



## 3.2 Letter of Submittal

June 19, 2014

Ms. Brenda L. Williams  
Commonwealth of Virginia Dept. of Transportation (VDOT)  
Central Office Mail Center, Loading Dock Entrance  
1401 E. Broad Street  
Richmond, VA 23219

Reference: Route 7 Widening and Bridge Rehabilitation over Dulles Toll Road and Airport  
Access Highway, RFQ No. C00082135DB77

Dear Ms. Williams:

### 3.2.1 Offeror's Identification and Signature

Conti Enterprises Inc. (Conti) submits this Statement of Qualifications (SOQ) in response to the referenced Request for Qualifications (RFQ). Founded in 1906 in New Jersey, Conti is a design-build contractor with nearly 50 major highway/bridge projects safely completed, meeting accelerated schedules with minimal disruption to the community. These projects included traffic management and pedestrian safety in highly congested areas such as New York City (NYC).

### 3.2.2 Point of Contact Information

Conti's point of contact for this project is Bob Scerbo, VP Estimating, 2045 Lincoln Highway, Edison, NJ 08817, phone (732) 520-5009, fax (908) 561-7427, email [bscerbo@conticorp.com](mailto:bscerbo@conticorp.com).

### 3.2.3 Principal Officer Information

Conti's principal officer is Bob Scerbo, VP Estimating, 2045 Lincoln Highway, Edison, NJ 08817, phone (732) 520-5009, fax (908) 561-7427, email [bscerbo@conticorp.com](mailto:bscerbo@conticorp.com).

### 3.2.4 Offeror's Corporate Structure

Conti Enterprises Inc. is a corporation and will undertake financial responsibility for the project with no known liability limitations. We can provide a single 100% performance bond.

### 3.2.5 Identity of Lead Contractor and Lead Designer

Conti Enterprises Inc. (Conti) is the Lead Contractor with design-build management oversight as well as overall construction responsibility for this project, and The Louis Berger Group, Inc. (Louis Berger) is Conti's subcontractor and the Lead Designer with overall design responsibility for this project.

### **3.2.6 Affiliated and/or Subsidiary Companies**

The full legal name and address of all companies affiliated with Conti Enterprises, Inc. is disclosed in Attachment 3.2.6, included in **Appendix C** of this submittal.

### **3.2.7 Certification Regarding Debarment**

Included in **Appendix D** of this submittal are the completed Attachments 3.2.7(a) and 3.2.7(b), Certification Regarding Debarment Forms, for Conti and our team stating that neither the company nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation by any Federal department or agency.

### **3.2.8 VDOT Prequalification Evidence**

The VDOT prequalification number for Conti Enterprises, Inc. is C974, see **Appendix E**.

### **3.2.9 Surety or Insurance Company Letter**

Conti is capable of obtaining a performance and payment bond for the project. Our current bonding capacity is \$1.5B in aggregate and \$750M per single project. A surety letter is included in **Appendix F** of this submittal.

### **3.2.10 Registrations and Licenses**

Virginia State SCC registrations and DPOR licenses are included in **Appendix H**. As requested by VDOT, we have also filed “The Conti Group” as a registered DBA of Conti Enterprises, Inc.

### **3.2.11 DBE Statement**

Conti is committed to achieving an 8% DBE participation goal for the entire value of this contract. We invest time up front on each project to identify capable and reliable DBE subcontract firms. Based on our successful past track record (where in a 5-year period on 52 projects, Conti subcontracted nearly 21% of its total contract value to small businesses), we are confident that our project team has the discipline and conditioning to develop and implement an effective plan to complete work by meeting our obligations to the small business community.

We appreciate this opportunity to work with VDOT. Please contact me with any questions.

Best regards,



Robert A. Scerbo  
Vice President, Estimating

Enclosures

### 3.3 Offeror’s Team Structure

Conti’s Route 7 Widening & Bridge Rehabilitation DB project team is presented in **Figure 3-1**. Members of our team have worked together on similar projects, and our complementary skills and experience will provide VDOT with an integrated project delivery team for this project.

Figure 3-1: Conti VDOT Route 7 Project Team Introduction			
<b>Prime Contractor / Lead Contractor</b>			
		<p><b>Conti Enterprises, Inc.</b></p> <ul style="list-style-type: none"> <li>▪ Lead DB Contractor and Constructor</li> <li>▪ Established 1906 in NJ</li> <li>▪ \$1.5B aggregate bonding capacity, \$750M single</li> <li>▪ 32 DOT road/bridge projects in 4 states since 1982</li> <li>▪ 50+ projects managing congested traffic (e.g., NYC)</li> <li>▪ 10 construction projects in VA in past 14 years</li> </ul>	
<b>Lead Designer</b>			
		<p><b>The Louis Berger Group, Inc.</b></p> <ul style="list-style-type: none"> <li>▪ Lead Designer</li> <li>▪ Established 1953 in VA</li> <li>▪ 20+ VDOT projects (30+ yrs)</li> <li>▪ Designer for NJ/PA Trenton-Morrisville Toll Bridge, where Conti was Constructor (2006-2008)</li> <li>▪ Several joint DB proposals with Conti since 1999</li> </ul>	
<b>Tier 1 Subcontractors</b>			
			
<p><b>Froehling &amp; Robertson Inc.</b></p> <ul style="list-style-type: none"> <li>▪ Quality Assurance Manager</li> <li>▪ Established 1881 in VA</li> <li>▪ SWaM (MBE)</li> <li>▪ Expert third party quality services</li> <li>▪ 50+ yrs of VDOT experience</li> </ul>	<p><b>Travesky &amp; Associates Ltd.</b></p> <ul style="list-style-type: none"> <li>▪ Public Information Coordinator</li> <li>▪ Established 1986 in VA</li> <li>▪ 60+ public involvement programs designed and executed</li> <li>▪ 25+ yrs of VDOT experience</li> </ul>	<p><b>Bowman Consulting</b></p> <ul style="list-style-type: none"> <li>▪ Right-of-Way Coordinator</li> <li>▪ Established 1995 in VA</li> <li>▪ 6 VDOT highway/bridge projects</li> <li>▪ Lead expert with 35+ yrs of ROW acquisition experience in NoVA</li> </ul>	
<b>Tier 2 Subcontractors</b>			
	<p><b>Parrish &amp; Partners</b></p> <ul style="list-style-type: none"> <li>▪ Structures/Bridge Design/QC</li> <li>▪ Established 2013, office in VA</li> <li>▪ 20+ yrs working with VDOT, 10+ projects including Route 7</li> </ul>		<p><b>T3 Design Corporation</b></p> <ul style="list-style-type: none"> <li>▪ Traffic Design/QC</li> <li>▪ Established 2006 in VA</li> <li>▪ DBE</li> <li>▪ 500+ VDOT projects (ISO9001)</li> </ul>
	<p><b>NXL</b></p> <ul style="list-style-type: none"> <li>▪ Survey/SUE Design/QC</li> <li>▪ Established 1989 in VA</li> <li>▪ SWaM</li> <li>▪ 100+ VDOT projects</li> </ul>		<p><b>DMY</b></p> <ul style="list-style-type: none"> <li>▪ Geotechnical Design/QC</li> <li>▪ Established 2009 in VA</li> <li>▪ SWaM/MBE/DBE/LDBE</li> <li>▪ 10 VDOT projects</li> </ul>
	<p><b>AMEC</b></p> <ul style="list-style-type: none"> <li>▪ Environmental Design/QC</li> <li>▪ Established 1882, office in VA</li> <li>▪ Top 14 US environmental firms</li> <li>▪ 100+ VDOT projects (20 yrs)</li> </ul>		<p><b>McKenzieSnyder, Inc.</b></p> <ul style="list-style-type: none"> <li>▪ Survey/SUE Design/QC</li> <li>▪ Established 2000 in VA</li> <li>▪ SWaM/LDBE</li> <li>▪ 1,000+ NoVA projects</li> </ul>

