield Interchange, $75M (early delivery)
- Purcellville Southern Collector Road, $4M (on-going)
- VDOT Monitor-Merrimac Bridge Tunnel Emergency Repairs, $4.6M (completed)
- Fentress Naval Air Facility, $19.6M (completed)
- US Navy Hampton Roads IDIQ, $25.3M (on-going)
- I-66 Arlington, $28.5M (completed)
- I-66 Glebe Road, $41.4M (completed)
- Dulles Access Road, $19M (completed)
- I-95 Woodbridge, $20M (completed)
- Fairfax County Parkway, $12M (completed)
- Dulles Toll Road Ramps, $5.9M (completed)
- Route 7, Sterling, $16M (completed)
- I-66 Rosslyn, $18M (completed)
- I-95 Widening Improvements (I-95/627 Interchange, $30M (completed)
- VDOT Dulles Toll Road, $9M (completed) – *2007 NAPA SMA Overlay Award Winner*

VHB and VDOT

Since opening for business in Virginia more than 30 years ago, VHB has supported VDOT through a variety of projects and contracts including a diversity of design disciplines ranging from roadway location and design, environmental permitting, structures, and traffic to topographic survey. VHB was the Lead Designer on the LANE team for both the Route 50 Traffic Calming (at Gilberts Corner) D-B project in Loudoun County and the APM Terminals D-B Project. VHB has also served significant roles for traffic signal design, utility design, permitting, and survey on the Middle Ground Boulevard Extension D-B project. Other relevant VDOT projects include the Traffic Engineering on-call contracts for the Central Office (statewide) and the Northern Virginia District, as well as the preliminary engineering for the I-81 Truck Climbing Lanes and the environmental impact statement for I-77/I-81 Overlap. Numerous transportation projects have been successfully delivered in the Hampton Roads area from VHB's Virginia Beach office. Each of these projects demanded a comprehensive understanding of local, regional, state and federal regulations, requirements, and procedures, including stakeholder interests and issues.

VHB's Virginia project list includes:

- Route 50 Traffic Calming D-B at Gilberts Corner, $13.4M (completed)
- Roadway Improvements to Support APM Terminal, Portsmouth, $22M (completed)
- Middle Ground Boulevard Extension D-B Project, $32M (on-going)
- I-81 Truck Climbing Lanes, $74M (completed)
- VDOT Northern Virginia District Traffic Engineering Assistance Contract, $2M/year (on-going)
- VDOT Central Office Traffic Engineering On-Call Contract, $3M/year (on-going)
- I-77/I-81 Overlap EIS, $2M (completed)
- VDOT Princess Anne Road, Phase IV, $29.7M (on-going)
- VDOT Nimmo Parkway, $27.7M (on-going)
- City of Hampton Armistead Avenue, Phases IA and IB, $4M (completed)
- City of Virginia Beach Traffic Engineering On-Call $1.58M (on-going)
- City of Virginia Beach Sandbridge Road Safety Improvements, $4M (completed)
- Old Dominion University Transportation Planning On-Call $237K (on-going)

Collaborative Team Experience

The LANE team brings a highly-skilled team with insight into the applied D-B process with a commitment to quality and value. Previous working relationships and reputations in the industry were the key criteria used in assembling this team. As demonstrated below, LANE and VHB have successfully collaborated and delivered numerous projects throughout the region.

- Route 50 Traffic Calming (at Gilberts Corner) D-B
- I-495 Express Lanes
- Petersburg National Battlefield D-B Road Rehabilitation (PMIS 143655)
- Richmond National Battlefield D-B Road Rehabilitation (PMIS 152255)
- Fredericksburg and Spotsylvania National Military Park D-B Road Rehabilitation (PMIS 147784)
- Delaware Water Gap National Recreational Area D-B Safety Improvements
- Delaware Water Gap National Recreational Area D-B Old Mine Road Rehabilitation
- Gateway National Recreation Area State Island D-B Pavement Management (PMIS 149138)
- Shenandoah National Park Road Rehabilitation Phase 6
- Shenandoah National Park Road Rehabilitation Phase 7

3.4.1 Work History Forms

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

Project Approach

3.5 Project Approach

Our experience and effective project management will enable us to successfully coordinate the many facets of the design and construction of this project to minimize impacts to the traveling public. Design-associated risks will be mitigated by inter-disciplinary constructability reviews, over-the-shoulder reviews with VDOT, and partnering with stakeholders. Risks during construction will be mitigated by committing the resources necessary to meet or exceed the required schedule, implementing an efficient sequence of construction, and executing a transportation management plan that will minimize incidents and maximize public awareness.

3.5.1 Sequence of Construction

We have developed our general sequence of construction with the full realization that the work will be located along one of the heaviest traveled interstate systems in Virginia. We have integrated our experience and lessons learned from the relevant I-495 Express Lanes and I-95 Express Lanes projects into the I-264 construction sequence which focuses on safety and maintenance of traffic during construction. Immediately following Notice to Proceed, the LANE team will initiate coordination with all project stakeholders and adjacent projects. We will develop a Work Zone Traffic Impact Study to ensure that our proposed sequence of construction will be compatible with adjacent project activities and to verify that impact to traffic resulting from our proposed construction plan does not exceed VDOT work zone requirements. We will also coordinate with VDOT's Regional Transportation Operations Center (TOC) to effectively support the Hampton Roads Emergency Response/Evacuation plan.

An important aspect to the sequence of construction will be the development of the design and related approvals from VDOT. Working with LANE, VHB will develop the required details that will allow construction to begin on those critical path items at the earliest point in time. The design and project schedule will clearly articulate which work items are required, the order in which they need to be accomplished, and the intermediate conditions from one phase to another. The chart below is a basic illustration of the Sequence of Construction by Phase. Each phase will occur in the specific direction of travel (i.e. EBL vs. WBL). Phases may be concurrent with another phase if time and space permit without impacting permanent operations.

Sequence of Construction	
Phase 1 (Design and Preparatory)	• Evaluate Existing Roadway for Design Needs and Requirements ▪ Pavement Structure Needs (i.e. Patching, THMACO) (As Required) ▪ Drainage Structures, Median Barrier Overlay Needs, Guardrail (As Required) ▪ Bump Grinding Areas Needed Prior to Overlay (As Required) ▪ TMP & MOT Requirements – General and Special Needs ▪ Overhead Obstruction Analysis (Signs and Bridges)
Phase 2 (Construction)	• Roadway Patching (As Required) • Bump Grind High Spots for Roadway Smoothness (As Required) • Drainage Structure Adjustments (As Required) • Median Barrier Overlay to Correct the Reveal (As Required) • Overhead Sign Structure Adjustments/Replacements (As Required)
Phase 3	• THMACO Asphalt Overlay (If Required)
Phase 4	• SMA Overlay 1st Lift in One Direction Complete (i.e. EBL vs. WBL) • Temporary Striping (Road Marking) • SMA Overlay 2nd and Final Lift • Final Striping
Phase 5	• Guardrail, IT, Lighting (As Required) • Punchlist

LANE's general approach to design and construction phasing begins with the evaluation of the existing roadway surface to determine whether the section needs patching (required by the contract or not), to be in

compliance with the RFP. Upon completion of these evaluations/determinations, the necessary construction phases will commence. Scheduling of the MOT is our first priority to minimize the project risks, impacts to the driving public and comply with allowable lane closures. The MOT plans will work in unison with our TMP. If patching is required, LANE will begin the patching phases with multiple crews, working within the work zone, to achieve maximum production with minimum impact on the public. As patching progresses or completes in one direction, assuming THMACO is required, placement will begin and continue until completed.

The placement of the Stone Matrix Asphalt (SMA) will begin once the patching, THMACO, drainage structure adjustments and barrier overlays are complete. The SMA is the critical phase of this project. It will require high production and high quality, and will be performed by multiple crews. LANE is well positioned to accomplish this with our company's top producing asphalt plant, located adjacent to I-264 and less than four miles from I-64. We plan to minimize exposed longitudinal joints by paving the adjacent lanes the following night. This will enhance safety and minimize uneven pavements and the detrition of the longitudinal joints. Working in concert with the paving operation (including THMACO, if required) will be striping, both temporary and final.

Safety. LANE takes great pride in our safety program and successes. Our company has an EMR of 0.62 (well below the industry standard) and our Hampton Roads asphalt operations are among the safest in the company. Specific for this project, we will have full-time certified traffic control crews whose sole function is to maintain the work zones. Message boards on the project and in the corridor will be utilized to keep travelers informed. Traffic control devices will be maintained in excellent condition to provide as much advanced warning as possible. The work areas themselves will be lit with the most current lighting equipment available and aimed so as to not blind the traveler. Pre-task safety meetings will occur before each shift; each crew will have in their possession an emergency response plan, specific for this project, containing procedures and contact numbers to the TOC, police, EMT, and project personnel. We will also make certain the TOC has our project staff's contact information in case of an emergency not related to our project but where our work zone would impact their response. Our goal is to complete this project early and with zero accidents; we will make every effort to make this happen.

Anticipating and Mitigating Potential Delays. The LANE team will strive to mitigate any delays or changes to the project. D-B work presents an opportunity to begin work with critical early release packages and phased construction, prior to complete design approval. The schedule will be planned around quick start locations and critical path activities. The Construction Manager has the authority to change the work week schedule, add additional workforce and equipment, and the means and methods of work changes to alleviate potential delay impacts. The project management team will perform daily monitoring of the project schedule to ensure work is being completed on-time or ahead of schedule.

Our team has identified risks that have the potential to impact this project. In the table below, we have provided mitigation strategies to help anticipate and alleviate such impacts.

Potential Impact	Mitigation Strategies
Schedule Delays	• On-site engineer responsible for tracking and updating the schedule reporting to the CM. • Capacity and ability to bring in additional crews to supplement the large workforce we have in Hampton Roads.
Weather Delays	• Development of realistic schedules based on historic weather data in Hampton Roads and our years of local experience. • Utilization of Warm Mix Asphalt (WMA) to extend the paving season's allowable temperatures.
Equipment Issues	• The close proximity of our Norfolk full service shop allows our team to respond to any equipment issues quickly. • Standby equipment readily available for this project to reduce the impact of equipment downtime.
SMA Mix Issues	• Our Norfolk asphalt facility has an AMRL, AASHTO, and VDOT certified lab staffed with experienced technicians dedicated to this project.
Material Supply	• Strong working relations with multiple sources for both aggregates and liquid asphalt to meet all demands and mitigate potential shortages or supply issues.

3.5.2 Transportation Management Plan

The safety of the traveling public and our construction crews are our top priority. The I-264 section of interstate in the City of Virginia Beach is a major artery into and out of the Hampton Roads area that serves thousands of regular commuters, vacationing families, and serves as the major regional evacuation route. Given the high daily traffic volumes and the necessity to close travel lanes to complete the proposed pavement rehabilitation, it is important to ensure that a well-planned and effective transportation management plan (TMP) is developed. The backbone for the development of this plan is VDOT's I&IM LD-241. Our team understands that this project is a Type C Project given the impacts to the traveling public on the Interstate system in Hampton Roads.

The LANE team has successfully executed these elements on several of the most complex projects in Virginia, including the **I-495 Express Lanes D-B** where LANE has delivered a highly effective TMP founded on safety first and then on a balance of construction progress and keeping vehicles moving.

In general, the TMP consists of the following major components (1) the traffic control plans, (2) the transportation operations plan, and (3) the public communication plan (discussed in detail in Section 3.5.3).

1. The **traffic control plans** will be designed in accordance with the Virginia Work Area Protection Manual, the MUTCD, and the Virginia Supplement to the MUTCD (a document developed by VHB in concert with VDOT). These plans will be developed making sure that constructability, construction sequencing, unforeseen circumstances, and safety are all considered sufficiently.

   During the project design phase, the team will utilize staff that has received certification through the VDOT Advanced Work Zone Traffic Control certification program. The Construction and MOT Managers will be involved in the plan review and development process, helping to ensure that the traffic control plans are compatible with project work zone conditions anticipated. In the design of the traffic control plans, the LANE team will emphasize more detail versus less to help clearly define the expected work zone conditions (e.g. number of lane closures, lane widths, treatment of exit/on ramps, locations of truck mounted attenuators) and to minimize unforeseen conditions in the field. In support of the traffic control design, VHB will conduct an operational-level traffic analysis utilizing CORSIM or Synchro to demonstrate the work zone impacts resulting from the proposed lane closures.

   The general plan for maintaining traffic through all phases of construction will be based on the allowable lane closures provided by VDOT. Given that the schedule work times will be dependent on the number of lanes needing closure, the traffic control plans will explicitly detail these requirements so all parties clearly understand the 'boundaries' for setting up and breaking down to re-open the roadway.