### 3.3.1 Key Personnel

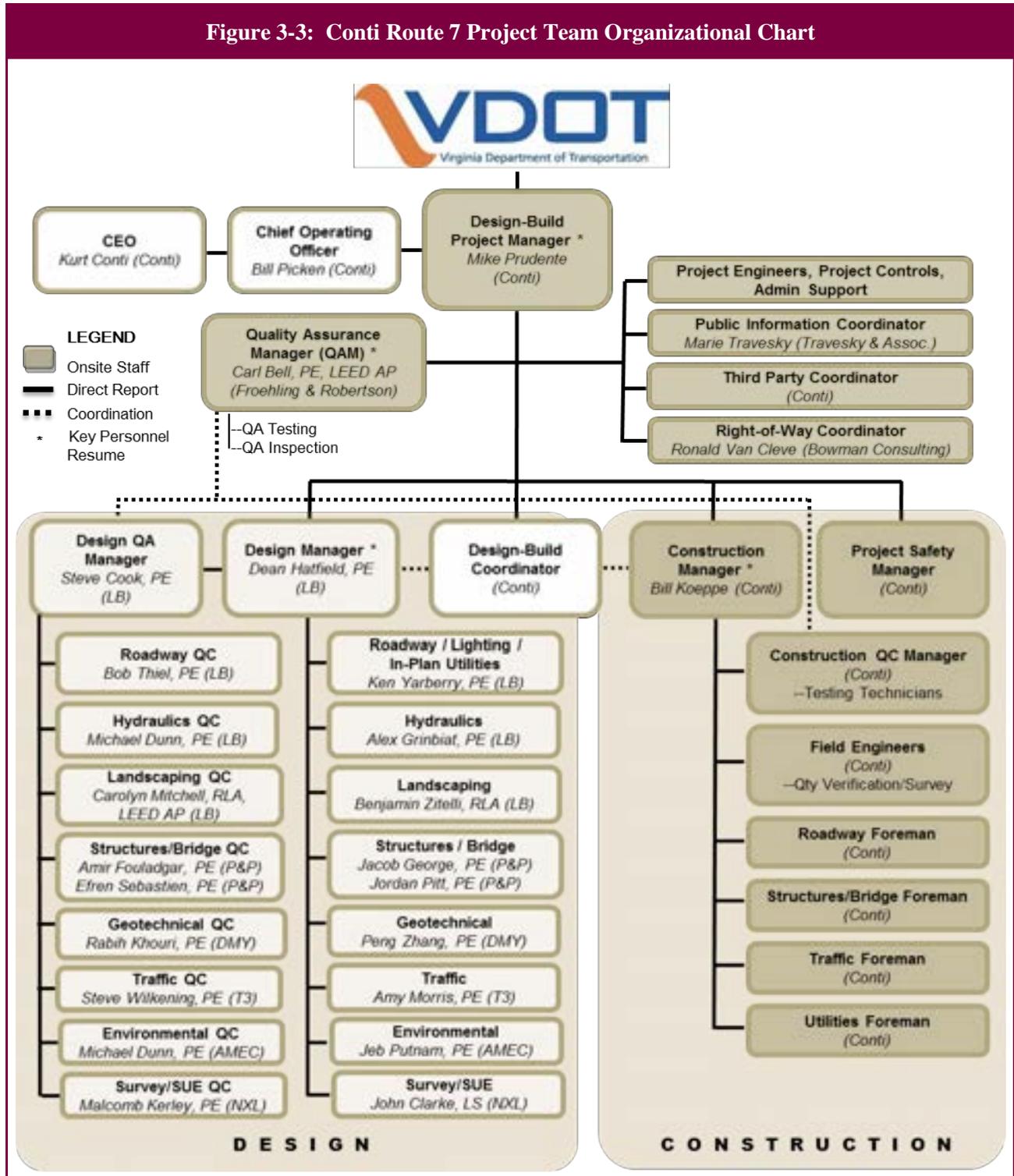
Conti’s Key Personnel, presented in **Figure 3-2**, are fully-qualified and experienced to provide best-value and minimize cost, schedule and performance risk for VDOT with the highest safety and quality standards. Key Personnel Resume Forms are included in **Appendix I**.

Figure 3-2: Conti Route 7 Project Team Key Personnel	
Position	Qualifications
<p><b>Design-Build Project Manager</b> <i>Mike Prudente</i></p>	<ul style="list-style-type: none"> <li>▪ Seasoned DOT infrastructure construction Project Manager and degreed Civil Engineer</li> <li>▪ 17 years of experience in transportation construction, traffic management and safety</li> <li>▪ 10 years of experience as PM of major transportation and infrastructure projects, including the \$154M NJ DOT Route 18 project included in Appendix J</li> <li>▪ Experience with complex projects in urban areas, with environmental sensitivity, compressed timeliness, congested traffic, and community information requirements</li> <li>▪ DB experience, including a \$200M+ environmental project in urban Accra, Ghana</li> </ul>
<p><b>Quality Assurance Manager</b> <i>Carl Bell, PE, LEED AP</i></p>	<ul style="list-style-type: none"> <li>▪ Registered Professional Engineer in Virginia (PE #045222)</li> <li>▪ 10 years of experience in quality management on DB projects, 10+ VDOT projects</li> <li>▪ Prior technical experience working as a Transportation Construction Inspector for the New York State Department of Transportation (NYS DOT)</li> <li>▪ Performed various third party inspections and special inspections for soils, concrete, masonry, structural steel and building materials</li> <li>▪ Performed daily field inspection services including quality control tests for Portland cement concrete and inspection of: PCC placement, asphalt placement, reinforcing steel, and edge drain installation</li> <li>▪ Experienced with many specialty foundation systems including auger-cast piles, helical anchors, rammed aggregate piers and caissons</li> </ul>
<p><b>Design Manager</b> <i>Dean Hatfield, PE</i></p>	<ul style="list-style-type: none"> <li>▪ Registered Professional Engineer in Virginia (PE #18960)</li> <li>▪ 25 years of experience managing design of multi-disciplinary highway/bridge projects</li> <li>▪ Experience with highway design, bridge design, complex foundations, earth retaining structures and drainage structures</li> <li>▪ DB project delivery experience, including traffic management and pedestrian safety</li> </ul>
<p><b>Construction Manager</b> <i>Bill Koeppel</i></p>	<ul style="list-style-type: none"> <li>▪ 23 years of experience managing major transportation and infrastructure construction</li> <li>▪ Experience with projects in urban areas, with environmental sensitivity, compressed timeliness, congested traffic management and community information requirements</li> <li>▪ DB project delivery experience, including traffic management and pedestrian safety</li> <li>▪ Will obtain Virginia DEQ RLD Certification and VDOT ESCCC</li> </ul>

As shown in the next section, we have organized our key personnel to leverage the “best of the best” ideas throughout the DB process to make the project a win-win for VDOT, regulators, local stakeholders and the public. Our team understands the fundamental design-build challenge and recognizes that this type of project succeeds by first understanding the client’s complete scope of work and overall objectives and then working closely as an integrated team throughout the process. We also understand the dynamic relationship between designer and constructor.

### 3.3.2 Organizational Chart

Conti will be the single responsible entity to deliver a successful DB project to VDOT. We are organized by multi-disciplined functional roles and construction activities (**Figure 3-3**).



LB = Louis Berger    P&P = Parrish & Partners

Our integrated project delivery approach will deploy a fast track schedule where construction activities are sequenced to advance concurrently with approved design packages. Conti's organization includes the following roles for project execution to capitalize on the inherent benefits of integrated DB delivery, increase cost/schedule certainty, and reduce risk to VDOT:

- Design-Build Project Manager. Conti's Project Manager (PM) will guide the team to an efficient, high quality, cost effective project result. As the single point of contact to provide clarity, consistency and expediency, the PM is responsible for the overall project design, construction, quality, safety and contract administration, working directly with VDOT.
- Design Manager. The Design Manager (DM), reporting to the DB PM, will coordinate all disciplines of design so that the overall project design is well-integrated and in conformance with the specifications. The DM is responsible for the design portion of the project QA/QC Plan and will make sure construction documents are in compliance with the plan.
- Construction Manager. The Construction Manager (CM) will be on site for the duration of the construction activities and will manage the construction process, including quality control and safety activities. This role, reporting to the DB PM, serves as the Site Superintendent to oversee the production forces in the field, including foremen assigned to each work activity.
- Project Safety Manager. Conti's safety oversight manager is responsible for developing and implementing the project specific safety plan in adherence with Conti and VDOT standards.
- Quality Assurance Manager. The Quality Assurance Manager (QAM), from a third-party firm with no involvement in construction operations, reports to the PM and communicates directly with VDOT. The QAM will develop and implement the project DB QA/QC Plan, and be responsible for QA testing and inspection.
- Design QA Manager. The Design QA Manager, reporting to the DM, will be responsible for the oversight of each design discipline QA and QC function. As part of the Quality Team, Conti will employ third parties for independent quality assurance oversight and material inspection and testing in specialty areas as well as across each engineering discipline.
- Construction QC Manager. The Construction QC Manager will be on site, reporting to the CM, and will oversee the Construction QC testing technicians. The technicians will be responsible for QC testing of the construction work to make sure it is in compliance with the project QC Plan and specifications.
- Design-Build Coordinator. We will utilize this dedicated role to work directly with the Design and Construction Managers for transparent communication to integrate inputs for constructability reviews as well as design services during construction. Regular joint meetings will be held with the design and construction teams to discuss status.
- Public Information Coordinator. This role will support the DB PM in community outreach to manage this critical element of the project, in close contact with VDOT.
- Third Party Coordinator. This role will support the PM, in close contact with VDOT, to coordinate and remain in constant communication with project stakeholders (e.g., utilities).
- Right-of-Way Coordinator. This role will be utilized to support the PM in timely efforts, in close contact with VDOT. The Coordinator will play an integral role in pre-construction activities by leading all elements of ROW Acquisition and Relocation Advisory and Assistance Services for the project team and VDOT.

### 3.4 Experience of Offeror's Team

Conti and Louis Berger are experienced in the DB of transportation and infrastructure projects. We have a 15-year working relationship which includes the successful Trenton-Morrisville Toll Bridge project for the restoration/widening of a roadway serving 50,000 vehicles daily. **Figure 3-4** provides sample projects showing our team's experience on projects similar to the Route 7 Project. Details are provided on the work history forms in **Appendix J**.

#### 3.4.1 Lead Contractor Work History

Conti is a global developer and builder of capital asset projects with over 100 years of delivering complex, heavy civil infrastructure projects, including bridges, highways, ramps, passenger and freight rail systems, ferry terminals and airports. Conti highlights are:

- Established 1906 in NJ
- 80 heavy civil multimillion-dollar projects
- 50+ projects managing congested traffic (e.g., NYC)
- 32 DOT projects (\$800M) in 4 states since 1982
- 10 construction projects in VA in past 14 years
- 11 design-build projects

Conti's long experience in the greater New York City area has built our transportation construction and traffic management expertise in urban and residential areas with minimal disruption to the public. For example, our Route 18 project required 955 lane closures, 14 major traffic shifts and 2,610 flagging hours while maintaining access for the 80,000 motorists daily.

Conti is well known for its client responsiveness and top caliber people, and has earned dozens of awards for project excellence, safety performance and as a best place to work.

#### *About Conti*

- Working with DOTs for decades
- Ranked ENR Top 400 Contractors for 20+ yrs
- \$1.5B aggregate bonding

#### 3.4.2 Lead Designer Work History

Louis Berger is an international engineering, planning, and construction administration firm involved in planning, design, and construction management of projects for highways, bridges, railroads, airfields, environmental issues, and cultural preservation. Highlights of the firm are:

- Established 1953 in VA
- 100,000 miles of highway designed
- 3,000 bridges designed
- 20+ VDOT projects (30+ yrs)
- Designer for NJ/PA Trenton-Morrisville Toll Bridge, where Conti was the Constructor (2006-2008)

Louis Berger has completed projects and project assignments throughout the Commonwealth of VA for state agencies (including VDOT), local governments, and federal agencies. For 60 years, the firm has built a reputation for delivering outstanding quality projects coupled with an on-time and on-budget performance.

#### *About Louis Berger*

- Local VA Bridge Designer
- Ranked ENR Top 500 Design Firms for 60+ yrs
- Ranked 9 in Transportation and 8 in Pure Designers by ENR for 2014

Figure 3-4: Conti Team Project Experience

#	Project Name, Location	Value	Client	Duration	D B	Roadway Widening	Bridge Construct /Rehab	Abutment Replacement	Pier Rehab	S U P	Noise Barrier	Traffic Volume (MOT)	3rd Party Coord
<b>Lead Contractor: Conti Enterprises, Inc.</b>													
1	St. George Ferry Terminal Ramps Staten Island, NY	\$192M	NYC DOT	05/2009 07/2013 (4.2 yrs)	D B	230,000 sf elevated concrete decks	DB 9 elevated structures	DB 10 abutments; concrete repairs	DB 1 concrete, 25 steel piers	Y	Construct 3,125-ft concrete noise wall	65,000 patrons daily	City, DOT, public, utilities
2	State Route 18 New Brunswick, NJ	\$154M	NJ DOT	03/2005 03/2010 (5 yrs)	D B B	4-8 lanes (2 miles)	Construct 4 vehicle & 4 pedestrian bridges	Construct 5 bridge abutments	Construct pier, 5 48-in shafts, 52-in steel casing pipe	Y	DB 13,775 lf precast noise wall	85,000 ADT	City, univ., hospital, public, utilities
3	Whitestone Bridge (I-678) Bronx, NY	\$206M	TBTA	10/2008 07/2013 (4.7 yrs)	D B B	10-12 lanes (0.4 miles)	Construct 2,091-ft approach	Demo 2 & construct 2 abutments	Construct 13 new piers	N	N/A	116,000 ADT	City, DOT, public, utilities
<b>Lead Designer: The Louis Berger Group, Inc.</b>													
4	NJTA Interchange 6-9, Interchange 7A Roadway & Toll Plaza, NJ	\$200M	NJTA	07/2009 05/2014 (4.8 yrs)	D B B	6-12 lanes, toll plaza 10-13 lanes (2.5 miles)	Construct/replace 12 bridge structures	Design 12 new replacement structures.	Construct 17 piers	N	3,100 lf	240,000 ADT	City, DOT, public, utilities
5	Lee Highway (Rt 29) & Gallows Road Fairfax City, VA	\$26M	VDOT	08/2008 11/2010 (2 yrs)	D B B	4-6 lanes undivided to divided (1.5 miles)	N/A	N/A	N/A	Y	N/A	55,000 ADT	City, DOT, develop, public, utilities
6	Trenton-Morrisville Toll Bridge & Northbound Auxiliary Lane, NJ & PA	\$100M	DRJ TBC	10/2003 12/2009 (6.1 yrs)	D B B	4-6 lanes (1.2 miles)	Construct/widen, 12 bridge structures	Rehab 12 substructures	Widen 11 piers, rehab 8 piers	N	1,200 lf	60,000 ADT	City, DOT, public, utilities

### 1. St. George Ferry Terminal Ramps

Conti made major infrastructure improvements to the ferry terminal, all during normal hours of operation with no interruption to service.

- \$192M Design-Build Project
- 65,000 commuters, 24-hours-per-day
- 230,000 SF of elevated concrete decks



*St. George Ferry Terminal Ramps*

### 2. State Route 18

Conti improved accessibility and aesthetics along a two-mile corridor through the route's busiest section in New Brunswick.

- Construct 4 vehicle and 4 pedestrian bridges
- 85,000 annual average daily traffic
- Heavy third party coordination



*NJ DOT State Route 18*

### 3. Bronx Whitestone Bridge

Conti reconstructed the approach for this major historic continuous span steel bridge.

- 2,091-foot approach
- 116,000 annual average daily traffic
- Widen from 10 to 12 lanes

### 4. NJTA Interchange 6-9 Widening Program, Interchange 7A Roadway & Toll Plaza Widening

Louis Berger provided preliminary engineering, environmental investigations, and final design services as part of a 35-mile long corridor study to widen the New Jersey Turnpike.

- Widen from 6 to 12 lanes; widening toll plaza; widening 10 to 13 lanes
- Construct/replace 12 bridge structures
- 240,000 annual average daily traffic

### 5. Lee Highway (Route 29) & Gallows Road

Louis Berger was the prime consultant for this VDOT project involving extensive capacity improvements at five key intersections.

- Multi-modal design including extensive third party coordination
- 4 lanes undivided to 6 lanes divided
- 55,000 annual average daily traffic



*NJ Turnpike Interchange Widening*

### 6. Trenton-Morrisville Toll Bridge

Conti and Louis Berger worked together (under separate contracts) to restore the main river bridge and widen it through use of unique cantilevered pier cap extensions to allow traffic to move through during construction and minimize environmental impact.

- Construct/widen and rehab 12 bridge structures
- 60,000 annual average daily traffic
- Widening of 11 piers with post tensioned caps; rehabilitation of 8 piers



*Trenton-Morrisville Bridge Widening*

### Significant Project Achievements

As shown in **Figure 3-5**, Conti and Louis Berger have each received commendations and awards for its six sample projects, which demonstrates our commitment to excellence for VDOT.

**Figure 3-5: Conti and Louis Berger Project Awards (for Sample Projects)**

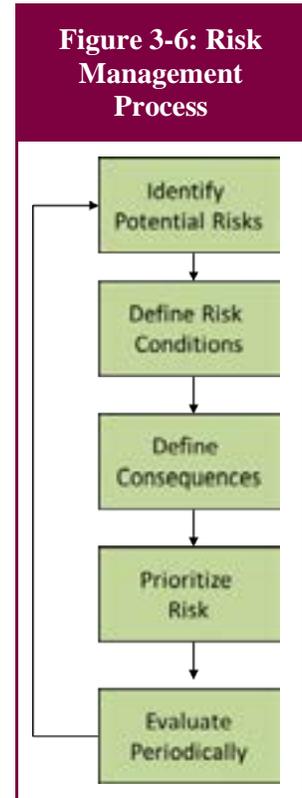
Project Name	Awards
1. <b>St. George Ferry Terminal Ramps</b>	<ul style="list-style-type: none"> <li>▪ ASCE, Metropolitan Section, 2013 Design-Build Project of the Year</li> <li>▪ ENR Best of 2013 Award, Award of Merit, Airports/Transit</li> </ul>
2. <b>State Route 18</b>	<ul style="list-style-type: none"> <li>▪ NJ Annual Concrete Awards, 2011 Grand Award Winner</li> <li>▪ American Society of Highway Engineers, 2011 Project of the Year</li> <li>▪ ENR Best of 2010 Award, Project of the Year, Transportation</li> <li>▪ Roads &amp; Bridges Magazine, 2010 Top 10 Bridge Projects in USA (#5)</li> <li>▪ Roads &amp; Bridges Magazine, 2010 Top 10 Road Projects in USA (#8)</li> <li>▪ American Society of Civil Engineers, NJ Chapter, 2010 Project of the Year</li> <li>▪ International Bridge Conference, 2010 Eugene FIGG Medal</li> </ul>
3. <b>Bronx-Whitestone Bridge (I-678)</b>	<ul style="list-style-type: none"> <li>▪ ENR Best of 2013 Award, Project of the Year, Highways/Bridges</li> <li>▪ Concrete Industry Board, 2012 Roger H. Corbetta Award of Merit</li> </ul>
4. <b>NJT Interchange 6-9, Interchange 7A Roadway &amp; Toll Plaza</b>	<ul style="list-style-type: none"> <li>▪ NJ Alliance for Action Distinguished Engineering Award, 2014</li> </ul>
5. <b>Lee Highway (Rt 29) &amp; Gallows Rd</b>	<ul style="list-style-type: none"> <li>▪ Project completed below budget and ahead of schedule</li> </ul>
6. <b>Trenton-Morrisville Toll Bridge &amp; NB Auxiliary Lane</b>	<ul style="list-style-type: none"> <li>▪ The Building of America Network, 2010 Building of America Award, Gold Medal</li> <li>▪ Professional Engineers Society of Mercer County, 2010 Project of the Year</li> <li>▪ NJ Annual Concrete Award, 2009</li> <li>▪ ACEC, 2010 Distinguished Award for Engineering Excellence</li> <li>▪ ACEC, Pennsylvania Grand Conceptor Award (Diamond Award), 2010</li> <li>▪ ACEC, New Jersey Engineering Excellence Honor Award, 2010</li> <li>▪ American Society of Highway Engineers – New Jersey Project of the Year Award</li> <li>▪ NJ Alliance for Action Distinguished Engineering Awards</li> <li>▪ Transportation Development Foundation Globe Award, 2010</li> </ul>

### 3.5 Project Risks

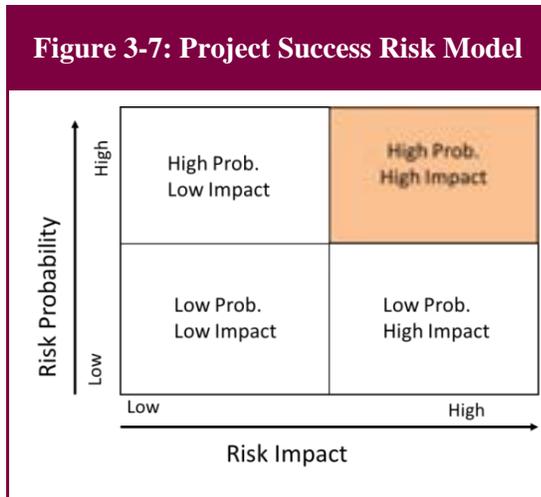
Conti and our design lead, Louis Berger, have selected three critical risks for this project, summarized in **Figure 3-9** and described in detail after the figure. These risks, prioritized by criticality of impact, are:

- (1) Traffic Management and Pedestrian Safety, (2) Design Development, and (3) Utility Coordination.