   The LANE team will develop these plans to minimize impacts to the major stakeholders and the traveling public. While the planned lane closures will adhere to VDOT's prescribed allowable lane closure hours, the LANE team will also adjust lane closures around restricted calendar events, like holidays and impending major weather events that could change typical travel volumes/patterns. Overall, the LANE team will periodically conduct 'next day' reviews of the planned MOT operations to identify areas where delays can be minimized and traffic operations improved.

2. The **transportation operations plan (TOP)** will dovetail with the traffic control plans and will be the go-to source for the operational procedures required for working on I-264. The TOP will include procedures for handling traffic crashes (e.g. notification to TOC, EMT, and MOT crew), pavement failures (e.g. MOT crew, emergency equipment to remove failed materials and replace with temporary asphalt, communications with TOC), and late lane closure openings (e.g. notification to TOC, additional workforce and/or temporary materials to facilitate getting off the road as soon as possible). The TOP will also include items such as the process for notifying the Regional TOC so that lane closure information can be placed on the 511 and VA-Traffic systems, a contact list of local emergency response agencies, and procedures to

respond to traffic incidents that may occur within the work zone. The MOT Manager will immediately notify the TOC of an incident prompting a coordinated broadcast of information throughout Hampton Roads in an effort to re-route traffic in order to minimize delays. LANE's trained personnel will assess the situation and will deploy traffic control measures, like signs, channelizing devices, and portable changeable message signs, in accordance with the WAPM so that normal traffic operations can be restored as quickly as possible. A detailed post incident review will be conducted by the LANE team to assess if and how the temporary traffic control plan could be modified to reduce the impacts of these incidents.

3. A key component to the success of this TMP will be the **communications plan** and the partnership between the LANE team and VDOT. Throughout the development process and implementation of the TMP, the LANE team will be directly coordinating with key VDOT personnel including those in the Regional Traffic Engineering and Regional Operations groups. The LANE team understands the high profile nature of this project and that there will be a high level of scrutiny on the construction operations; we recognize that a well-developed, executed, *and* communicated TMP will maximize the projects overall success.

Recently, LANE has been responsible for maintaining traffic on two mega construction projects on two of the Commonwealth's most congested commuter routes, the I-495 Express Lanes and I-95 Express Lanes construction. The lessons learned on these projects in moving high volumes of traffic through extremely tight construction limits will be integrated as part of our overall TMP approach.

3.5.3 Public Relations

The goal of our public relations plan is to provide the framework for the timely and accurate distribution of project related information to a broad range of stakeholders, often with different interests. Our plan is based on the following objectives:

- Forming a broad-based program that consistently informs the public of the project's short and long term plans and impacts, and its benefits.
- Disseminate information regarding construction activities. Communicating the importance of the project to existing and potential stakeholders, as well as what they can do to manage the transition during construction.
- Develop information partnerships with those who will be impacted the most during the life of the project.
- Establish dedicated channels of communication directly with key audiences in the community. Specific audiences will include the traveling public, local community associations, public/private schools, emergency networks, and the local municipalities along the project corridor.
- Establish a consistent project-related message that demonstrates that the LANE team is interested in addressing concerns, regardless of the information channel used.

To help augment our public relations effort, LANE has added Pulsar Advertising to our team. Pulsar is a marketing and public involvement firm based in Richmond, with an office in Chesapeake. For 20 years, Pulsar has specialized in helping its clients effectively and efficiently communicate information about complex transportation projects in Virginia. LANE and Pulsar will work with VDOT's Hampton Roads District Office as well as the Central Office public affairs staff (VDOT Communications Team) to develop the comprehensive marketing and communications plan. The elements to be included in this plan will be: background, goals and objectives, target audiences, communications Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis; key messages, consumer takeaway, tactics, marketing/communications delivery mechanisms (e.g., individual tactical plans for earned media, paid media, social/digital, grassroots/outreach, crisis communications; leveraged messaging), measurement methods, and timeline. This collaborative method has been highly successful on other VDOT projects and minimizes the likelihood of additional public relations efforts by VDOT.

3.5.4 Quality Assurance/Quality Control (QA/QC)

The LANE team's overall goal is to deliver a quality design and construction project on-time and within budget. We have developed a QA/QC approach that meets and exceeds the needs of the project. The QA and QC procedures for both design and construction will be implemented in strict accordance with VDOT's *Minimum Requirements for Quality Assurance and Quality Control on Design Build and Public-Private Transportation Act Projects*, January 2012 (*VDOT QA/QC Guidelines*).

There is a clear separation of our team's QA and QC components including the respective labs.

Design Quality Assurance and Quality Control. Design QA Manager, Mr. Ken Rodman, PE, and Design QC Manager, Mr. John Kennedy, PE, PTOE, are responsible for the implementation of our Design QA/QC Plan and will report directly to the Design Manager, Mr. Tyson Rosser. In accordance with *VDOT QA/QC Guidelines*, QA/QC procedures will be organized by respective engineering discipline (e.g., civil, utilities); the following procedures will specify the measures to be taken by the LANE team:

- Verify appropriate quality standards are specified in the design and included in drawings and specifications to the construction personnel, and to control any deviations from these specified standards, allowing only those deviations previously approved by VDOT.
- Selection of suitable materials and elements of the work for the project.
- Design QC will include review of mathematical and engineering computations; technical accuracy; conformance to contract requirements; review of form, content, and spelling; and coordination with other design disciplines and the construction sequence.
- Design QA will evaluate whether designer assessed the problem appropriately, applied the correct analyses, and assigned qualified personnel to the tasks. The Design QA function will also evaluate the practicality and cost-effectiveness of designer's solution including a "sanity check" with regard to an appropriate range of experience, and engineering judgment. Specific constructability reviews will also be included.

Construction Quality Assurance and Quality Control. QA management for construction will be performed by NXL, led by QA Manager (QAM), Mr. Michael Saunders, PE, CCM. As indicated in the organization chart in Section 3.3, Mr. Saunders will report directly to the D-B Project Manager, Mr. Dennis O'Connor. Our team's construction QC function will be performed by QC Manager, Mr. Jonathon Ely, who will report directly to LANE's Construction Manager, Mr. William Hameza.

The LANE team is in full compliance with VDOT requirements for D-B projects:

- The QA organization will be distinct and separate from the design and production staff.
- All key personnel performing QA or QC functions are exclusively designated as such.
- All QA and QC personnel will not be assigned to perform conflicting duties or production work.
- The QAM has both the authority and responsibility to suspend project activities in the event of quality deficiencies and/or irregularities.

Quality Assurance Approach. The QA team's primary role will be to ensure that the work conforms to the approved plans and VDOT specifications by reviewing the QC data, to include QC Inspector diaries, and performing independent sampling and testing to verify the QC test results. As the Construction QAM, Mr. Saunders will be responsible for the QA inspection and testing of materials used and work performed on the project to include monitoring of the contractor's QC program. Mr. Saunders will lead a group of highly qualified NXL inspectors and an office engineer representing the project QA team. Ms. Kirsten Williams (NXL) will be the full time QA Inspector assigned to this project and will report to the QAM. ECS will perform the QA lab testing.

Quality Control Approach. LANE will manage and control the construction activities through our in-house QC program (implemented on all of our D-B and asphalt construction projects). The QC function assesses and

adjusts construction processes to control the project's level of quality. The purpose of QC is to measure those quality characteristics and inspect those activities that affect the production at a time when corrective action can be taken to substantially decrease the likelihood that appreciable nonconforming material will be incorporated in the project. The QC Manager, Mr. Ely, will lead the team's QC function and direct the activities of inspection staff and the independent certified QC lab, GET Solutions. QC technicians and inspectors will have the required VDOT certifications at the commencement of construction.

Summary of Construction QA/QC Plan. With NXL staff performing QA services and LANE performing QC, LANE has built a team that will deliver a high quality project. Overall, the LANE team's QA/QC process for the I-264 Pavement Rehabilitation project will provide VDOT the distinct advantage and benefit of a team of seasoned professionals who have a successful record administering QA/QC programs in Virginia.

Critical Project Element. The project element that is most critical to the success of this project is the quality and consistency of the SMA. The Quality of the SMA mix and placement guarantees the maximization of the asphalt's durability, strength, longevity, smoothness, and benefits to the driving public. The following comprehensive QA/QC process will be conducted as follows:

Preparatory Inspection Meeting will be held prior to start of the SMA production and installation with D-B PM, QA personnel, Construction QC personnel, and VDOT to ensure the testing means and methods are understood, roles and responsibilities of all parties are confirmed, and the where, when and how the work will be accomplished.

QA/QC measures will include daily monitoring of:

- Aggregates are tested to assure compliance with proper gradation, flat & elongated and other characteristics critical to the quality of the mix.
- Quality Control tests of SMA Mix will be done in compliance with all current VDOT requirements
- Production quality of the SMA mix will be monitored to assure the pavement's in-place density
  - Trial Sections will be established prior to full production: these test sections are a maximum of 300 tons with three stratified random cores/plugs per test strip
  - Test of Production Work: This includes five stratified random density tests per test section (5,000 ft.) or a daily lot.
- Assure homogenous placement of the SMA on the project site with proper equipment such as a Material Transfer Vehicle and compliance to Best Practices and Procedures
- Ride Quality will be monitored and aided through timely utilization of LANE's IRI monitoring vehicle on each lift of asphalt.

Proper Documentation of all test results and samples is compulsory for control, transparency, improvement of product, and correction of complications.

- Documentation of all test samples and results will be recorded and maintained on standard VDOT forms, copies provided to the QAM.
  - Copies of all QA/QC records will also be maintained throughout the life of the project at our asphalt lab and on the job site to provide an auditable trail of all activities for the responsible parties

LANE maintains its own certified AM RL asphalt testing laboratory at the site of our Norfolk Asphalt Plant within this project's footprint.

~

LANE has produced over 7,000,000 tons of hot mix asphalt in Virginia alone in the last three years.

~

LANE's Construction Quality Management process and facilities provide confidence to VDOT that the construction will be carried out in accordance with both the RFP and *VDOT QA/QC Guidelines* with minimal VDOT intervention.

QC will play an integral role in all work schedules and meetings. Feedback to the QAM, the D-B Project Manager, and the Construction Manager on a timely basis at these meetings will assure proper and timely attention to the compliance with QC requirements of this project.

Appendix

ATTACHMENT 3.1.2

Project: 0264-134-799

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	A1-A3
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	A4
Letter of Submittal (on Offeror's letterhead)				**1-2**
Authorized Representative's signature	NA	Section 3.2.1	yes	2
Offeror's point of contact information	NA	Section 3.2.2	yes	1
Principal officer information	NA	Section 3.2.3	yes	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	A5
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	A6-A13
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	A14
Evidence of obtaining bonding	NA	Section 3.2.9	no	A15-A18

ATTACHMENT 3.1.2

Project: 0264-134-799

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	A19-A20
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	A21-A24
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	A25-A29
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	A30-A31
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	n/a
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
Offeror's Team Structure				**3-7**
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	A32-A33
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	A34-A35
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	A36-A37
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	A38-A39
Key Personnel Resume – Public Relations Manager	Attachment 3.3.1	Section 3.3.1.5	no	A40-A41
Key Personnel Resume – MOT Manager	Attachment 3.3.1	Section 3.3.1.6	no	A42-A43
Organizational chart	NA	Section 3.3.2	yes	7

ATTACHMENT 3.1.2

Project: 0264-134-799

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Organizational chart narrative	NA	Section 3.3.2	yes	6
Experience of Offeror's Team				**8-9**
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	A44-A46
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	A47-A49
Project Approach				**10-15**
Discuss the Offeror's approach to Sequence of Construction	NA	Section 3.5.1	yes	10-11
Discuss the Offeror's approach to the Transportation Management Plan	NA	Section 3.5.2	yes	12-13
Discuss the Offeror's approach to Public Relations	NA	Section 3.5.3	yes	13
Discuss the Offeror's approach to Quality Assurance / Quality Control	NA	Section 3.5.4	yes	14-15

Attachment 2.10

Form C-78-RFQ

Form C-78-RFQ

ATTACHMENT 2.10

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFQ NO. *C00104331DB67*

PROJECT NO.: *0264-134-799*

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 05/15/2013
   (Date)
2. Cover letter of RFQ Addendum #1 05/31/2013
   (Date)
3. Cover letter of _____
   (Date)

Mark A. Schiller SIGNATURE

June 14, 2013
DATE

Regional Vice President, Mid-Atlantic Region
The Lane Construction Corporation

PRINTED NAME AND TITLE

Attachment 3.2.6

Affiliated and Subsidiary Companies of the Offeror

ATTACHMENT 3.2.6

State Project No. 0264-134-799

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

Attachment 3.2.7(a)

Debarment Form
Primary Covered Transactions

ATTACHMENT NO. 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: *0264-134-799*

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.

	June 14, 2013	Mark A. Schiller Regional Vice President, Mid-Atlantic Region
Signature	Date	Title

The Lane Construction Corporation
Name of Firm

Attachment 3.2.7(b)

Debarment Form
Lower Tier Covered Transactions

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: *0264-134-799*

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.