The process we used to carefully evaluate the potential risks for this project included reviewing the plans and specifications, visiting the site, understanding VDOT’s project objectives, and applying our past design-build knowledge and experience on previous similar projects. To evaluate and select the three critical risks for this project, Conti utilized our risk management process shown in **Figure 3-6**.



**Figure 3-6: Risk Management Process**



**Figure 3-7: Project Success Risk Model**

First we identified and classified potential events, defining risk conditions and consequences, and prioritizing the risks in terms of severity, likelihood, manageability, and criticality. For each risk factor, we assessed the most likely outcome and possible variances, and assigned probabilities to each, per **Figure 3-7**. Associating each risk factor with the probability of occurrence, and including cost ramifications, helped us determine the optimal

strategy and course of action. Then we developed the mitigation plans and appropriate actions for each risk. We evaluate and control risks with ongoing communications and monitoring throughout the project.

The Conti Team will create a risk register for this project (as shown in the sample in **Figure 3-8**), coordinating with VDOT for inputs and updating it biweekly to capture potential project quality, safety, cost and schedule issues and to integrate risk mitigation measures into design solutions and construction methodologies. The risk register is a living document drafted in the proposal development phase of the project. Incorporating this process into our estimating activities as well as when managing projects provides overall best value to VDOT.

**Figure 3-8: Sample Risk Register from Similar Past Project**

Item No.	Type	Description of Risk Element	Risk Prob.	Cost Impact (\$ Millions)			Schedule Impact (Months)		
				Low	Middle	High	Low	Middle	High
1	Schedule	Permits and Approvals	50%				1.00		3.00
2	Schedule	Utility Coordination	40%				0.75		2.70
3	Schedule	Community Participation	15%				0.06		0.11

Figure 3-9: Summary of Three Critical Project Risks for Route 7

Description of Risk	Why Risk is Critical to Project	Impact of Risk on Project	Risk Mitigation Strategies	Department & Other Agencies Role in Addressing Risk	Project Goals & Objectives				
					Maximized Public Investment	Improved Operations, Project Quality & Safety	Minimized Impact to Public during DB	Delivered Safely, On Schedule & Budget	Best Value to VDOT
1) Traffic Management & Pedestrian Safety	Safety hazards, traffic disruption and ROWs may delay the project.	<ul style="list-style-type: none"> <li>▪ Safety</li> <li>▪ Public reaction</li> <li>▪ Schedule</li> <li>▪ Cost</li> </ul>	<ul style="list-style-type: none"> <li>▪ Develop MOT Plan</li> <li>▪ Incorporate ABC</li> <li>▪ Communicate with public</li> </ul>	VDOT oversight and approvals (staying informed)	✓	✓	✓	✓	✓
2) Design Development	Coordination, reviews and approvals with all stakeholders for design may be less than effective, causing loss of quality in the design and construction of the project.	<ul style="list-style-type: none"> <li>▪ Rework (redesigns, changes in field)</li> <li>▪ Delays in procurement of critical items</li> <li>▪ Schedule</li> <li>▪ Cost</li> </ul>	<ul style="list-style-type: none"> <li>▪ Hold executive partnering reviews</li> <li>▪ Assign design-build coordinator</li> <li>▪ Follow streamlined design review process</li> </ul>	VDOT design reviews, approvals, and exceptions/waivers; participating in communication meetings	✓	✓	✓	✓	✓
3) Utility Coordination	Unknown utilities or deviation in location from record drawings may occur.	<ul style="list-style-type: none"> <li>▪ Engineering redesigns</li> <li>▪ Schedule</li> <li>▪ Cost</li> </ul>	<ul style="list-style-type: none"> <li>▪ Assign utility coordinator</li> <li>▪ Designate underground utilities (test holes)</li> <li>▪ Apply value engineering</li> </ul>	VDOT and utility inputs and reviews	✓	✓	✓	✓	✓

## Critical Risk 1 – Traffic Management & Pedestrian Safety

**Description of Risk:** The Route 7 project requires complex heavy civil construction work over many months on a 0.4-mile section of the Dulles Toll Road and Airport Access Highway, which serves 60,000 vehicles daily. The widening and repair work will be performed in heavy vehicular traffic on twin bridges and for pedestrian/bicycle shared use paths, including a major intersection and a nearby rail line. Strong construction planning, coordination and implementation will be required in order to safely and efficiently operate in such an active environment.

**Why Risk is Critical:** Working in high volume traffic poses potential safety hazards to people and property, and could severely disrupt the orderly, expeditious flow of the traveling public.

**Impact of Risk:** Impacts to the project could be public/worker safety, negative public reaction to traffic disruption, and getting temporary right-of-ways to continue work. Any of these risks could cause construction productivity loss and schedule delays, as well as significantly increasing project costs.

**Mitigation Strategies:** Our plans are as follows:

- **Management of Traffic.** We will leverage this DB project (combining the art of design with the reality of construction) to develop an MOT Plan with efficient staging of alternative schemes. We will take into account the number and duration of possible stages required, safety, impact to traffic, potential detour plans, lay-down and staging areas, interruptions of service due to utility relocations, stakeholder coordination, access to surrounding properties, seasonal traffic needs, and coordination with other construction projects.
- **Accelerated Bridge Construction.** Conti will use the ABC approach to reduce onsite construction time and to decrease mobility impact time. We will evaluate where our resources can be put to the greatest use, engaging in Time Impact Analyses and Recovery Planning efforts to proactively manage milestones. We will perform tasks in parallel, working at night as needed, to beat the project schedule.
- **Public Involvement.** We will create and implement a multi-faceted plan to support VDOT's Public Information Plan, so that the public has a voice during design and construction, and will be informed of project status, lane changes, safety, air quality, noise and vibration mitigation, etc. Among Conti's successes with traffic management is its \$154M NJDOT Route 18 project where we performed 955 lane closures and 14 major traffic shifts with 2,610 flagging hours. To maintain safety and a steady traffic flow, we announced traffic shifts and lane closures onsite using VMS boards and online. We also combined smaller traffic shifts into larger ones, removing stages to improve our overall productivity, compress the schedule, and greatly reduce impact to the local community and commuters.



*Conti's I-678 Bronx-Whitestone Bridge Project required complex lane shifts (5,000 vehicles/hr).*

**VDOT Role:** VDOT is responsible for reviewing and approving our traffic control and public involvement plans. We will coordinate with the state and federal agencies as necessary so that material delivery will not impact traffic. We will also work with VDOT to educate and inform the public of traffic changes and project status, meeting on a weekly basis.

## Critical Risk 2 – Design Development

**Description of Risk:** The success of many construction projects lies in quickly developing quality designs that meet VDOT’s project objectives, and also efficiently constructing the project in the field without major issues. Although the Design-Build contracting method encourages team collaboration, “silos of thinking” and unaligned priorities may still exist across designers, constructors, stakeholders and the client. The Project Management Institute (PMI) cites communication gaps and unclear project objectives as the top reasons a project fails.

**Why Risk is Critical:** If coordination, reviews and approvals with stakeholders during the design development effort are not well-orchestrated, the project design and construction efforts may suffer a major loss of quality.

**Impact of Risk:** Poor design development activities may result in unnecessary rework (redesigns and/or changes in the field with a new bill of materials and long lead items), which could delay the schedule, add costs, and increase tension within the project team and amongst stakeholders.

**Mitigation Strategies:** Our plan is as follows:



*Conti’s St. George DB Project used Stakeholder Partnering Sessions for design quality and safety planning.*

- **Executive Partnering.** To quickly build a strong team relationship for the project team with VDOT, we will follow the “Continuous Partnering” approach. This process stresses accountability, collaboration, and consistency throughout the project organization. While our classic “kick-off” activities will still be utilized by the team, the focus of this process will be the ongoing activities that lead to problem solving, issue resolution, and project success. This begins with the identification of peer relationships across the multi-discipline work teams, and establishes the protocol and monitoring devices to guide the team toward success. The partnering process is facilitated with quarterly sessions.
- **Design-Build Coordinator.** We will assign a DB Coordinator dedicated to working directly with the Design and Construction Managers to promote smooth and transparent communication, including constructability reviews and design services during construction. From past experience, such as Conti’s \$188M NYCDOT St. George Ferry Terminal Bus Ramps, we understand the dynamic relationship between designer and constructor. We know how to successfully leverage the “best of the best” ideas throughout the DB process to make the project a win-win for VDOT, regulators, local stakeholders and the public.
- **Streamlined Design Process.** To maximize schedule efficiencies, reduce rework and deliver a higher quality project to VDOT, we will fully integrate our DB personnel with early involvement of the construction team to make sure we design for the critical path as well as within budgeted line items. We will fast-track the DB schedule where construction can advance concurrently with design by packaging the design into logical buildable units that allow approval of discrete packages sequenced to complement the construction schedule.

**VDOT Role:** VDOT is responsible for providing the overall project objectives, attending the quarterly executive partnering meetings, and for performing timely review and approval of project deliverables, including design exceptions/waivers. All parties are responsible for providing accurate and timely project input.

### Critical Risk 3 – Utility Coordination

**Description of Risk:** Unknown utilities in the project area may be found and/or deviations of utilities in the actual location from the record drawings may occur. There may also be major/critical utilities which will require relocation or could require a long lead time, such as fiber optics and overhead transmission lines. In addition, coordination with various utility companies will be required, and they may not give high priority to quickly resolving issues as they arise.