David A B — May 28, 2013 — Mid-Atlantic Regional Manager

Signature — Date — Title

Vanasse Hangen Brustlin, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS
(To be completed by a sub-consultant)

Project No.: 0264-134-799

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 proposal.

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.

S. Craig Marto	May 22, 2013	President
Signature	Date	Title

Accumark, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: *0264-134-799*

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

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

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

6/10/2013 Vice President/Chief Engineer

Signature Date Title

ECS Mid-Atlantic, LLC

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: *0264-134-799*

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

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

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

	May 22, 2013	Principal Engineer
Signature	Date	Title

Geotechnical Environmental and Testing Solutions, Inc. dba GET Solutions, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: *0264-134-799*

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.

President

Signature Date Title

NXL Construction Services, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: *0264-134-799*

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

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

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

5-22-13 Vice President

Signature Date Title

PACE Collaborative, P.C.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: *0264-134-799*

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

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

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

	May 28, 2013	Partner
Signature	Date	Title

Pulsar Advertising

Name of Firm

Attachment 3.2.8

VDOT Prequalification Supporting Documentation

L002
THE LANE CONSTRUCTION CORPORATION
PREQ. EXP : 06/30/2013

--PREQ ADDRESS ----------
90 FIELDSTONE COURT
CHESHIRE, CT 06770-1212
PHONE : 203-235-3351
FAX : 203-237-4260

WORK CLASSES (LISTED BUT NOT LIMITED TO)
002 - GRADING
003 - MAJOR STRUCTURES
004 - ASPHALT CONCRETE PAVING
006 - PORTLAND CEMENT CONCRETE PAVING
007 - MINOR STRUCTURES
045 - UNDERGROUND UTILITIES

BUSINESS CONTACT: ALGER, ROBERT EVERETT
EMAIL: VAPREQUAL@LANECONSTRUCT.COM

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

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

Attachment 3.2.9

Surety Letter

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

May 24, 2013

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

RE: **The Lane Construction Corporation**
Request for Qualifications - I-264 Pavement Rehabilitation
State Project No.: 0264-134-799; Contract ID Number: C00104331DB67
Estimated Value of Project: $54,000,000

Dear Mr. Arel:

This letter will serve to confirm that The Lane Construction Corporation is a highly regarded and valued client of Aon Construction Services and the sureties, Zurich American Insurance Company, Fidelity and Deposit Company of Maryland and Liberty Mutual Insurance Company (the 'co-sureties'). Each surety company is licensed to conduct surety business in the state of Virginia, and each surety company holds a Certificate of Authority as listed in the Department of the Treasury's Listing of Approved Sureties (Department Circular 570) dated July 1, 2012. Furthermore, each surety company is rated "A" or better by A.M. Best Company, all with Financial Size Category "XV".

The Lane Construction Corporation has developed a strong track record of completing complex construction projects on time and within the available budget. In the recent past, the co-sureties have executed bonds on behalf of The Lane Construction Corporation for individual projects with contract values approaching $350,000,000 and corresponding backlogs approaching $2,000,000,000. At this time, The Lane Construction Corporation has more than sufficient bonding capacity available to meet the requirements of this project. The co-surety is prepared to provide 100% Performance and 100% Labor and Materials Payment Bonds for this Project as proposed in the RFQ, in the amount of the anticipated cost of construction should The Lane Construction Corporation be the successful bidder and enter into a contract for this Project.

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

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

Sincerely,

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

Theresan E. Rowedder

Theresan E. Rowedder, Attorney-in-Fact

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

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

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

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

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said **ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND**, this 8th day of January, A.D. 2013.

ATTEST:

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

By: _____
Assistant Secretary
Eric D. Barnes

_____
Vice President
Thomas O. McClellan

State of Maryland
City of Baltimore

On this 8th day of January, A.D. 2013, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **THOMAS O. MCCLELLAN, Vice President, and ERIC D. BARNES, Assistant Secretary,** of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, deposeth and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

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

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

POA-F 063-0474

EXTRACT FROM BY-LAWS OF THE COMPANIES

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

CERTIFICATE

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 24th day of MAY, 2013.

Geoffrey Delisio

Geoffrey Delisio, Vice President

THIS POWER OF ATTORNEY IS NOT VALID UNLESS IT IS PRINTED ON RED BACKGROUND.
This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

Certificate No. 5646075

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

Liberty Mutual Insurance Company
Peerless Insurance Company

POWER OF ATTORNEY

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

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

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 9th day of November, 2012.

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

By: _____
Gregory W. Davenport, Assistant Secretary

STATE OF WASHINGTON ss
COUNTY OF KING

On this 9th day of November, 2012, before me personally appeared Gregory W. Davenport, who acknowledged himself to be the Assistant Secretary of American Fire and Casualty Company, Liberty Mutual Insurance Company, The Ohio Casualty Company, Peerless Insurance Company and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

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

By: _____
KD Riley, Notary Public

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

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 24TH day of MAY, 2013.

By: _____
David M. Carey, Assistant Secretary

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

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

Attachment 3.2.10

SCC and DPOR Information

ATTACHMENT 3.2.10

State Project No. 0264-134-799

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
The Lane Construction Corporation	F0254476	Foreign Corporation	Active	90 Fieldstone Court Cheshire, CT 06410	Contractor (Class A)	2701011871	1-31-2014
Vannase Hangen Brustlin, Inc.	F1170440	Foreign Corporation	Active	115 South 15th Street, Suite 200 Richmond, VA 23219	Business Entity Registration	0407003225	12-31-2013
Vannase Hangen Brustlin, Inc.	F1170440	Foreign Corporation	Active	8300 Boone Boulevard, Suite 700 Vienna, VA 22182	Business Entity Branch Office Registration	0411000427	2-28-2014
Vannase Hangen Brustlin, Inc.	F1170440	Foreign Corporation	Active	4500 Main Street, Suite 400 Virginia Beach, VA 23462	Business Entity Branch Office Registration	0411000348	2-28-2014
Vannase Hangen Brustlin, Inc.	F1170440	Foreign Corporation	Active	351 McClaws Circle, Suite 3 Williamsburg, VA 23185	Business Entity Branch Office Registration	0411000235	2-28-2014
NXL Construction Services, Inc.	03497427	Corporation	Active	114 E Cary Street, Suite 200 Richmond, VA 23219	Business Entity Registration	0407003031	12-31-2013
Accumark, Inc.	04407458	Corporation	Active	9500 King Air Court Ashland, VA 23005	Business Entity Registration	0407005172	12-31-2013
ECS Mid-Atlantic, LLC	S1208216	Limited Liability Company	Active	14026 Thunderbolt Place, Suite 100 Chantilly, VA 20151	Business Entity Registration	0407004628	12-31-2013

ATTACHMENT 3.2.10

State Project No. 0264-134-799

SCC and DPOR Information

Geotechnical Environmental & Testing Solutions, Inc.	05418470	Corporation	Active	204-B Grayson Road Virginia Beach, VA 23462	Business Entity Registration	0407004018	12-31-2013
Pace Collaborative PC	02883429	Corporation	Active	1277 Perimeter Pkwy Virginia Beach, VA 23454	Professional Corporation Registration	0405000535	12-31-2013
Pulsar Advertising	F1608555	Foreign Corporation	Active	n/a	n/a	n/a	n/a

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Vannase Hangen Brustlin, Inc.	Tyson N. Rosser	1277 Perimeter Pkwy Virginia Beach, VA 23454	Virginia Beach, VA	Professional Engineer License	0402041066	5-31-2015
Vannase Hangen Brustlin, Inc.	Charles K. O'Connell	8300 Boone Boulevard, Suite 700 Vienna, VA 22182	Fairfax, VA	Professional Engineer License	0402024735	2-28-2014
NXL Construction Services, Inc.	Michael W. Saunders	114 E Cary Street, Suite 200 Richmond, VA 23219	Chesterfield, VA	Professional Engineer License	0402041295	12-31-2013

Attachment 3.2.10.1

SCC Supporting Documentation

Commonwealth of Virginia
State Corporation Commission

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UCC or Tax Liens
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Business Entity Details

Help

THE LANE CONSTRUCTION CORPORATION

General

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

Principal Office

90 FIELDSTONE COURT
CHESHIRE CT06410

Registered Agent/Registered Office

CT CORPORATION SYSTEM
4701 COX RD STE 301
GLEN ALLEN VA 23060
HENRICO COUNTY 143
Status: Active
Effective Date: 1/5/2004

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
- View eFile transaction history
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Vanasse Hangen Brustlin, Inc.

General

SCC ID: F1170440
Entity Type: Foreign Corporation
Jurisdiction of Formation: MA
Date of Formation/Registration: 3/18/1994
Status: Active
Shares Authorized: 15000

Principal Office

101 WALNUT ST.
WATERTOWN MA02471

Registered Agent/Registered Office

REGISTERED AGENT SOLUTIONS INC
7288 HANOVER GREEN DR
MECHANICSVILLE VA 23111
HANOVER COUNTY 142
Status: Active
Effective Date: 12/11/2008

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
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Help

NXL Construction Co., Inc.

General

SCC ID: 03497427
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 11/17/1989
Status: Active
Shares Authorized: 5000

Principal Office

114 E CARY STREET SUITE 200
RICHMOND VA23219

Registered Agent/Registered Office

NICOMEDES L DE LEON
9606 GEORGE'S BLUFF RD
RICHMOND VA 23229
HENRICO COUNTY 143
Status: Active
Effective Date: 10/8/1998

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
- Manage email notifications

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Business Entity Details

Help

ACCUMARK, INC.

General

SCC ID: 04407458
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 1/30/1995
Status: Active
Shares Authorized: 500

Principal Office

9500 KING AIR COURT
ASHLAND VA23005

Registered Agent/Registered Office

S CRAIG MARTIN
9500 KING AIR CT
ASHLAND VA 23005
HANOVER COUNTY 142
Status: Active
Effective Date: 1/5/2012

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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Business Entities
UCC or Tax Liens
Court Services
Additional Services

ECS - Mid-Atlantic, LLC

General

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

Principal Office

14026 THUNDERBOLT PL STE 100
CHANTILLY VA20151

Registered Agent/Registered Office

JAMES A ECKERT
14026 THUNDERBOLT PL STE 100
CHANTILLY VA 20151
FAIRFAX COUNTY 129
Status: Active
Effective Date: 4/16/2004

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File a principal office address change
- Pay annual registration fee
- Order a certificate of fact of existence
- Submit a PDF for processing (What can I submit?)
- View eFile transaction history
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Court Services
Additional Services

Geotechnical Environmental and Testing Solutions,Inc.

General

SCC ID: 05418470
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 6/16/2000
Status: Active
Shares Authorized: 5000

Principal Office

204 GRAYSON ROAD
VIRGINIA BEACH VA23462

Registered Agent/Registered Office

TERENCE MURPHY
KAUFMAN & CANOLES PC
150 W MAIN ST STE 2100
NORFOLK VA 23510
NORFOLK CITY 212
Status: Active
Effective Date: 7/17/2002

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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PACE COLLABORATIVE, P.C.

General

SCC ID: 02883429
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 6/11/1986
Status: Active
Shares Authorized: 10000

Principal Office

1277 PERIMETER PKWY
VIRGINIA BEACH VA23454

Registered Agent/Registered Office

GARY P. ARSENAULT
6330 NEWTOWN ROAD, SUITE 410
NORFOLK VA 23502
NORFOLK CITY 212
Status: Active
Effective Date: 11/28/2012

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
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Business Entities
UCC or Tax Liens
Court Services
Additional Services

Pulsar Advertising, Inc.

General

SCC ID: F1608555
Entity Type: Foreign Corporation
Jurisdiction of Formation: NY
Date of Formation/Registration: 11/22/2004
Status: Active
Shares Authorized: 200

Principal Office

8383 WILSHIRE BLVD #334
BEVERLY HILLS CA90211

Registered Agent/Registered Office

CT CORPORATION SYSTEM
4701 COX RD STE 301
GLEN ALLEN VA 23060
HENRICO COUNTY 143
Status: Active
Effective Date: 11/22/2004

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
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Attachment 3.2.10.2

DPOR Supporting Documentation for Each Office

License Lookup
Online Renewal & Services
Boards
Professions & Occupations
Forms & Applications
Fair Housing Office
Community Associations
Report a Licensee
Records & Documents
News & Information
About DPOR
Contact

Details of license number 2701011871

Name:	THE LANE CONSTRUCTION CORPORATION
License Number:	2701011871
License Description: Class Definitions	Contractor (Class A)
Trading Name	VIRGINIA PAVING COMPANY
Business Type:	Corporation
Address:	90 FIELDSTONE COURT CHESHIRE, CT 06410
Specialties/Classifications: Classification Definitions Specialty Definitions	• BUILDING • HIGHWAY / HEAVY
Initial Certification Date:	October 12, 1972
Expiration Date:	January 31, 2014

print

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

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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.

Recovery Fund Claims include claims against a licensee where a judgment has been obtained for improper or dishonest conduct in a court of law. The Contractors Transaction Recovery Fund and the Real Estate Transaction Recovery Fund provide monetary relief to consumers who incur losses through the improper and dishonest conduct of a licensed contractor or licensed real estate professional. The funds are supported entirely by assessments paid by licensed contractors and licensed real estate professionals, not by any tax revenues.

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Details of license number 0407003225

print

Name:	VANASSE HANGEN BRUSTLIN INC
License Number:	0407003225
License Description:	Business Entity Registration
Business Type:	CORP
Address:	115 SOUTH 15TH STREET SUITE 200 RICHMOND, VA 23219
Initial Certification Date:	1994-04-26
Expiration Date:	2013-12-31

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402005231	LOCKWOOD, R C	Professional Engineer License	2013-11-30
0402014126	LINDERMAN, DIANE MILLER	Professional Engineer License	2013-08-31
0402024712	DELOYE, KEVIN ROBERT	Professional Engineer License	2014-02-28
0402033557	CHAPMAN, RAYMOND SCOTT	Professional Engineer License	2013-07-31
0402035123	STEVENSON, BRYAN WADE	Professional Engineer License	2015-01-31
0402037556	O'BRIEN, MEAGHAN ELIZABETH	Professional Engineer License	2013-06-30
0402039452	CARTY, JOHN PATRICK	Professional Engineer License	2014-12-31
0403002531	PUGH, DAVID FRANKLIN	Land Surveyor License	2014-01-31

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No Open Complaints

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No Closed Complaints

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Details of license number 0411000427

print

Name:	VANASSE HANGEN BRUSTLIN INC
Doing Business As:	VHB
License Number:	0411000427
License Description:	Business Entity Branch Office Registration
Business Name	VANASSE HANGEN BRUSTLIN INC
Address:	8300 BOONE BLVD STE 700 VIENNA, VA 22182
Initial Certification Date:	2006-01-11
Expiration Date:	2014-02-28

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402024735	O'CONNELL, CHARLES KENNETH	Professional Engineer License	2014-02-28
0402028395	NABORS, DANIEL THOMAS	Professional Engineer License	2014-06-30
0402030100	LOWER, TERESA ANN	Professional Engineer License	2015-02-28
0402034164	CAVUCCI, MICHELLE SMITH	Professional Engineer License	2014-01-31
0402035486	KILBY, LANCE KENDALL	Professional Engineer License	2014-06-30
0402036524	SITZMAN, KEVIN DOUGLAS	Professional Engineer License	2014-06-30
0402044604	MILLER, MAX THOMAS	Professional Engineer License	2015-01-31
0402045823	HAMPSON, CHRISTIAN PAUGH	Professional Engineer License	2014-06-30
0402045989	RIZZI, COLLEEN COLLINS	Professional Engineer License	2015-02-28
0402046635	KARSKO, NICHOLAS JOHN	Professional Engineer License	2015-06-30

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No Open Complaints

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Details of license number 0411000348

print

Name:	VANASSE HANGEN BRUSTLIN INC
License Number:	0411000348
License Description:	Business Entity Branch Office Registration
Business Name	VANASSE HANGEN BRUSTLIN INC
Address:	4500 MAIN ST STE 400 VIRGINIA BEACH, VA 23462
Initial Certification Date:	2004-02-18
Expiration Date:	2014-02-28

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402015767	MASON, PORTER HAYNES JR	Professional Engineer License	2013-07-31
0402023862	RODMAN, KENNETH E JR	Professional Engineer License	2015-01-31
0402030624	STRONACH, JOHN MAYNARD	Professional Engineer License	2015-02-28
0402035184	DAVIS, SCOTT RICHARD	Professional Engineer License	2013-09-30
0402038283	CHEWNING, BRIAN SCOTT	Professional Engineer License	2015-06-30
0402038993	HOLLOMAN, KARL KELLY	Professional Engineer License	2013-11-30
0402040808	HINES, JOHN DANIEL	Professional Engineer License	2013-12-31
0402041066	ROSSER, TYSON NEALE	Professional Engineer License	2015-05-31
0402041433	GAGLIONE, MYRINA L	Professional Engineer License	2014-06-30
0402042547	LINDGREN, MELISSA ANN	Professional Engineer License	2015-01-31

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No Open Complaints

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No Closed Complaints

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Details of license number 0411000235

print

Name:	VANASSE HANGEN BRUSTLIN INC
License Number:	0411000235
License Description:	Business Entity Branch Office Registration
Business Name	VANASSE HANGEN BRUSTLIN INC
Business Type:	CORP
Address:	351 MCLAWS CIRCLE STE 3 WILLIAMSBURG, VA 23185
Initial Certification Date:	2000-04-12
Expiration Date:	2014-02-28

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402032551	HOGAN, TIMOTHY JAMES	Professional Engineer License	2014-03-31
0404001448	ROMEO, STEPHEN A	Land Surveyor B License	2015-03-31

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No Open Complaints

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No Closed Complaints

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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.

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Details of license number 0407003031

print

Name:	NXL CONSTRUCTION CO INC
Doing Business As:	NXL CONSTRUCTION SERVICES INC
License Number:	0407003031
License Description:	Business Entity Registration
Business Type:	CORP
Address:	114 E CARY ST STE 200 RICHMOND, VA 23219
Initial Certification Date:	1991-11-08
Expiration Date:	2013-12-31

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402023030	DE LEON, NICOMEDES L	Professional Engineer License	2014-02-28
0403001800	JONES, DAVID LYNN	Land Surveyor License	2013-06-30

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Details of license number 0407005172

print

Name:	ACCUMARK INC
License Number:	0407005172
License Description:	Business Entity Registration
Business Type:	CORP
Address:	9500 KING AIR CT ASHLAND, VA 23005
Initial Certification Date:	2008-03-28
Expiration Date:	2013-12-31

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402010372	LABAUGH, W C III	Professional Engineer License	2013-08-31

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Details of license number 0407004628

print

Name:	ECS-MID-ATLANTIC LLC
Doing Business As:	LEO J TITUS JR PE
License Number:	0407004628
License Description:	Business Entity Registration
Business Type:	LLC
Address:	14026 THUNDERBOLT PL STE 100 CHANTILLY, VA 20151
Initial Certification Date:	2004-12-10
Expiration Date:	2013-12-31

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402011146	LUCAS, H L	Professional Engineer License	2013-12-31
0402012025	GIESE, J C	Professional Engineer License	2013-09-30
0402018784	ANDONYADIS, MANOL	Professional Engineer License	2014-07-31
0402018829	CARPENTER, JAMES ROBERT	Professional Engineer License	2014-07-31
0402023314	LAYMAN, BRYAN CLINTON	Professional Engineer License	2014-06-30
0402026366	MURPHY, STANLEY JOSEPH	Professional Engineer License	2013-08-31
0402028602	HIGGINS, KARL ADAMS III	Professional Engineer License	2014-07-31
0402030688	STORBECK, RICHARD DALE	Professional Engineer License	2015-02-28
0402031573	TITUS, LEO JOSEPH JR	Professional Engineer License	2013-08-31
0402034481	SHELTON, JEFFREY ALAN	Professional Engineer License	2014-07-31

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No Open Complaints

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Details of license number 0407004018

print

Name:	GEOTECHNICAL ENVIRONMENTAL & TESTING SOLUTIONS INC
License Number:	0407004018
License Description:	Business Entity Registration
Business Type:	CORP
Address:	204-B GRAYSON ROAD VIRGINIA BEACH, VA 23462
Initial Certification Date:	2000-09-12
Expiration Date:	2013-12-31

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402033932	SCHOLEFIELD, DAVID MARK	Professional Engineer License	2014-04-30
0402039988	ESPILONDO-MURDOCK, MARIA EUGENIA	Professional Engineer License	2014-07-31
0402046947	CATON, CHRISTOPHER MICHAEL	Professional Engineer License	2015-06-30

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No Open Complaints

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Details of license number 0405000535

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Name:	PACE COLLABORATIVE P C
License Number:	0405000535
License Description:	Professional Corporation Registration
Address:	1277 PERIMETER PKWY VIRGINIA BEACH, VA 23454
Initial Certification Date:	1987-09-11
Expiration Date:	2013-12-31

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402008129	MARABLE, GREGORY JAMES	Professional Engineer License	2014-02-28
0402013815	DEVAN, JOHN J	Professional Engineer License	2015-01-31
0402030432	WALL, BRIAN KEITH	Professional Engineer License	2015-02-28
0402032929	BEDOIS, JAMES SCOTT	Professional Engineer License	2014-07-31
0402035155	WOOD, BRANDON EUGENE	Professional Engineer License	2015-01-31
0402035329	NEWELL, JOHN MICHAEL	Professional Engineer License	2015-01-31
0402041703	SUMMERS, JEFFREY HAROLD	Professional Engineer License	2014-06-30
0402041704	QUINN, WILLIAM GERALD JR	Professional Engineer License	2015-01-31
0402041958	COX, KATHERINE NICOLE	Professional Engineer License	2014-06-30
0402043854	BARKLEY, JAMES E JR	Professional Engineer License	2014-01-31

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No Closed Complaints

Attachment 3.2.10.3

DPOR Supporting Documentation for Key Personnel

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Details of license number 0402041066

print

Name:	ROSSER, TYSON NEALE
License Number:	0402041066
License Description:	Professional Engineer License
Address:	VIRGINIA BEACH VA, 23456
Initial Certification Date:	2005-05-05
Expiration Date:	2015-05-31

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0411000348	VANASSE HANGEN BRUSTLIN INC	Business Entity Branch Office Registration	2014-02-28

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No Open Complaints

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Details of license number 0402024735

print

Name:	O'CONNELL, CHARLES KENNETH
License Number:	0402024735
License Description:	Professional Engineer License
Address:	FAIRFAX VA, 22030
Initial Certification Date:	1994-02-07
Expiration Date:	2014-02-28

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0411000427	VANASSE HANGEN BRUSTLIN INC	Business Entity Branch Office Registration	2014-02-28

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No Open Complaints

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Details of license number 0402041295

print

Name:	SAUNDERS, MICHAEL WILLIAM
License Number:	0402041295
License Description:	Professional Engineer License
Address:	CHESTERFIELD VA, 23832
Initial Certification Date:	2005-12-29
Expiration Date:	2013-12-31

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.

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Attachment 3.2.10.4

DPOR Supporting Documentation for Non-APELSCIDLA Regulated Services

Attachment 3.3.1

Key Personnel Resumes

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **DENNIS B. O'CONNOR | DISTRICT MANAGER**

b. Project Assignment: **DESIGN BUILD PROJECT MANAGER**

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

d. Years experience: With this Firm **8** Years With Other Firms **32** 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.):

Mr. O'Connor is a 40-year veteran in the asphalt construction industry. His responsibilities have included all phases of construction activities, design oversight, asphalt manufacturing, estimating, quality control, transportation, cost control, strategic planning, and business development. His professional affiliations include:

- National Asphalt Pavement Association (NAPA); (Serving on various committees)
- Virginia Asphalt Association, (An Officer and member of the Board of Directors),
- Hampton Roads Utility and Heavy Contractors Association (As an Officer, member of the Board of Directors)
- Carolina Asphalt Paving Association

LANE Construction Corporation, District Manager, 2010-Present: As the District Manager, he provides strategic planning and execution for the district that includes LANE's Stafford and Norfolk plant locations. He communicates with owners regularly to advise them on asphalt needs, requirements and new opportunities. Mr. O'Connor works with LANE's Regional Vice President to establish the strategic development plans as well as set and monitor budgets. He also prepares the quarterly cost reviews, determines final bid margins and monitors industry trends.

LANE Construction Corporation, Manager, 2005-2010: – As the Manager of the Operations Engineering Department, Mr. O'Connor was responsible for the profitable and safe operation of all transportation operations, the Quality Control department and as the Facilitator of the Long Range Planning Committee.

B.P. Short & Son Paving Company. Vice President/Secretary, 1998-2005: As the Vice President/Secretary, Mr. O'Connor was responsible for all operations; construction, asphalt, manufacture, estimating, equipment purchases, six (6) hot mix plants.

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

University of North Carolina, Chapel Hill, NC/B.A./1972/Business Administration-Economics

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

N/A

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.)