**Why Risk is Critical:** Unforeseen issues with utilities can create serious safety issues, from broken lines and service loss to the community (e.g., water, electricity, etc.), to potential harm to the environment (e.g., gas leaks, fires, etc.). At the very least, utility issues will need to be closely managed to develop and implement solutions. All of these events would require great cooperation from specific public and private utility stakeholders.

**Impact of Risk:** Relocation and/or identification of utility conflicts could result in additional work (e.g., engineering redesigns, medical treatment, and extra construction work to repair the utility lines). The impact could be costly schedule delays, injuries, perhaps lawsuits, an unhappy public, and harm to VDOT's good reputation.

**Mitigation Strategies:** Our plan is as follows:

- **Utility Coordinator.** We will provide a full time expert utility coordinator to quickly solve the potential numerous unforeseen conditions such as underground utilities, with as little disruption to the project or commuter operations as possible, in order to keep the project on time and within budget. Our coordinator will meet with all utility owners immediately following notice to proceed, including sewer and water, fire hydrants, gas, electrical, fiber optics, telephone, cable TV, and fuel. The coordinator will develop cooperative relationships with the utility points of contact. A utility tracking matrix will be developed to track all utilities, including conflicts, as well as the dates required for their relocation.
- **Underground Utility Designation.** To verify the accuracy of utilities, test pits will be dug at critical locations, before construction, so that exact locations are known and utilities can be protected. In areas of known contamination, nonintrusive geophysical testing such as GPR and EM may be utilized to determine the exact utility location.
- **Value Engineering.** A utility issue may sometimes be a VE opportunity. For example, due to geological constraints on the \$154M NJDOT Route 18 project, H-piles, spread footings and drilled shafts were to provide support for the bridge abutments. Conti value engineered some of the foundations to work around the existing unknown utilities and improved constructability for the four steel girder concrete deck vehicular bridges.



*Conti protected fiber optics lines on NJ Route 18 project with temporary braces along a new retaining wall.*

**VDOT Role:** VDOT is responsible for reviewing and approving our construction drawings with respect to utility location and management. Conti will partner with VDOT and individual utility companies to minimize service disruptions and provide timely relocations. We will also coordinate geotechnical activities with VDOT for concurrence.

## Appendix A – SOQ Checklist

Included in this section is Conti's completed Attachment 3.1.2 Statement of Qualifications Checklist and Contents.

**ATTACHMENT 3.1.2**

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

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

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

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

**ATTACHMENT 3.1.2**

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

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
<b>SCC and DPOR registration documentation (Appendix)</b>	Attachment 3.2.10	Section 3.2.10	no	Appendix G
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix H
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix H
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix H
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	N/A
<b>DBE statement within Letter of Submittal</b> confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	Page 2
<b>Offeror's Team Structure</b>				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	Page 4
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix I
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix I
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix I
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix I
Organizational chart	NA	Section 3.3.2	yes	Page 5
Organizational chart narrative	NA	Section 3.3.2	yes	Page 6

**ATTACHMENT 3.1.2**

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

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15- page limit?</b>	<b>SOQ Page Reference</b>
<b>Experience of Offeror's Team</b>				Page 7
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix J
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix J
<b>Project Risk</b>				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	Page 11

## **Appendix B – Form C-78-RFQ**

Included in this section is Conti's completed and signed Attachment 2.10 (Form C-78-RFQ) acknowledging the receipt of the RFQ for the Route 7 Widening and Bridge Rehabilitation project.

**ATTACHMENT 2.10**

**COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00082135DB77  
PROJECT NO.: 0007-029-139, P101, R201, C501, B617, B618

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

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

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

1. Cover letter of RFQ 05/13/2014  
(Date)
2. Cover letter of \_\_\_\_\_  
(Date)
3. Cover letter of \_\_\_\_\_  
(Date)

  
\_\_\_\_\_  
SIGNATURE  
Robert A. Scerbo, Vice President Estimating

6/18/14  
\_\_\_\_\_  
DATE

## **Appendix C – List of Affiliated and Subsidiary Companies**

Included in this section is Conti's completed Attachment 3.2.6 Affiliated/Subsidiary Companies.

**ATTACHMENT 3.2.6**

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

**Affiliated and Subsidiary Companies of the Offeror**

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

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

<b>Relationship with Offeror (Affiliate or Subsidiary)</b>	<b>Full Legal Name</b>	<b>Address</b>
Affiliate	Conti Federal Services, Inc.	2045 Lincoln Highway, Edison, NJ 08817
Affiliate	Conti International, LLC	2045 Lincoln Highway, Edison, NJ 08817
Affiliate	Conti of New York, LLC	2045 Lincoln Highway, Edison, NJ 08817
Affiliate	SunDurance Energy, LLC	2045 Lincoln Highway, Edison, NJ 08817

## Appendix D – Debarment Forms

Included in this section are the completed and signed Attachments 3.2.7 (a) and (b) Debarment Forms from Conti and our design/build team.

**ATTACHMENT NO. 3.2.7(a)**

**CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS**

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

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

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

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

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

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

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

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

  
Signature \_\_\_\_\_ Date 6/18/14 Title Robert A. Scerbo, Vice President Estimating

Conti Enterprises, Inc.  
\_\_\_\_\_  
Name of Firm

**ATTACHMENT NO. 3.2.7(a)**

**CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS**

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

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

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

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

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

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

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

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

*Dan Hoff*      6/11/2014      VICE PRESIDENT  
Signature                      Date                      Title

THE LOUIS BERGER GROUP, INC.  
Name of Firm

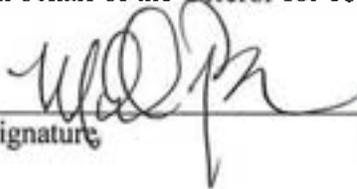
ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

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

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

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

 4/3/2014 VICE-PRESIDENT / COO  
Signature Date Title

BAWMAN CONSULTING GROUP  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

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

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

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

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

	6/3/2014	President and CEO
Signature	Date	Title

DMY Engineering Consultants Inc.  
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

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

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

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

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

<u>Marie B. Travesky</u>	<u>June 4, 2014</u>	<u>President</u>
Signature	Date	Title

Travesky & Associates, Ltd.  
Name of Firm

ATTACHMENT NO. 3.2.7(b)

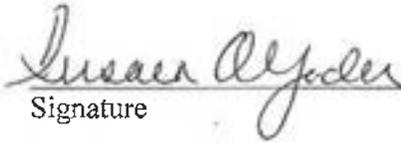
**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

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

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

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

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



Signature

**June 9, 2014**

Date

**Chief Administrative Officer**

Title

**T3 Design Corporation**

Name of Firm



**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

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

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

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

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

 bmashewsk  
v@fandr.co  
m

Signature

06/03/2014

Date

Regional Vice President

Title

Froehling & Robertson, Inc.

Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

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

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

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

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



Signature

June 4, 2014

Date

President and CEO

Title

Parrish and Partners, LLC

Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

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

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

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

	June 6, 2014	Principal
Signature	Date	Title

AMEC Environment & Infrastructure, Inc.  
Name of Firm



## **Appendix E – Offeror’s VDOT Prequalification Certificate**

Included in this section is Conti’s VDOT prequalification certificate. Per the email received from Don Silies on June 16, 2014, the bidding restriction has been waived for this pursuit and we are approved to submit our statement of qualifications and proposal for this project.



COMMONWEALTH OF VIRGINIA



## CERTIFICATE OF QUALIFICATION

**CONTI ENTERPRISES, INC.**

Vendor Number: **C974**

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

**PREQUALIFIED (PROBATIONARY)**

**Work Classes:** GRADING; MINOR STRUCTURES; UNDERGROUND UTILITIES

**Issue Date:** 10/28/2013

**This Rating and Classification will Expire:** 03/31/2015

Suzanne FR Lucas, State Prequalification Officer

Don E. Silies, State Contract Officer

## Appendix F – Surety Letter

Included in this section is Conti’s surety letter from our surety company, Travelers Casualty and Surety Company.



Travelers Bond & Financial Products  
343 Thornall Street  
5<sup>th</sup> Floor  
Edison, NJ 08837  
(732) 321-5600  
(866) 829-0409 (Construction Fax)  
(888) 420-5795 (Commercial Fax)

Stephen W. Rogers  
Ph: 732-321-5608  
[swrogers@travelers.com](mailto:swrogers@travelers.com)

June 12, 2014

Commonwealth of Virginia  
Department of Transportation (VDOT)  
Central Office Mail Center  
Loading Dock Entrance  
1401 E. Broad Street  
Richmond, Virginia 23219  
Attention: Brenda L. Williams

Re: Conti Enterprises, Inc.  
Request for Qualifications – Design-Build Project Route 7 Widening and Bridge Rehabilitation  
over Dulles Toll Road and Airport Access Highway, Fairfax County, Virginia  
Estimated Contract Value: \$29,700,000.00

Dear Ms. Williams:

The Travelers Casualty and Surety Company has extended surety bonds to the Conti Enterprises, Inc. for more than 15 years, during which time we have supported bonding projects with a single job size of \$750,000,000 within an aggregate program of \$1,500,000,000. Our experience with Conti has been excellent, and we highly recommend them to you.

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

The Travelers Casualty and Surety Company expressly reserves the right to review the terms and conditions of the contract or task order and bond forms, evaluate pertinent underwriting data, and verify the adequacy of project financing prior to the issuance of the aforementioned bonds.

Best regards,

Travelers Casualty and Surety Company

A handwritten signature in blue ink that reads "AnnMarie Keane".

AnnMarie Keane, Attorney-in-Fact



POWER OF ATTORNEY

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

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

Attorney-In Fact No. 227511

Certificate No. 005852477

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

A. C. Marquis, Jr., Peter H. Forenza, Robert B. Pitts, John J. Sciortino, William X. Linney, III, AnnMarie Keane, Joseph T. Charczenko, Jr., Fred Nicholson, Richard A. Nocella, Robert S. Rapp, Jr., Elizabeth Riga, Gary V. Rispoli, and Joseph J. Kent

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

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 4th day of April, 2014.