Project: **B VDOT I-95 Express Lanes, Fairfax, Stafford and Prince William Counties, VA**

Name of Firm: **Lane Construction**	***Project Role:*** **District Manager/Project Executive**
Beginning Date: **December 2012**	***End Date:*** **On-going (Available Jan 2014)**

Specific Responsibilities: As the District Manager of Virginia Paving, a division of Lane Construction, and Project Executive on this project, Mr. O'Connor was responsible for overall project pavement design, asphalt construction, quality management, and contract administration for this Design-Build Project. Additionally, his responsibilities include managing the production and transportation of an anticipated 450,000 tons of asphalt to complete paving the roadway construction and elements of the I-95 Interstate widening and improvements as part of this $691 million PPTA project. This project will add capacity to the existing HOV Lanes from the Prince William Parkway to the vicinity of Edsall Road; improve the existing two HOV lanes for six miles from Route 234 to the Prince William Parkway. A nine-mile reversible two-lane extension of the existing HOV lanes from Dumfries to Garrisonville Road in Stafford County will help to alleviate the worst traffic bottleneck in the region. The project consists of an extensive ITS and Signing system, sound walls, asphalt mill and overlay, shoulder reconstruction, structural bridge work; and a 8.3 mile roadway extension that will consists of major clearing, earthwork, and bridge flyovers.

Project: **VDOT I-95 Shoulder Strengthening, Fairfax, Prince William and Stafford Counties, VA**	
Name of Firm: **Lane Construction**	***Project Role:*** **District Manager/ Project Executive**
Beginning Date: **September 2012**	***End Date:*** **On-going (Available Jan 2014)**

Specific Responsibilities: As the District Manager of Virginia Paving, a division of Lane Construction, and Project Executive on this project, Mr. O'Connor was responsible for overall project asphalt construction, quality management, and contract administration for this project. Additional responsibilities include directing and coordinating all activities concerned with production, distribution, and transportation of asphalt needed to complete paving the roadway construction. This $15M project includes a 10" x 8' wide Shoulder Strengthening (38,224 tons and 656,349 syi milling); a new 12' wide shoulder (71,780 tons); and final 2" mill and overlay of GP lanes (36,877 tons and 602,735 syi milling).

Project **VDOT Order 517, Hampton Roads, VA**	
Name of Firm: **Lane Construction**	***Project Role:*** **District Manager/Project Executive**
Beginning Date: **2012**	***End Date:*** **2012**

Specific Responsibilities: As the District Manager of Virginia Paving, a division of Lane Construction, and Project Executive on this project, Mr. O'Connor was responsible for overall project asphalt construction, quality management, and contract administration for this project. This $2.9M project consisted of the milling and paving of 40 ramps and parking areas throughout the Hampton Road area. Asphalt milling and paving of VA-164 was performed using both Superpave and THMACO. This project was completed ahead of schedule and with close coordination with VDOT to ensure minimal impacts were made to the traveling public.

Project: **VDOT Monitor-Merrimac Bridge Tunnel (Emergency Pavement Repairs), Hampton Roads, VA**	
Name of Firm: **Lane Construction**	***Project Role:*** **District Manager/Project Executive**
Beginning Date: **2012**	***End Date:*** **2012**

Specific Responsibilities: As the District Manager of Virginia Paving, a division of Lane Construction, and Project Executive on this emergency pavement repairs project, Mr. O'Connor was responsible for the overall project management, quality management, and contract administration for this project This project consisted of rehabilitating the waterproofing systems of the open approach sections (boat sections) of the Monitor-Merrimac Memorial Bridge Tunnel. The project was constructed in two stages: Roadway Slab Repairs, and Wall and Barrier Repairs.

The original projected was constructed in two stages. Stage 1 consisted of the removal of approximately 4" of asphalt down to the concrete approach slab at each tunnel entrance. Existing steel plating, french drains, and joint sealants were then removed from the slab. A new joint sealant system was installed and concrete repairs were performed on the existing french drains and deteriorated sections of the concrete slab. Once this work was completed the new asphalt wearing course was placed in two 2-inch lifts. The stage 1 work took place over four weekend, one weekend for each open approach. One direction of the tunnel was closed per weekend from 8 P.M. Friday until 6 A.M. the following Monday. Coordination with VDOT in the planning of these closures was key to this project. This stage of the project contained heavy penalties for not meeting the closure and or completion schedule due to its high impact on regional traffic flow. LANE completed the project on schedule and on budget.

Project: **Road & Trail Construction, Maintenance & Repair D-B IDIQ, National Park Service**	
Name of Firm: **Lane Construction**	***Project Role:*** **Design-Build Project Manager**
Beginning Date: **2011**	***End Date:*** **2012**

Specific Responsibilities: Design-Build Project Manager for roadway pavement improvements throughout various National Parks. Mr. O'Connor oversaw the entire project that included design aspects: field investigation of existing pavement and subsurface conditions, pavement design, and general roadway/parking design as well as the asphalt paving, shoulder reconstruction and seeding for the Fredericksburg and Spotsylvania National Military Park, the Richmond National Battlefield, and the Petersburg National Battlefield.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **MICHAEL SAUNDERS, PE, CCM| PROJECT MANAGER / QUALITY ASSURANCE MANAGER**

b. Project Assignment: **QUALITY ASSURANCE MANAGER**

c. Name of Firm with which you are now associated: **NXL CONSTRUCTION SERVICES, INC.**

d. Years experience: With this Firm **12** Years With Other Firms **4** 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.):

NXL, Project Manager/Quality Assurance Manager, 2011- Present: Mr. Saunders serves as Independent Quality Assurance Manager and Quality Control Manager for Design-Build projects. In addition to his Design-Build duties, Mr. Saunders currently performs Responsible Engineer duties on VDOT's Huguenot Bridge Replacement project ($50M, estimated completion in 2013).

VDOT, Richmond District, Project Control Engineer/Area Construction Engineer, 2011-2011: Mr. Saunders was responsible for quality assurance and for coordinating constructability reviews to include developing pre-advertisement schedules and construction sequences; and District Wide NOI and claims analysis. Project assignments included Design Build and Locally Administered Projects.

VDOT, Richmond District, Area Construction Engineer, Richmond District, Southern Area Construction, 2007-2011: He provided Responsible Charge supervision and technical guidance during project delivery for design-build and design-bid-build projects. He also assisted the Fredericksburg District with a Regional Design-Build Bridge Replacement project.

VDOT, Salem District, Construction Project Manager, Salem District, Southern Area Construction, 2005-2007: Mr. Saunders supervised all phases of multi-operational roadway and structural construction projects to ensure all work was performed in accordance with project plans, specifications and special provisions.

VDOT, Christiansburg Residency, Permits/Subdivision Supervisor, 2005-2005: Mr. Saunders was responsible for subdivision, rural streets and land use permit programs.

VDOT, Salem District, Architect/Engineer I, 2004-2005: Mr. Saunders assisted in the Land Development and Maintenance Program Operations.

VDOT, Salem District, Transportation Engineer Associate, 2001-2004: Mr. Saunders completed the Associate Engineers Program at the Christiansburg Residency.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Virginia Tech, Blacksburg, VA /BS/2001/Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
2005 /Virginia Professional Engineer /0402041295

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.)

Project: B **VDOT Route 36 Design Build Improvements, Prince George County, VA**

Name of Firm: **NXL Construction Services, Inc.**	***Project Role:*** **Quality Assurance Manager**
Beginning Date: **2011**	***End Date:*** **2012**

Specific Responsibilities: Construction of improvements to Routes 36 and 144 near Fort Lee in Prince George County. The project includes improvement to approximately 0.9 mile of Route 36 and approximately 0.5 miles of Route 144. Mr. Saunders serves as the project's QAM where he is responsible for preparation of project's QA and QC Plans, oversight of QA program, including performance and coordination of QA testing and inspection, monitoring QC program and liaising with VDOT with respect to project compliance, approving QC Plan for staffing and testing before submission to VDOT, project documentation including diaries, materials reports, as-builts, requisitions, and final records, and managing the project QA staff to ensure compliance with contract, plans, and specifications.

Project: **VDOT I-295/Meadowville Interchange, Chesterfield County, VA**	
Name of Firm: **NXL Construction Services, Inc.**	***Project Role:*** **Quality Control Manager**
Beginning Date: **2011**	***End Date:*** **2011**
Specific Responsibilities: Mr. Saunders served as the QCM reporting to the Construction Manager, while in parallel reporting all sampling, testing, visual inspections, certifications, and daily diaries to the QAM. He led the QC team and directed the activities of the QC staff. Other duties included leading all preparatory inspection meetings, coordinating with QAM to monitor the installation and maintenance of erosion and sediment controls, coordinating with the CM to monitor work zone safety and traffic management plans, coordinating with the QC testing firm to ensure conformance with VDOT 2008 design-build guidelines, and managing the QC staff to ensure compliance with contract, plans, and specifications.	
Project: **VDOT I-295/Meadowville Interchange, Chesterfield County, VA**	
Name of Firm: **VDOT**	***Project Role:*** **Area Construction Engineer/Project Manager**
Beginning Date: **2011**	***End Date:*** **2011**
Specific Responsibilities: VDOT's Project Manager during final design and phase 1 construction a cloverleaf interchange. Duties included attending regularly scheduled progress meetings, reviewing project documentation, reviewed and approved pay applications and coordinated IA/IV testing. After leaving VDOT, Mr. Saunders continued duties as Quality Control Manager for this project with NXL, seeing the project through to close out.	
Project: **VDOT Region 4 Design-Build Structures Project, Various Counties**	
Name of Firm: **VDOT**	***Project Role:*** **Project Manager**
Beginning Date: **2010**	***End Date:*** **2011**
Specific Responsibilities: VDOT's Project Manager during the construction of various bridge superstructure replacements throughout the Richmond District. Duties included making responsible charge decisions, attending regularly scheduled progress meetings, reviewing project documentation for compliance with contract documents, coordinated IA/IV testing and handled public/stakeholder concerns throughout the duration of the project.	
Project: **VDOT Route 10 Widening & Bridge Replacement, Chesterfield County, VA**	
Name of Firm: **NXL Construction Services, Inc.**	***Project Role:*** **Area Construction Engineer/Responsible Engineer**
Beginning Date: **2011**	***End Date:*** **2013**
Specific Responsibilities: Responsible engineer overseeing the construction of this project which includes coordination with Chesterfield County, the contractor, Dominion Virginia Power, CSX railroad and the FHWA. **Mr. Saunders remained in the same role on this project when he transitioned from VDOT to consultant firm.*	

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **TYSON ROSSER, PE | SENIOR PROJECT MANAGER**

b. Project Assignment: **DESIGN MANAGER / ROADWAY DESIGN ENGINEER**

c. Name of Firm with which you are now associated: **VANASSE HANGEN BRUSTLIN, INC.**

d. Years experience: With this Firm **12** Years With Other Firms **7** 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.):

Vanasse Hangen Brustlin, Transportation Project Manager, April 2001-Present: Responsible for roadway design, hydraulic/hydrologic designs, maintenance of traffic plans, signing and pavement marking plans. Responsible for bridge design projects including highway, rail, and marine structures. Management responsibilities for multi-disciplinary transportation design and design-build projects.

Modjeski and Masters, Bridge Design Engineer, July 1994-April 2001: Responsible for designing all components of bridge replacement/rehabilitation projects including pre-stressed concrete girders, steel girders, pile supported foundations, spread footing foundations, and bearings.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Bucknell University – Lewisburg, PA/B.S./1994/Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
2005/Professional Engineer/VA/41066
VDOT Advanced Work Zone Traffic Control/051613041

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.)