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

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



State of Connecticut
City of Hartford ss.

By: [Signature]
Robert L. Raney, Senior Vice President

On this the 4th day of April, 2014, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

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



[Signature]
Marie C. Tetreault, Notary Public

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

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 12th day of June, 2014.

WARNING: THIS POWER OF ATTORNEY IS INVALID WITHOUT THE RED BORDER

  
Kevin E. Hughes, Assistant Secretary



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

TRAVELERS CASUALTY AND SURETY COMPANY  
HARTFORD, CONNECTICUT 06183  
FINANCIAL STATEMENT AS OF DECEMBER 31, 2013  
CAPITAL STOCK \$ 25,000,000

ASSETS	LIABILITIES & SURPLUS																																																																																
<table style="width: 100%; border-collapse: collapse;"> <tr><td>CASH AND INVESTED CASH</td><td style="text-align: right;">\$ 649,717,644</td></tr> <tr><td>BONDS</td><td style="text-align: right;">9,393,587,928</td></tr> <tr><td>STOCKS</td><td style="text-align: right;">3,741,038,068</td></tr> <tr><td>OTHER INVESTED ASSETS</td><td style="text-align: right;">791,968,945</td></tr> <tr><td>PREMIUM BALANCES</td><td style="text-align: right;">1,301,193,954</td></tr> <tr><td>INVESTMENT INCOME DUE AND ACCRUED</td><td style="text-align: right;">107,464,278</td></tr> <tr><td>NET DEFERRED TAX ASSET</td><td style="text-align: right;">267,602,003</td></tr> <tr><td>RECEIVABLES FROM PARENT, SUBSIDIARIES AND AFFILIATES</td><td style="text-align: right;">60,598,326</td></tr> <tr><td>UNDISTRIBUTED PAYMENTS</td><td style="text-align: right;">39,716,722</td></tr> <tr><td>EQUITIES AND DEPOSITS IN POOLS &amp; ASSOCIATIONS</td><td style="text-align: right;">17,554,791</td></tr> <tr><td>REINSURANCE RECOVERABLE</td><td style="text-align: right;">38,744,128</td></tr> <tr><td>FUNDS HELD BY / DEPOSITED WITH REINSURERS</td><td style="text-align: right;">2,365,030</td></tr> <tr><td>AMOUNTS RECEIVABLE UNDER HIGH DEDUCTIBLE POLICIES</td><td style="text-align: right;">15,403,171</td></tr> <tr><td>SECURITIES LENDING REINVESTED COLLATERAL ASSETS</td><td style="text-align: right;">29,781,863</td></tr> <tr><td>STATE SURCHARGES RECEIVABLE</td><td style="text-align: right;">9,594,807</td></tr> <tr><td>GUARANTY FUNDS RECEIVABLE OR ON DEPOSIT</td><td style="text-align: right;">743,917</td></tr> <tr><td>OTHER ASSETS</td><td style="text-align: right;">327,774</td></tr> <tr><td><b>TOTAL ASSETS</b></td><td style="text-align: right;"><b>\$ 18,464,401,449</b></td></tr> </table>	CASH AND INVESTED CASH	\$ 649,717,644	BONDS	9,393,587,928	STOCKS	3,741,038,068	OTHER INVESTED ASSETS	791,968,945	PREMIUM BALANCES	1,301,193,954	INVESTMENT INCOME DUE AND ACCRUED	107,464,278	NET DEFERRED TAX ASSET	267,602,003	RECEIVABLES FROM PARENT, SUBSIDIARIES AND AFFILIATES	60,598,326	UNDISTRIBUTED PAYMENTS	39,716,722	EQUITIES AND DEPOSITS IN POOLS & ASSOCIATIONS	17,554,791	REINSURANCE RECOVERABLE	38,744,128	FUNDS HELD BY / DEPOSITED WITH REINSURERS	2,365,030	AMOUNTS RECEIVABLE UNDER HIGH DEDUCTIBLE POLICIES	15,403,171	SECURITIES LENDING REINVESTED COLLATERAL ASSETS	29,781,863	STATE SURCHARGES RECEIVABLE	9,594,807	GUARANTY FUNDS RECEIVABLE OR ON DEPOSIT	743,917	OTHER ASSETS	327,774	<b>TOTAL ASSETS</b>	<b>\$ 18,464,401,449</b>	<table style="width: 100%; border-collapse: collapse;"> <tr><td>UNEARNED PREMIUMS</td><td style="text-align: right;">\$ 1,815,607,881</td></tr> <tr><td>LOSSES</td><td style="text-align: right;">6,048,635,704</td></tr> <tr><td>REINSURANCE PAYABLE ON PAID LOSSES &amp; LOSS ADJ. 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STATE OF CONNECTICUT            )  
COUNTY OF HARTFORD            ) SS.  
CITY OF HARTFORD                )

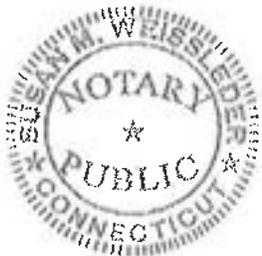
MICHAEL J. DOODY, BEING DULY SWORN, SAYS THAT HE IS SECOND VICE PRESIDENT, OF TRAVELERS CASUALTY AND SURETY COMPANY, AND THAT TO THE BEST OF HIS KNOWLEDGE AND BELIEF, THE FOREGOING IS A TRUE AND CORRECT STATEMENT OF THE FINANCIAL CONDITION OF SAID COMPANY AS OF THE 31ST DAY OF DECEMBER, 2013.

*Michael J. Doody*  
\_\_\_\_\_  
SECOND VICE PRESIDENT

SUBSCRIBED AND SWORN TO BEFORE ME THIS  
19TH DAY OF MARCH, 2014

*Susan M. Weissleder*  
\_\_\_\_\_  
NOTARY PUBLIC

SUSAN M. WEISSLEDER  
Notary Public  
My Commission Expires November 30, 2017



## Appendix G – SCC and DPOR Information Tables

Included in this section is the completed Attachment 3.2.10 SCC and DPOR Information.

## ATTACHMENT 3.2.10

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

#### SCC and DPOR Information

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

<b>SCC &amp; DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)</b>							
<b>Business Name</b>	<b>SCC Information (3.2.10.1)</b>			<b>DPOR Information (3.2.10.2)</b>			
	<b>SCC Number</b>	<b>SCC Type of Corporation</b>	<b>SCC Status</b>	<b>DPOR Registered Address</b>	<b>DPOR Registration Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
Conti Enterprises, Inc.	#F127979-5	Corporation	Active	2045 Lincoln Highway Edison, NJ 08817	Class A Contractor Classifications H/H	2705037901	03-31-2015
The Louis Berger Group, Inc.	#F1393679	Corporation	Active	801 E. Main St., Suite 500 Richmond, VA 23219	Engineering	0407003926	12-31-2015
Bowman Consulting	#04481982	Corporation	Active	14020 Thunderbolt Pl. Suite 300 Chantilly, VA 20151	Engineering , LS, LA	0407003896	12-31-2015
DMY Engineering Consultants, Inc.	#07688955	Corporation	Active	45662 Terminal Drive, Suite 110, Dulles, VA 20166	Engineering	0407005631	12-31-2015
Travesky & Associates, Ltd.	#02924173	Corporation	Active	N/A	N/A	N/A	N/A
T3 Design Corporation	#0658539-2	Corporation	Active	10340 Democracy Lane, Suite 305, Fairfax, VA 22030	Engineering	0405001624	12-31-2015
NXL Construction Services, Inc.	#3497427	Corporation	Active	4515 Daly Dr, Ste H Chantilly Virginia 20151	LS	0411 000535	02-29-2016

**ATTACHMENT 3.2.10**

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

**SCC and DPOR Information**

Froehling and Robertson, Inc.	#0027211-2	Corporation	Active	22923 Quicksilver Drive, Suite 111 Sterling, VA 20166	Engineering	0411000051	02-29-2016
Parrish and Partners, LLC	#T0536955	Limited Liability Corporation	Active	3141 Fairview Park Dr., Suite 450 Falls Church, VA 22042	Engineering	0411001081	2-29-2016
AMEC Environment & Infrastructure, Inc.	#0407004079	Corporation	Active	2028 Dabney Road, Suite E-18, Richmond, Virginia 23230	Engineering	0411000909	02-29-2016
McKenzieSnyder, Inc.	#0540797-8	Corporation	Active	44121 Harry Byrd Hwy, Ste 225 Ashburn, VA 20147	Surveyor Photogrammetrist	0407005517	12-31-2015



## **Appendix H – Full Size SCC and DPOR Supporting Documentation**

Included in this section are the full size SCC and DPOR license and registration documentation noted in **Appendix G**.

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

EXPIRES ON  
03-31-2015

9960 Mayland Dr., Suite 400, Richmond, VA 23233  
Telephone: (804) 367-9500

NUMBER  
2705037901

BOARD FOR CONTRACTORS  
CLASS A CONTRACTOR  
\*CLASSIFICATIONS\* H/H

CONTI ENTERPRISES INC  
2045 LINCOLN HIGHWAY  
EDISON, NJ 08817



*Heidi N. Lips*  
Heidi N. Lips, Director

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

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

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

COMMONWEALTH OF VIRGINIA  
CLASS A BOARD FOR CONTRACTORS  
CONTRACTOR

\*CLASSIFICATIONS\* H/H  
NUMBER: 2705037901 EXPIRES: 03-31-2015



CONTI ENTERPRISES INC  
2045 LINCOLN HIGHWAY  
EDISON, NJ 08817

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

10010 (7/11) 107028-3

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond,* January 9, 1997

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

CONTI ENTERPRISES INC.

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



*State Corporation Commission*

*Attest:*

*William J. Bridge*  
*Chair of the Commission*

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

EXPIRES ON  
12-31-2015

NUMBER  
0407003926

8980 Mayland Dr., Suite 400, Richmond, VA 23233  
Telephone: (804) 367-8500

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

PROFESSIONS: ENG

THE LOUIS BERGER GROUP INC  
801 E. MAIN ST.  
SUITE 500  
RICHMOND, VA 23219



*Debra N. Davis*  
Debra N. Davis, Director

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

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

(POCKET CARD)

**COMMONWEALTH OF VIRGINIA**

BOARD FOR APELSCIDLA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407003926 EXPIRES: 12-31-2015  
PROFESSIONS: ENG  
THE LOUIS BERGER GROUP INC  
801 E. MAIN ST.  
SUITE 500  
RICHMOND, VA 23219



(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
8980 Mayland Dr., Suite 400, Richmond, VA 23233

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond, September 20, 1999*

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

**The Louis Berger Group, Inc.**

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



*State Corporation Commission*

*Attest:*

*Joel H. Beck*

*Clerk of the Commission*

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

EXPIRES ON  
12-31-2015

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

NUMBER  
0407003896

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

PROFESSIONS: ENG, LS, LA

**BOWMAN CONSULTING GROUP LTD  
14020 THUNDERBOLT PLACE  
SUITE 300  
CHANTILLY, VA 20151**



*George N. Bates*  
George N. Bates, Director

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

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

(POCKET CARD)

**COMMONWEALTH OF VIRGINIA  
BOARD FOR APPEALS  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407003896 EXPIRES: 12-31-2015  
PROFESSIONS: ENG, LS, LA  
BOWMAN CONSULTING GROUP LTD  
14020 THUNDERBOLT PLACE  
SUITE 300  
CHANTILLY, VA 20151**



(DETACH HERE)

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
9860 Mayland Dr., Suite 400, Richmond, VA 23233**

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

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond,* June 7, 1995

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

*Bowman Consulting Group, P.C.*

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

June 7, 1995



*State Corporation Commission*

*William J. Budge*  
Clerk of the Commission

# Commonwealth of Virginia



## State Corporation Commission

### *CERTIFICATE OF GOOD STANDING*

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

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

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

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



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

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

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

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

EXPIRES ON  
12-31-2015

NUMBER  
0407005631

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

PROFESSIONS: ENG

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



*Charles N. Dixon*  
Charles N. Dixon, Director

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

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond, September 6, 2013*

*This is to certify that the certificate of entity conversion of*

**DMY ENGINEERING CONSULTANTS INC.**

*was this day issued and admitted to record in this office and that the said corporation is authorized to transact its business subject to all Virginia laws applicable to the corporation and its business. Effective date: September 6, 2013*



*State Corporation Commission*

*Attest:*

*Joel H. Peck*  
Clerk of the Commission

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

Richmond, September 11, 1986

It is to Certify that the certificate of incorporation of  
TRAVESKY & ASSOCIATES, LTD.

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



State Corporation Commission

*Raymond B. [Signature]*

Clerk of the Commission

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

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

EXPIRES ON  
12-31-2015

04050001624

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

PROFESSIONS: ENG

T3 DESIGN CORPORATION  
10340 DEMOCRACY LANE  
SUITE 305  
FAIRFAX, VA 22030



*Gordon N. Daxon*  
Gordon N. Daxon, Director

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# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond, January 26, 2012*

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

**T3 Design Corporation**  
**(Formerly known as T3 Design, P.C.)**

*was issued and admitted to record in this office and that the said corporation is authorized to transact its business subject to all Virginia laws applicable to the corporation and its business. Effective date: May 18, 2006*



*State Corporation Commission*  
*Attest:*

*Joel H. Beck*  
Clerk of the Commission

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON

12-31-2015

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

NUMBER

0407003031

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

PROFESSIONS: ENG, LS

NXL CONSTRUCTION CO INC  
NXL CONSTRUCTION SERVICES INC  
114 E CARY ST STE 200  
RICHMOND, VA 23219



*Charles N. Dixon*  
Charles N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
02-29-2016

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

NUMBER  
0411000535

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

PROFESSIONS: LS

NXL CONSTRUCTION CO INC  
NXL CONSTRUCTION SERVICES INC  
4515 DALY DRIVE STE H  
CHANTILLY, VA 20151



*Nick A. Christner*  
Nick A. Christner, Interim Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR AP/LS/CID/LA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000535 EXPIRES: 02-29-2016  
PROFESSIONS: LS  
NXL CONSTRUCTION CO INC  
NXL CONSTRUCTION SERVICES INC  
4515 DALY DRIVE STE H  
CHANTILLY, VA 20151



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(DETACH HERE)

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

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10010 (7/11) 107028-3

# Commonwealth OF Virginia



## State Corporation Commission

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

NXL Construction Co., Inc. is a corporation existing under and by virtue of the laws of Virginia, and is in good standing.

The date of incorporation is November 17, 1989.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:  
July 10, 2007*

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

# Commonwealth OF Virginia



## State Corporation Commission

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

A duly attested copy of a certificate setting forth that NXL Construction Co., Inc. conducts business in Virginia under the assumed or fictitious name of NXL CONSTRUCTION SERVICES, INC. was filed in the Clerk's Office of the Commission on September 16, 1992.

Nothing more is hereby certified.

*Signed and Sealed at Richmond on this Date:  
July 29, 2009*

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





### SCC eFile Business Entity Details



[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 VA 23219

##### 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](#)

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**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION**

**COMMONWEALTH OF VIRGINIA**

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

Telephone: (804) 367-8500

EXPIRES ON

02-29-2016

NUMBER

0411000051

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

FROEHLING & ROBERTSON, INC  
22923 QUICKSILVER DR STE 111  
STERLING, VA 20166



*Nick A. Chittamper*  
Nick A. Chittamper, Interim Director

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

POCKET CARD

COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDIA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000051 EXPIRES: 02-29-2016  
PROFESSIONS: ENG  
FROEHLING & ROBERTSON, INC  
22923 QUICKSILVER DR STE  
STERLING, VA 20166



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

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100710 (7/11) 107028-3

# Commonwealth OF Virginia



## State Corporation Commission

### *CERTIFICATE OF GOOD STANDING*

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

That FROEHLING & ROBERTSON, INCORPORATED is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is October 11, 1924;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:  
January 30, 2014*

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

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

**EXPIRES ON  
02-29-2016**

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

**NUMBER  
0411001081**

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

**PROFESSIONS: ENG**

**PARRISH AND PARTNERS, LLC  
3141 FAIRVIEW PARK DR STE 450  
FALLS CHURCH, VA 22042**



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

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**COMMONWEALTH OF VIRGINIA  
BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS,  
CERTIFIED INTERIOR DESIGNERS AND LANDSCAPE ARCHITECTS  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411001081 EXPIRES: 02-29-2016  
PROFESSIONS: ENG  
PARRISH AND PARTNERS, LLC  
3141 FAIRVIEW PARK DR STE 450  
FALLS CHURCH, VA 22042**



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

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# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond, June 14, 2013*

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

**Parrish and Partners, LLC**

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



*State Corporation Commission*

*Attest:*

*Joel H. Peck*  
Clerk of the Commission

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

**EXPIRES ON  
02-29-2016**

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

**NUMBER  
0411000909**

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

**PROFESSIONS: ENG**

**AMEC ENVIRONMENT & INFRASTRUCTURE, INC.  
2028 DABNEY ROAD  
SUITE E-18  
RICHMOND, VA 23230**



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

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**COMMONWEALTH OF VIRGINIA  
BOARD FOR APPLSCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000909 EXPIRES: 02-29-2016  
PROFESSIONS: ENG  
AMEC ENVIRONMENT & INFRASTRUCTURE, INC.  
2028 DABNEY ROAD  
SUITE E-18  
RICHMOND, VA 23230**



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

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# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond, April 10, 2012*

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

**AMEC Environment & Infrastructure, Inc.**

**(Formerly known as AMEC EARTH & ENVIRONMENTAL, INC.)**

**(Date of qualification - September 20, 2000)**

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



*State Corporation Commission*

*Attest:*

*Joel H. Beck*  
Clerk of the Commission

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON

05-31-2015

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

NUMBER

0408000012

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

MALCOLM CAMPBELL MCKENZIE  
MCKENZIE SNYDER INC  
44121 HARRY BYRD HWY  
SUITE 225  
ASHBURN, VA 20147



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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON

04-30-2015

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

NUMBER

0408000013

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

JEFFREY LEE SNYDER  
MCKENZIESNYDER INC  
44121 HARRY BYRD HIGHWAY  
SUITE 225  
ASHBURN, VA 20147



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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
12-31-2015

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

NUMBER  
0407005517

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

PROFESSIONS: LS

MCKENZIE SNYDER INC  
44121 HARRY BYRD HWY  
STE 225  
ASHBURN, VA 20147



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

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

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond, May 24, 2000*

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

**McKenzieSnyder, Inc.**

*was this day issued and admitted to record in this office and that the said corporation is authorized to transact its business subject to all Virginia laws applicable to the corporation and its business. Effective date: May 24, 2000*



*State Corporation Commission*

*Attest:*

*Joel H. Beck*  
Clerk of the Commission

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
11-30-2014

NUMBER  
0402018960

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

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



DEAN DOUGLAS HATFIELD  
1509 OAKBORO DR  
RALEIGH, NC 27614

*Gerda N. Dixon*  
Gerda N. Dixon, Director

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(POCKET CARD) COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA  
PROFESSIONAL ENGINEER LICENSE  
NUMBER: 0402018960 EXPIRES: 11-30-2014



DEAN DOUGLAS HATFIELD  
1509 OAKBORO DR  
RALEIGH, NC 27614

(DETACH HERE)

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
07-31-2015

8980 Mayland Dr., Suite 400, Richmond, VA 23233  
Telephone: (804) 367-8500

NUMBER  
0402045222

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

CARL PAUL BELL  
6901 WOODCOCK LANE  
SPOTSYLVANIA, VA 22553



*George N. Dixon*  
George N. Dixon, Director

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## Appendix I – Key Personnel Resume Forms

Included in this section are the completed Attachment 3.3.1 Key Personnel Resume Forms for the following key personnel on the Route 7 Widening & Bridge Rehabilitation project.