Project: **VDOT APM Terminals Interchange and Roadway Improvements, Portsmouth, VA**	
Name of Firm: **Vanasse Hangen Brustlin, Inc.**	***Project Role:*** **Design Manager**
Beginning Date: **2004**	***End Date:*** **2006**
Specific Responsibilities: Design Manager for this design-build project that included the coordination of the design of a new interchange and ancillary roadways to support the construction of the APM Terminals facility in the City of Portsmouth. Responsibilities required close coordination of the multiple disciplines involved on this project including the highway design, drainage design, traffic analysis/design, structural design, and geotechnical investigation to meet the needs of this fast-paced design-build project. A detailed maintenance of traffic plan was developed through which the newly constructed on- and off-ramps were utilized as temporary through lanes in order to minimize traffic delays while Rt 164 was raised to create a new overpass.	
Project: **VDOT Route 50 Traffic Calming D-B (Gilberts Corner), Loudoun County, VA**	
Name of Firm: **Vanasse Hangen Brustlin, Inc.**	***Project Role:*** **Lead Design Engineer**
Beginning Date: **2007**	***End Date:*** **2009**
Specific Responsibilities: A design-build project that incorporated four roundabouts into the heavily traveled Routes 50 and 15 in Loudoun County. Design responsibilities included the development of roundabout geometry, drainage design, and detailed maintenance of traffic phases. An innovative construction staging plan was developed to minimize impacts to the traveling public during construction and, ultimately, influenced the final design, introduced drivers to roundabouts, and provided operational and safety enhancements.	
Project: **I-81 Staunton Truck Climbing Lanes, Staunton, VA**	
Name of Firm: **Vanasse Hangen Brustlin, Inc.**	***Project Role:*** **Lead Design Engineer**
Beginning Date: **2007**	***End Date:*** **2007**
Specific Responsibilities: Design responsibilities for developing the preliminary design plans to be used for a design-build program that would add seven miles of truck climbing lanes to existing Interstate 81. In addition to interstate design, responsibilities included field inspection of drainage facilities and the development of the drainage design, detailed maintenance of traffic plans, defining construction limits for right-of-way needs, and the avoidance/minimization of proposed right-of-way impacts. Additional responsibilities included the participation in the public hearing.	
Project: **VDOT Middle Ground Boulevard Extension, Newport News, VA**	
Name of Firm: **Vanasse Hangen Brustlin, Inc.**	***Project Role:*** **Design Engineer**
Beginning Date: **2011**	***End Date:*** **2014 (Available Jan 2014)**
Specific Responsibilities: As part of the overall design team, Mr. Rosser served as project manager for VHB's design tasks that included the development of signal designs for multiple intersections, the design of a sanitary pump station, the design of a 30"/36" HRSD sewer force main, the topographic and rights-of-way survey, and environmental permitting process for this VDOT design-build project.	
Project: **Road Rehabilitation Phase 6, Shenandoah National Park, Northeast Region, National Park Service**	
Name of Firm: **Vanasse Hangen Brustlin, Inc.**	***Project Role:*** **Project Manager**
Beginning Date: **2009**	***End Date:*** **2010**
Specific Responsibilities: Project Manager responsible for field investigation, design, and development of construction documents for road rehabilitation of Skyline Drive within Shenandoah National Park and assembling the construction documents. Funded through the ARRA program, this Park-wide pavement improvement initiative included the field investigation mapping of pavement deficiencies, the testing of subsurface materials and existing asphalt pavement, and the hot mix asphalt design of approximately 18 miles of this historic roadway. Design responsibilities included appropriate design solutions for the Park's long term use and maintenance capabilities, sustainable design practices, constructability strategies to minimize traffic disruption, and compliance with park standards.	

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **WILLIAM G. HAMEZA | CONSTRUCTION MANAGER**

b. Project Assignment: **CONSTRUCTION MANAGER**

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

d. Years experience: With this Firm **16** Years With Other Firms **24** 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.):

The Lane Construction Corporation, Construction Manager, 1998-Present: Mr. Hameza has 40 years of experience performing increasingly responsible roles: Foreman, Superintendent, Construction Manager. He has been responsible for directing and managing project development from beginning to end; defining project scope, goals and deliverables; planning, scheduling, and tracking project timelines and milestones as well as overseeing subcontractors.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Lakeland High School, Lakeland, Florida/1973

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
NCDOT Certified Level II Erosion Sediment Control/Stormwater and Certification in Diesel Engineering, Automotive Training Center; CMI Concrete Paving Machinery School; Certified in GZ Paving Machinery.

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.)

Project B **SCDOT US-17 Ace Basin Green Pond D-B, SC**

Name of Firm: **Lane Construction**	***Project Role:*** **Construction Manager**
Beginning Date: **2010**	***End Date:*** **2013**

Specific Responsibilities: As the Construction Manager on this project, Mr. Hameza's specific responsibilities on this $76 million design-build contract for SCDOT included providing oversight for safety, quality, cost, staffing and scheduling, in addition to leading and directing the work of the Project Manager, Superintendent, Project Engineer, and Office Manager. The project involved reconstructing approximately 14.6 miles of US 17 and three bridges in Colleton County, South Carolina from a 2-lane secondary road to a four-lane divided highway in Colleton County between Lightsey Plantation and SC 64 in Jacksonboro. Much of the roadway included two twelve-foot lanes in each direction, ten foot shoulders on each side, recoverable slopes to enable correction time should a driver accidentally run off the road, and a 48-foot median separating north and southbound traffic. The project also included the construction of several different lane configurations.

Project: B **NCDOT I-77 Yadkin D-B, NC**

Name of Firm: **Lane Construction**	***Project Role:*** **Construction Manager**
Beginning Date: **2007**	***End Date:*** **2009**

Specific Responsibilities: Mr. Hameza served as Construction Manager on the project. He was responsible for safety, quality, cost, staffing and scheduling, in addition to leading and directing the work of the Project Manager, Superintendent, Project Engineer, and Office Manager. As the prime contractor on this $60 million design-build contract for NCDOT, LANE reconstructed the existing concrete lanes and the US 421 Interchange at Exit 73. Initially, LANE patched the existing CRC pavement in failed areas and widened the portions of the mainline four feet towards the median to minimize potential environmental impacts. As an innovation within the design-build proposal, LANE jacked the two mainline I-77 structures at the Exit 73 interchange to match the grade of the un-bonded overlay. This increased vertical clearances on existing US 421.

Project: **VDOT Springfield Interchange Improvements, Springfield, VA**	
Name of Firm: **Lane Construction**	***Project Role:*** **Superintendent**
Beginning Date: **2003**	***End Date:*** **2004**
Specific Responsibilities: As Superintendent, Mr. Hameza's specific responsibilities included providing oversight for safety, quality, cost, staffing and scheduling. LANE served as lead constructor for Phase V of the Springfield "Mixing Bowl" Interchange, a $75 million major highway and bridge contract for VDOT. Under some of the heaviest traffic conditions in the country, Lane performed all of the structural, excavation and paving work itself. As the Superintendent predominantly for excavation, Mr. Hameza took extraordinary efforts to coordinate with other contractors and the Client on this project. Work included the widening of ramps and reconstruction of the existing interstate with additional median lanes. This phase of the Springfield Interchange project also required significant Maintenance of Traffic measures for what is probably one of the busiest interchanges in the greater Washington Metropolitan area which only increases at peak rush hour times.	

Project: **Raleigh Durham Airport Ramp C and Taxiway Relocation, Raleigh, NC**	
Name of Firm: **Lane Construction**	***Project Role:*** **Superintendent**
Beginning Date: **2004**	***End Date:*** **2005**
Specific Responsibilities: As Superintendent on this project, Mr. Hameza's specific responsibilities on this project included providing oversight for field personnel, daily/weekly schedules, and construction operations. He was also responsible for managing field operations, and coordinating work with other superintendents and subcontractors and equipment and crews. This improvements project included the relocation of Taxiway D and the expansion of the Terminal C Apron at Raleigh Durham Airport in North Carolina. This $27 million project also included concrete and asphalt pavement; structural and architectural concrete for aircraft taxiway bridges; soils and rock earthwork, drainage, hydrant fuel systems, and airfield electric systems. LANE's onsite portable batch plant produced approximately 55,000 cubic yards of concrete for the airfield pavement.	

Project: **SCDOT Reconstruction & Widening I-85, Anderson County, SC**	
Name of Firm: **Lane Construction**	***Project Role:*** **Superintendent**
Beginning Date: **2001**	***End Date:*** **2002**
Specific Responsibilities: As the Superintendent on this project, Mr. Hameza's specific responsibilities included providing oversight for field personnel, daily/weekly schedules, and construction operations. He was also responsible for managing field operations, and coordinating work with other superintendents and subcontractors and equipment and crews. LANE served as the Prime Contractor on this $60 million contract for SCDOT, which involved the construction of 16.8 miles of median widening on I-85 from four lanes to six lanes in each direction. The project also included jacking existing bridges and the construction of two new bridge structures. In order to keep traffic moving smoothly on this busy roadway, LANE utilized thirteen different traffic stages throughout the construction of the project.	

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **JIM WRIGHT| PATNER/STRATEGIC MARKETING AND OUTREACH PLANNING**

b. Project Assignment: **PUBLIC RELATIONS MANAGER**

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

d. Years experience: With this Firm **7** Years With Other Firms **31** 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.):

Pulsar Advertising, Partner, 2005-Present: Responsible for developing strategic marketing and outreach plans for clients including the Virginia Department of Transportation's Virginia Megaprojects, the 511 Virginia website, Hampton Roads Transit/TRAFFIX branding and communications plan, as well as the launch of HRT's new light rail service – The Tide. All of these campaigns included integrated advertising/marketing and stakeholder outreach plans as well as identifying cost efficient ways to brand the unique product/service within the target audience. In addition, Mr. Wright is a trained facilitator and has experience in leading and directing outreach to community and business groups to inform and educate about numerous transportation projects (construction mitigation and transportation management plan strategies).

Leonard Resource Group, Inc. (LRG), Senior Vice President and business Partner, 1998-2005: Co-founder of LRG, a woman-owned full service public affairs firm, ranked as tenth largest public affairs firm by Washington Business Journal, specializing in Business Partnerships, Communications & Marketing, Community Outreach and Development, Government Relations, and Association Management. Directed strategic planning and operational implementation for seven-year public affairs/economic development campaign to develop public-private partnerships on behalf of Job Corps (federal program to assist economically disadvantaged youth). Secured ten national partnerships for Job Corps over a 24 month period including: AAMCO, American Fence Association, HCR Manor Care, Jiffy Lube, Penske Auto Centers, Pepsi-Cola, Sears, Roto-Rooter, the U.S. Army, and Walgreens. Worked with senior officers and staff of the U.S. Army, U.S. Navy and U.S. Coast Guard Recruiting Commands to secure national partnerships and to create successful local partnerships at over 50 centers across the country.

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

State University of New York, Albany, NY/BS/1986/Business, Concentration Marketing

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

f. 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.)

Project: **VDOT Virginia Megaprojects-Northern Virginia, VA**

Name of Firm: **Pulsar Advertising**	***Project Role:*** **Project Director, Employer Solutions**
Beginning Date: **2008**	***End Date:*** **On-going (Available Jan 2014)**

Specific Responsibilities: Mr. Wright has been the strategic leader in creating the Virginia Megaprojects Employer Solutions Team (EST) responsible for developing a B2B strategy to businesses in Tysons Corner, one of the nation's top 10 largest business centers. Jim provides strategic direction and planning for the EST, who meet directly with employers, chambers of commerce, property managers and trade associations in addition to Fairfax County government officials to encourage businesses to develop strategies and practices that help their employees reduce commuter related vehicle trips during the Dulles Metrorail Extension and I-495 HOT Lanes construction phases. In addition to directly engaging hundreds of businesses in the last year, Jim and the EST have created a comprehensive communications network reaching more than 80,000 employees through the use of the Megaprojects Customer Relationship Management.

Project: **VDOT Springfield Interchange Communications, Springfield, VA**	
Name of Firm: **Pulsar Advertising**	***Project Role:*** **Marketing Communications Manager**
Beginning Date: **2005**	***End Date:*** **2008**
Specific Responsibilities: Mr. Wright was responsible for directing the strategic communications effort for this multi-modal, multi-media project on behalf of Pulsar. The Springfield Interchange project was one of the largest public works projects in the nation impacting thousands of travelers in one of the country's busiest transportation corridors. Project elements include community input, direct mail, radio, public relations, special events and a dedicated website.	
Project: **VDOT Virginia Highway Safety Corridors-Northern Virginia, VA**	
Name of Firm: **Pulsar Advertising**	***Project Role:*** **Project Director**
Beginning Date: **2005**	***End Date:*** **2010**
Specific Responsibilities: Mr. Wright was responsible for securing key stakeholder input to direct Pulsar's development of a communications and marketing campaign to support VDOT's grant from Virginia Department of Motor Vehicles and in cooperation with the Virginia State Police to reduce accidents and fatalities in the three highway safety corridors within the state (I-81 in SW Virginia, I95 in the City of Richmond, and I-95 in Prince William County). The campaign elements included: radio, outdoor, transit, print and direct mail.	
Project: **Middle Ground Boulevard Extension, Newport News, VA**	
Name of Firm: **Pulsar Advertising**	***Project Role:*** **Project Director**
Beginning Date: **2011**	***End Date:*** **2014**
Specific Responsibilities: Mr. Wright serves as the lead to provide an effective public involvement/relations communications plan that promotes involvement of all relevant stakeholders throughout the life of the Middle Ground Boulevard Extension project. Includes coordinating and facilitating public information meetings as well as regular communications with affected residents and businesses. Strategies included traditional public relations, direct mail and digital strategies.	
Project: **Arlington County Car Free Diet, Arlington, VA**	
Name of Firm: **Pulsar Advertising**	***Project Role:*** **Project Strategic Planning**
Beginning Date: **2005**	***End Date:*** **On-going (Available Jan 2014)**
Specific Responsibilities: Since Pulsar first worked on the original Commuter Assistance Program, Mr. Wright has overseen the development of every campaign including the current Car-Free Diet campaign. He oversees the strategic branding of all aspects of the ACCS program ensuring that all elements can clearly be seen as part of a coordinated communications effort. The program consistently links the lifestyles of Arlington residents and visitors with the appeals of its transportation system. Under the branding umbrella, he also has overseen the development of both the ART and Commuter Store brands.	

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **CHARLIE O'CONNELL, PE | SENIOR PROJECT MANAGER**

b. Project Assignment: **MAINTENANCE OF TRAFFIC (MOT) MANAGER**

c. Name of Firm with which you are now associated: **VANASSE HANGEN BRUSTLIN, INC.**

d. Years experience: With this Firm **12** Years With Other Firms **16** 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.):

Vanasse Hangen Brustlin, Inc., 2001− Present: Involved in a variety of projects including developing safety analysis, traffic engineering plans, and traffic signal design. His on-call work for VDOT has included noteworthy safety studies; Maintenance of Traffic Plans for major bridge rehabilitation projects on I-81 and I-77; providing technical assistance for the revision of the Work Area Protection Manual, VDOT Road and Bridge Standards, VDOT Road and Bridge Specifications and I&I Memorandum; assisting in the review of plans for wayfinding projects; and providing speed studies including those for the implementation of the 70MPH speed limits on many of the VA rural interstates. Additional projects have included teaching NHI courses in Designing and Operating Intersections for Safety, Traffic Signal Design and Safety workshops. He has provided MOT expertise on the I-495 Express Lanes and Dulles Rail projects as well as contributing to FHWA projects/manuals dealing with roundabouts, mini roundabouts and alternative intersection design and construction

VDOT Traffic Field Operations, 1999−2001: Responsible for all construction of traffic signals within the NOVA District. Coordinated design, construction and inspection for VDOT road projects, developer projects and those under direct contract to VDOT. Supervised 30 person field crew/transportation engineers in the daily operation of 900 signals within Northern Virginia.

VDOT Land Development Section, 1998−1999: Planned, developed, coordinated, and monitored the activities of staff engineers and planners for the review, analysis and approval of highway, subdivision, and site engineering plans for all development in Fairfax County. Responsibilities included team management of section which reviewed rezonings, subdivisions, site plans and coordination of activities from planning through Permit and construction. This position required knowledge in all VDOT organizational skills such as planning, traffic engineering, road design, storm water management, pavement design, right of way, environmental requirements, permitting and construction practices.

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

Virginia Polytechnic Institute and State University, Blacksburg, VA/BS/1985/Civil Engineering, Minor Biology
Virginia Polytechnic Institute and State University, Blacksburg, VA /BS/1979/ Forestry and Wildlife

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

1992/Professional Engineer/024735
2008/VDOT Advanced Work Zone Traffic Control Training/050809013
2010/VDOT GRIT/ISP-060210-16

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.)

Project: **VDOT Route 50 Traffic Calming D-B (Gilberts Corner), Loudoun County, VA**	
Name of Firm: **Vanasse Hangen Brustlin, Inc.**	***Project Role:*** **Design Manager**
Beginning Date: **2007**	***End Date:*** **2009**
Specific Responsibilities: Responsibilities for this contract include the coordination of the design of four new roundabouts and a new connector road. Provided oversight of design, complex maintenance of traffic (MOT) phases, permitting and engineering services during construction, including erosion and sediment control compliance, public awareness, constructability and traffic operations. Responsibilities required close coordination of the multiple disciplines including wetlands delineation, VSDM, permitting, roadway design, rights-of-way, utility relocation, drainage design, traffic analysis/design, structural design, and geotechnical investigation. An inventive construction staging plan was developed to meet the needs of this fast paced design-build project that effectively influenced the final design, introducing drivers to roundabouts, and providing the desired traffic calming and safety enhancements.	
Project: **MWAA Dulles Airport Landside Transportation Assistance Contract**	
Name of Firm: **Vanasse Hangen Brustlin, Inc.**	***Project Role:*** **Project Engineer**
Beginning Date: **2005**	***End Date:*** **2011**
Specific Responsibilities: Managed task orders related to traffic engineering as a subcontractor on the Airport Authority's Capital Development Program. These included the preparation of program definition documents, signal warrant studies, traffic signal designs, traffic impact studies, traffic data collection efforts, traffic analyses related to the re-routing of taxis, traffic engineering analyses that supported the widening of the outbound Access Highway, ingress and egress studies related to the South and Mid-North parking structures, and traffic analyses of the inbound traffic congestion problems at Dulles. For the widening of North Area roads, VHB reviewed all design plans and MOT plans. VHB also worked with contractor to implement optimal MOT practices, staying on-site for all traffic changes in order to make field adjustments as necessary.	
Project: **Montgomery County On-Call Traffic Engineering Services, Montgomery County, MD**	
Name of Firm: **Vanasse Hangen Brustlin, Inc.**	***Project Role:*** **Traffic Engineer**
Beginning Date: **1998**	***End Date:*** **2012**
Specific Responsibilities: As part of VHB's on-call contract with Montgomery County, contributed frequently as a traffic engineer to many of the task orders, and was also directly responsible for the review of several Temporary Traffic Maintenance plans. On-site inspector for detours and work zones during the various phases of the Clarksburg Bridge Reconstruction. Established a working relationship with the County Inspector/Project Manager and contractor and was often involved in the pre-implementation meetings for the various phases of construction and work zones. Provided immediate inspection with each phase and timely reports with any discrepancies and recommendations. For items requiring immediate correction, worked directly with the County Inspector/Project Manager and the contractor to make necessary changes.	
Project: **VDOT Statewide Traffic Engineering Services, Statewide**	
Name of Firm: **Vanasse Hangen Brustlin, Inc.**	***Project Role:*** **Task Project Manager**
Beginning Date: **2006**	***End Date:*** **On-going (Available Jan 2014)**
Specific Responsibilities: Project Manager for various task orders that included design of work zone plans for major bridge construction projects on Interstate 81 and 64, responsible for MOT associated with bridge work on a secondary road. Tasks also included regular inspection of work zone for both day and night time operation. Responsible for assisting the VDOT Central Office in the revising and updating of the Work Area Protection Manual.	
Project: **VDOT I-495 Express Lanes, Northern Virginia**	
Name of Firm: **Vanasse Hangen Brustlin, Inc.**	***Project Role:*** **Project Manager**
Beginning Date: **2010**	***End Date:*** **2010**
Specific Responsibilities: Performed an independent audit of the Fluor-Lane's MOT process and implementation, as well as an evaluation of on-site work zone operations for various specific "challenge areas" of I-495. Specifically requested to conduct this work as an outside expert, separate from the project in order to enhance the safety of the corridor during this challenging construction in a highly congested traffic area. Recommendations made augmented the MOT process and implementation which proved to be successful in keeping traffic moving safely.	

Attachment 3.4.1(a)

Lead Contractor Work History Forms

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
I-495 EXPRESS LANES Fairfax County, VA	HNTB	Owner: VDOT 571.483.2600 Project Manager: John Lynch 571.238.2970 Email: john.lynch@vdot.virginia.gov	December 2012	November 2012 (early delivery)	1,500,000	1,500,000	500,000

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

Relevant Scope of Work

- Design-Build
- Transportation Management
- Public Involvement
- Extensive Asphalt Paving including Milling with Overlay
- QA and QC
- Project Management
- Extensive MOT

Proposed Personnel for this Project:

- Charlie O'Connell (VHB)
- Jim Wright (Pulsar)

PROJECT SCOPE

Construction of four new general-purpose traffic lanes (two in each direction) outside of the existing lanes on the Capital Beltway. Work included the reconstruction of ramps, interchanges, frontage roads, overpasses and underpasses, bridges and other necessary structures. The construction included hot mix asphalt overlay of 225,000 tons on existing general purpose lanes.

PROJECT DESCRIPTION

LANE constructed two new lanes in each direction on a 14-mile stretch of I-495 from the Springfield Interchange to just north of the Dulles Toll Road. The project encompassed the replacement of more than $260 million of aging infrastructure, including more than 50 bridges and overpasses.

Construction of Springfield Interchange Phase VIII has created a seamless HOV network on I-95/395, the Capital Beltway, I-66, the Dulles Toll Road and future HOV lanes on Braddock Road (allowing for easier connection to I-66). There are three new access points to the Capital Beltway at Rte. 29/Lee Highway, Westpark Bridge and Jones Branch Drive. Upgrades to 12 key interchanges will promote driver safety. LANE has also built more than 70,000 linear feet of sound walls to double the existing protection for local neighborhoods.

"Project was built over four years under traffic as high as 200,000 vpd and achieved 5 million safe work hours as of September 2012 without a lost-time incident, making it among the safest heavy civil projects ever built in the U.S."

***Public Works Financing Newsletter*, December 2012**

PROJECT BACKGROUND

The Virginia Department of Transportation began studying short and long-term solutions to growing traffic congestion on the Capital Beltway in the late 1980s. By 1994 it had concluded High Occupancy Vehicle (HOV) lanes were needed. A private developer submitted plans for High Occupancy Toll (HOT) lanes in 2002 to the Commonwealth, which resulted in selecting that alternative in 2005.

The Express Lanes project is the most significant package of improvements to the Capital Beltway in a generation. When completed, they will provide drivers with the option of paying a toll for a faster, more predictable trip. Drivers using the Express Lanes will also have access to (HOV) lanes usually limited to vehicles with multiple occupants.

PROJECT BENEFITS

The new Express Lanes will offer faster travel choices and congestion relief for motorists in the northern Virginia/ Washington, D.C. region. Benefits to drivers, carpoolers, public transportation users and the business community include:

- Less stop-and-go traffic
- Improved opportunities for reliable bus service for public transportation users
- Reduced cut-through traffic on local neighborhood streets
- Positive environmental impact because vehicles move through the area more quickly, reducing emissions

Evidence of Performance

"A solid experienced company that has built to standard and worked well under difficult traffic and space constraints to minimize impact on travel."

~Garrett Moore, VDOT Chief Engineer

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
I-77 YADKIN COUNTY Yadkin County, NC	HDR	Owner: NCDOT 336.320.3627 Project Manger: Mark Freeman 336.320.3627 Email: mfreeman@dot.state.nc.us	June 2007	June 2009	$59,500	$60,500	$60,500

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

Relevant Scope of Work

- Design-Build
- Transportation Mangement
- Extensive MOT
- Public Involvement
- QA and QC
- Project Management
- Asphalt Paving
- Concrete Patching

Proposed Personnel for this Project:

- William Hameza

PROJECT SCOPE

Construction included excavation, removal of concrete and asphalt, subgrade and subdrain, full depth concrete pavement repairs, diamond grinding, hot mix asphalt, culverts, guardrail and pavement markings.

PROJECT DESCRIPTION

The replacement of four existing concrete travel lanes on I-77 and widening of the asphalt shoulders. Deteriorating conditions on I-77 Yadkin County required reconstruction of the existing concrete lanes from approximately MP 72 to MP 78. Work also included the reconstruction of the US 421 interchange at Exit 73.

During the D-B process, LANE selected an 11-inch, un-bonded concrete overlay with a 1.5-inch minimum bond-breaking layer alternate. This was in conjunction with a traffic maintenance concept that provided a median detour throughout the project's length. LANE reconstructed asphalt shoulders to comply with current design standards.

LANE initially patched the existing CRC pavement in failed areas and widened portions of the mainline four feet towards the median to minimize potential environmental impacts. It constructed project tie-in locations and portions of I-77 at underpasses with a full-depth, 13-inch concrete pavement section to maintain vertical clearances. As an innovation within the D-B process, LANE jacked the two mainline I-77 structures at the Exit 73 interchange to match the grade of the un-bonded overlay. This increased vertical clearances on existing US 421.

The original proposal called for removing the concrete paving on the ramps of the US 421 interchange and replacing it with asphalt pavement. Using value engineering, LANE revised the plans to provide a nine-inch, un-bonded overlay with a 1.5-inch minimum bond-breaking layer on all the interchange's ramps and loops. Crews preserved the concrete pavement for enhanced rideability using the diamond-grinding technique.

PROJECT BACKGROUND

The deteriorated pavement on Interstate 77 in Yadkin County made driving rough and sometimes dangerous. New pavement, wider shoulders and new guardrail were imperative to improve roadway quality and safety.

PROJECT BENEFITS

The new roadway provided not only a smoother, but a a far safer ride for the traveling public.

Evidence of Performance

Received the 2009 ACPA National Excellence in Concrete Pavement Awards for Overlays.

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Emergency MMBT Open Cut Pavement Repairs Proj# 0664-121-222, N501 Monitor Merrimac Tunnel Newport News, VA	VDOT and Jacobs Engineering	VDOT (757) 253 - 5367 Thomas A. Druhot, P.E. Peninsula Area Construction Engineer (757) 253 - 5367 thomas.druhot@VDOT.Virginia.gov	July 2013	June 2013	$3,609	$4,913	$4,913

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

Relevant Scope of Work

- Structure and Ramp Construction
- Utilities Coordination
- Extensive MOT
- Asphalt Paving

Proposed Personnel for this Project:

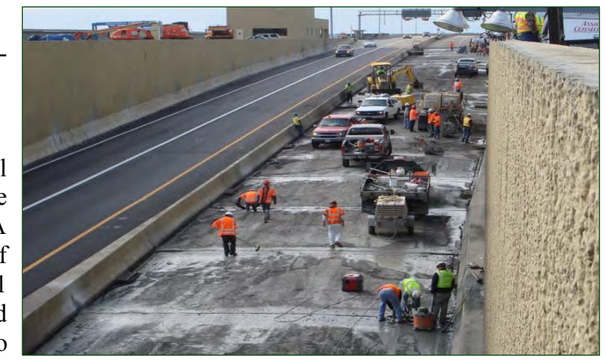
- Dennis O'Connor
- Ron Burton

PROJECT SCOPE

This project consists of rehabilitating the waterproofing systems of the open approach sections (boat sections) of the Monitor-Merrimac Memorial Bridge Tunnel. The project was constructed in two stages: Roadway Slab Repairs, and Wall and Barrier Repairs.

PROJECT DESCRIPTION

Virginia Paving Company, a division of The Lane Constuction Corporation, perfomed this work as the Lead Contractor. The orginial projected was conducted in two stages. Stage 1 consisted of the removal of approximately 4" of asphalt down to the concrete approach slab at each tunnel entrance. Existing steel plating, french drains, and joint sealants were then removed from the slab. A new joint sealant system was installed and concrete repairs were performed on the existing french drains and deteriorated sections of the concrete slab. Once this work was completed the new asphalt wearing course was placed in two 2-inch lifts. The stage 1 work took place over four weekend, one weekend for each open approach. One direction of the tunnel was closed per weekend from 8 P.M. Friday until 6 A.M. the following Monday. Coordination with VDOT in the planning of these closures was key to this project. This stage of the project contained heavy penalties for not meeting the closure and or completion schedule due to its high impact on regional traffic flow.



After completion of Stage 1, which finished ahead of schedule, Stage 2 began. This work consisted of injecting grout into the cracks along the barrier and wall of the tunnel approaches This work was conducted under a single lane closure from 8 P.M. to 6 A.M. Stage 3 was added to the contract at a later date which consisted of additional sealant and temporary relief valves installation along the shoulders in an effort to allievate the water pressure from underneath the roadway surface.

PROJECT BENEFITS

This projected alleviated much of the damage caused by water penetrating the concrete approach slab and damaging the roadway surface. This project provided for a safe driving surface for motorists as well as provided the department time to fully evaluated and plan a more permanent repair method.

Evidence of Performance

The project was completed ahead of schedule and with complimentary feedback from VDOT.
An early (phase) completion bonus was received.

Attachment 3.4.1(b)

Lead Designer Work History Forms

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and the Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
B ROUTE 50 TRAFFIC CALMING D-B AT GILBERTS CORNER Loudoun County, VA	The Lane Construction Corporation	Owner: VDOT (Helen Cuervo) 703.259.2345 Project Manager: Kenny Robinson (VDOT Ret.) 571-329-9274 Email: krobinson@volkert.com	April 2010	November 2009	$13,400	$13,400	$1,900

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.

Relevant Scope of Work

- Design-Build
- Extensive MOT
- Transportation Management
- High Level of Public Involvement
- QA and QC
- Design Management

Proposed Personnel for this Project:

- Tyson Rosser
- Charlie O'Connell
- Chad Lahaie
- JD Hines
- Dan Kosalski
- Robin Fontaine
- Camille Kattan (GET)

PROJECT SCOPE

Design and construct four roundabouts and a connector road on new alignment from Route 15 to Route 50.

PROJECT DESCRIPTION

The LANE team was responsible for the 1.2 mile roadway improvements at the Gilberts Corner section of Route 50 in Loudoun County. This section of the project included construction of four roundabouts at or near the existing intersection of Route 50 and Route 15 and construction of a new roadway between Route 50 and Route 15 with minimal traffic disruption. The project focused on traffic and pedestrian safety, context sensitive design, rural traffic calming, scenic and historic preservation, and involved extensive public participation. The project also sought to both actively engage and inform the public to this creative traffic calming solution. There were many challenges including right-of-way (ROW) acquisition, utility relocations, and construction management challenges due to the accelerated project schedule.

As the prime designer, VHB designed the roadway based on a preliminary concept plan developed by VDOT. VHB made substantive alterations to the original concept plan that provided both operational and safety enhancements. In addition, VHB also developed an innovative construction staging plan that positively influenced the final design to be implemented, and introduced the drivers of Virginia to roundabouts. VHB was responsible for acquiring all related environmental permits and for providing right-of-way acquisition design services. This comprehensive design-build project also relied on VHB to perform utility relocation design services, construction phase design services, and structural services for permanent structures.

As the contractor, LANE constructed four roundabouts and a connector road with minimal traffic disruption. Maintenance-of-Traffic (MOT) was also a constant challenge due to high volumes of commercial, commuter and tourist traffic on this 2-lane rural roadway, which is part of the Virginia Scenic Byway. Since the majority of the construction was performed along the existing roadway, the project was broken into a ten-phased sequence with multiple traffic switches. Historic and environmentally sensitive challenges posed serious and daily constraints, including the preservation of the Mount Zion Church (an important landmark through the Civil War), and President James Monroe's home (Oak Hill plantation).

PROJECT BACKGROUND

This project's goal was to protect the natural and historic section of the Virginia Piedmont, known as the Mosby Heritage Area, while facilitating commuter travel without simply widening the roadway to four lanes and adding a light at every intersection. The most sensible and cost effective transportation solution was the design and construction of four roundabouts and a new connector road.

PROJECT BENEFITS

The project has eliminated delays previously experienced at four intersections along the Route 50 and 15 corridors. VHB's innovative construction staging plan positively influenced the final design to be implemented and introduced the drivers of Virginia to roundabouts. Roundabouts have been shown to be safer than conventional signalized intersections. By design, vehicles are traveling at slower speeds and the more serious angle crashes are eliminated. The public's health, safety, and welfare have all been improved while protecting the environment as a direct result of innovative design considerations applied to the roadway and roundabouts themselves as well as the carefully orchestrated construction phasing that enabled the traveling public to continue through the area unimpeded.

Evidence of Performance

"The project received several awards and much acclaim from local and national media, citizens and elected officials. VDOT's goals and objectives were all met or exceeded by the LANE Team".

~ Kenny Lee Robinson, VDOT Project Manager (Retired)

Awards Received:

American Council of Engineering Companies National Finalist 2010 ACEC Engineering Excellence Awards
American Council of Engineering Companies of Metropolitan Washington HONOR AWARD WINNER in the Design category for the 2009-2010 ACEC/MW Engineering Excellence Awards
Northern Virginia Community Appearance Award 2010
Virginia Transportation Construction Alliance (VTCA) 2010 Engineering Excellence Award

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 the 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)	
ROUTE 164 ROADWAY IMPROVEMENTS TO SUPPORT APM TERMINALS Portsmouth, VA	Skanska USA Civil Southeast (formerly Tidewater-Skanska)	Owner: VDOT Hampton Roads District 757.494.5472 Project Manager: Robert Morgan 757.494.5472 Email: robert.morgan@vdot.virginia.gov	Decedmber 2006	December 2006	$22,000	$22,000	$3,135

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.

Relevant Scope of Work

- Design-Build
- Transportation Management Plans
- Pavement Design
- Overhead Sign & Bridge Structures
- Limited Access Highway/Hampton Roads

PROJECT SCOPE

Location and design of a new diamond interchange on Route 164 and the design of the supporting roadways.

PROJECT DESCRIPTION

When A.P. Moeller-Maersk sought to expand its facilities in Portsmouth and build the first privately developed U.S. container terminal, the roads and bridges leading to the site were found to be insufficient. The Virginia Department of Transportation (VDOT) quickly responded to this need by advertising for the Commonwealth's first roadway design-build contract.

Proposed Personnel for this Project:

- Tyson Rosser
- Charlie O'Connell
- Chad Lahaie
- Dan Kosalski
- JD Hines
- Ken Rodman
- Mark Colgan
- Camille Kattan (GET)

VHB was the Lead (prime) Designer and provided services that included the location and design of a new diamond interchange on Route 164 and the design of the supporting roadways. Importantly, a detailed maintenance of traffic plan was developed to maintain through-traffic on the existing Route 164 and to maintain access for local businesses, residential areas and to the Coast Guard Base in Hampton Roads. Significant right-of-way and permitting challenges were managed in tandem with the project design and construction. In addition to the highway improvements, the design included two new bridges; relocation of 2,800 feet of roadway, drainage, and utility segments; pavement design to accommodate significant truck loads; and wetland/waterway impact mitigation.

Design of this $22 million interchange was initiated in December 2004, construction began in August 2005, all major design elements were completed in September 2005 and construction was completed in December 2006. Working closely with VDOT and APM Terminals, VHB was able to develop a design that met the needs of the port while balancing the impacts to surrounding community and worked with Skanska throughout construction to help ensure this important project was completed on time and on budget.

PROJECT BENEFITS

The new interchange developed a direct access point to one of the most state-of-the-art port facilities in Virginia and provides:

- Reduced congestion on local area roadways
- A tight urban diamond interchange design to minimize right-of-way impacts
- Operational project elements designed for future growth in port activity

Evidence of Performance

"VHB has been an invaluable partner on our design/build team for this challenging and tightly-scheduled project. As the Virginia Department of Transportation's first design/build transportation contract, this project has demanded unusual flexibility in design, which VHB has readily provided. VHB's timely and efficient response to field issues has also been of great assistance in project execution."

~ M. VV. Spence, P.E., Vice President

The economic impacts of this transportation infrastructure improvement reach beyond Portsmouth, to all of Hampton Roads, the Commonwealth of Virginia, and the mid-Atlantic region, by enabling easy access and transfer between water transport, major interstate highways, and national freight-rail facilities.

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)	
FINAL DESIGN OF I-93 SALEM TO MANCHESTER – CONTRACT E Salem to Windham, NH	George R. Cairns and Sons, Inc	Owner: New Hampshire Department of Transportation (NHDOT) 603.271.2171 Project Manager: Peter Stamnas 603.271.2171 Email: pstamnas@dot.state.nh.us	July 2015	July 2015	$40,908	$40,908	$3,001

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.

Relevant Scope of Work

- Interstate Improvements
- Transportation Management
- Interstate Design
- Public Involvement
- Extensive MOT Planning

Proposed Personnel for this Project:

- John Kennedy

PROJECT SCOPE

Reconstruct the existing two-lane interstate into a four-lane interstate facility, with complete interchange reconstruction, to improve capacity and safety along this gateway corridor into New Hampshire.

PROJECT DESCRIPTION

As the lead designer for the $41M Contract E, VHB provided project management; highway, stormwater, erosion control, and signal design; design of a park and ride facility at Exit 2; structural design for bridges, retaining walls, and culverts; Right-of-Way and Registry plan development; traffic control design; traffic engineering; ITS engineering; and environmental floodplain mitigation design. The highway design elements of the project included interchange design at Exit 2 and I-93 mainline design for approximately three miles in the vicinity of the interchange.

VHB developed maintenance of traffic plans that detailed the multiple traffic control phases which required the disturbance of large tracts of land that exceed the alteration of terrain regulations and required new techniques in addressing construction stormwater treatment and erosion control. VHB worked with the NHDOT in establishing and analyzing the construction phasing, treatment locations, construction stormwater outlet locations and mixing zones.

PROJECT BACKGROUND

I-93 is one of New Hampshire's principal arterials, critical to the state, region and local community's economic vitality. Originally built to accommodate 60,000 to 70,000 vehicles per day, average traffic volumes have steadily grown through the years and are predicted to increase to 140,000 vehicles per day by 2020. In order to reduce congestion and improve safety, NHDOT and the Federal Highway Administration (FHWA) initiated this project to reconstruct and widen I-93.

PROJECT BENEFITS

The widening of I-93 will increase transportation efficiency and safety to this heavily travelled corridor that serves local travelers, commuters, businesses and the tourism industry in New Hampshire as well as the local and regional communities. Benefits are also gained through the construction of the most technologically advanced, best management practices for control of stormwater, construction of interconnected signal systems and ITS, and floodplain mitigation in the Town of Salem.

Evidence of Performance

"The Department commends VHB's proactive approach thus far in the plan development (I-93), as exemplified through your detailed evaluation of issues brought forth through "day-to-day" communications (telephone and email) as well as noted in the submission's Design Narrative.

~ Peter E. Salo, PE, Chief of Consultant Design, NHDOT

Statement of Qualifications

I-264 Pavement Rehabilitation

From: Railroad Bridge West of Witchduck Road (East Abutment)
To: Parks Avenue

A Design-Build Project

Virginia Beach, Virginia

State Project No.: 0264-134-799
Federal Project No.: pending
Contract ID Number: C001043331DB67

Proposal Submitted by:

LANE VHB

June 14, 2013