- Mike Prudente – Design-Build Project Manager
- Carl Bell – Quality Assurance Manager
- Dean Hatfield – Design Manager
- Bill Koeppel – Construction Manager

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: Michael Prudente, Senior Project Manager
b. Project Assignment: Design-Build Project Manager
c. Name of Firm with which you are now associated: Conti Enterprises, Inc.
d. Years experience: With this Firm <u>14</u> Years With Other Firms <u>3</u> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):  <b>Conti Enterprises, Inc., Edison, NJ, 01/2000 – Present, Senior Project Manager</b> Responsibilities as a senior project manager include managing the internal kickoff meeting that transitions the bid from the estimators to the project management team. Monitors that the entire project team (Design Team, Project Managers, Superintendents, Fields Engineers, and Foreman) are communicating daily to confirm that the project is being run efficiently and being designed and built on schedule. Guides the design/build team toward an efficient, high quality, cost effective project. Consults with the Design Team to develop technical construction plans, specification and contract documents. Manages project controls, assist and supervises the development of schedules, quality control submittals, cost data collection, and estimating. Serves as the point of contact to provide clarity, consistency and expediency during the project. Calculates or manage all related engineering tasks so that our constructability means are safe, efficient, and most cost effective. Oversees and follows up on general project documentation, such as; correspondence, transmittals, submittals logs, memos, daily diary, meeting minutes, and daily reports to confirm that this information is being kept current and filed, in an organized manner, in accordance with the internal company procedures. Prepares project reports including weekly/monthly progress, detailed cost reporting, and approves all invoices. Oversees and directs all subcontractors on the project. Allocates budget up to the value of the project among work elements. Terminates personnel/subcontractors not in conformance with company or contract standards/requirements.  <b>Bette &amp; Cringe, LLC., Latham, NY, 05/1997 – 01/2000, Project Manager</b> Managed nine heavy highway bridge projects, ranging in price from \$300K to \$5M, including: bidding, negotiation of all subcontracts, change order pricing and negotiations, purchasing, scheduling of subcontractors, labor and equipment, cost analysis, deliveries, preparation of all submittals, shop drawing review, tracking job costs, project profits, and interface with field personnel to obtain resolutions to problems that surfaced. Implemented traffic control and management plans to maintain vehicle, pedestrian, and worker safety at all times.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:  Union College, NJ / BA / 1997 / Civil Engineering
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. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b>  <b>Accra Metropolitan Assembly, Accra Sanitary Sewer and Storm Water Drainage Alleviation Project, Accra, Ghana, Africa, 03/2012 – 3/2014 (Conti).</b> Responsible for multiple aspects of this design/build project including project development (concept, scope), project financing, contract negotiations, Value For Money process, drafting the Environmental & Social Impact Statement and Resettlement Action Plan, procuring local

subcontractors, community outreach, and working with various Ministries (Finance, Water Resources, Local Government, Attorney General, etc.). This design-build project aims at improving the drainage and sewer systems in the Accra Metropolitan Area with the primary focus of work being within the designated flood zone in the Odaw Basin to alleviate frequent flooding and improve sanitary conditions. Implemented traffic management and pedestrian safety plans to keep the over 2 million residents of Accra safe during construction activities. Extensive community outreach was necessary as many residents and structures were within the work area.

**New Jersey Department of Transportation, Bridge Deck Rehabilitation, Secaucus, NJ, \$143M, FUP, 08/2011 – 03/2012 (Conti).** Responsible for project execution oversight including effective subcontractor management and owner relations for a highly congested corridor of the NJ Turnpike which serves thousands of commuters daily. This project involved the complex staging and shifting of traffic to permit the removal and replacement of the existing bridge deck, structural steel repairs and retrofits, jacking of bridge and replacement of existing bearings, spall repairs to existing concrete structure, blasting and painting of the entire superstructure, installation of a temporary access platform under bridge, repairs to existing fender system around the piers in the river, milling, paving, drainage, median curbs and parapets, and installation of a new highway lighting system. The project had design-build components associated with column supported and stage line embankment systems. Conti designed and constructed an embankment system to prevent movement in the adjacent cemetery since tie-backs were not permitted. Work was performed with zero reduction in existing roadway capacity.

**New Jersey Department of Transportation, Rt. 7 Wittpenn Bridge Project, Kearney, NJ, \$64M, FP, 05/2011 – 08/2011 (Conti).** Overall project management/oversight and involvement in client relations. Oversaw and directed all subcontractors on the project. Executed the safe, cost-efficient performance of this heavy marine/foundation project consists of the installation of 73 eight foot diameter caissons varying in length from 110 feet long to 155 feet long, construction of two lift piers (future lift bridge), one approach pier, two concrete fender systems and one concrete dolphin in and across the Hackensack River. Managed the drilling and concrete work that was performed from barges in an active channel and self-performed. Implemented the traffic management plan for the bridge which serves over 50,000 vehicles daily.

**New Jersey Department of Transportation, Route 18 Section 2F, 7E & 11H, New Brunswick, NJ, \$154M, FP, 08/2005 – 03/2010 (Conti).** Partner with project designers to develop several value engineering options including re-designing an abutment footing to avoid a utility which would have delayed construction, and using pre-casted panels along the road instead of cast-in-place. Performed critical coordination and project execution responsibilities, such as field execution, planning and scheduling, labor force and subcontractor management, and project closeout. This was a fast-tracked multi-staged reconstruction project for more than two miles of urban highway which was executed while keeping the highway open to serve 85,000 travelers each day. Traffic management required extensive planning to execute 955 lane closures, 14 major traffic shifts which required 2,610 flagging hours. Because of the project's location, it entailed a variety of high-profile stakeholders, including the City of New Brunswick, Rutgers University, and Johnson & Johnson's world headquarters. With colleges and hospitals nearby protecting the heavy pedestrian traffic was essential. Before any traffic switch coordination with the design team was key to maintaining traffic flow and keeping pedestrian and the construction crews safe. New outer roadways were built to separate local traffic from the expressway traffic. Both the northbound and southbound local roadways now allow access to and from the city by meeting new bridges at George Street, Commercial Avenue, New Street and Albany Street.

**New Jersey Turnpike Authority, Secaucus Interchange (NJTA SIP-301), Seaview Drive Ramp, Secaucus, NJ, \$36M, FUP, 02/2004 – 12/2004 (Conti).** Responsible for the management of field execution on this project which involved the new construction of a 3,000-foot-long elevated bridge for a new interchange. The project consisted of 21 spans, 900 concrete-filled pipe piles, two abutments, two crash walls, and 44 pier caps. The foundations for the piers and abutments rested on concrete-filled pipe piles. The team built the reinforced concrete bridge deck in a series of 77 pours. Bridge piers were constructed atop foundations built in designated wetlands over an active rail line. The project required extensive coordination and planning for traffic management around the site, as well as scheduling of multiple subcontractors and vendors, and coordination with adjacent contractors. Conti received ACI's Grand Award for Outstanding Concrete Project of the Year.

\* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

Currently he is assigned to Conti's Estimating Department. Duration is temporary and is available to begin working on Route 7 after receiving notice to proceed.

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: Carl Bell, PE, LEED AP, Project Manager
b. Project Assignment: Quality Assurance Manager (QAM)
c. Name of Firm with which you are now associated: Froehling & Robertson
d. Years experience: With this Firm <u>10</u> Years With Other Firms <u>0</u> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):  <b>Froehling &amp; Robertson, Dulles, VA, 2004 – Present, Manager</b> Carl Bell has 10 years of experience with Froehling & Robertson and is responsible for project management and technical oversight of all field and office personnel operating out of F&R's Dulles Operations Center. Served as project manager on numerous projects for clients including residential, commercial, military, state government and local governments. Performed various third party inspections and Special Inspections for soils, concrete, masonry, structural steel and other building materials. Experience with many specialty foundation systems including auger-cast piles, helical anchors, rammed aggregate piers and caissons. In addition to his extensive résumé with F&R, he has prior technical experience working as a Transportation Construction Inspector for the New York State Department of Transportation.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:  Clarkson University / Potsdam, NY / BS / 2004 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:  Professional Engineer, VA #045222; Radiation Safety Training; LEED AP, USGBC
g. Document the extent and depth of your experience and qualifications relevant to the Project.  <ol style="list-style-type: none"><li>1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i></li></ol> <b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b>  <b>VDOT, Route 608 Bridge Widening, Spotsylvania, VA, \$12,000, 2010 – 2011 (F&amp;R).</b> During the widening of Rt. 608 Bridge over I-95, performed concrete QC testing as part of VDOT End Result Specification pilot program. This design build project will replace the existing deck on the bridge over Potomac Creek with a new concrete deck with steel beams. When the project is complete motorists will have a wider and safer structure that will withstand the weight of larger vehicles, (i.e. school buses, emergency response vehicles, etc.).  <b>VDOT, I-95 Lane Widening, Northern VA, \$235,000, 2012 – 2013 (F&amp;R).</b> Performed concrete QC testing as part of VDOT End Result Specification pilot program during the widening of ten bridges along I-95 to accommodate fourth lane. The project involved several unique features, including a tight drilling schedule (project had to be completed in four weeks), use of both truck and ATV rig, collecting undisturbed Denison samples, conducting borings in potentially contaminated soils (i.e. near Kinder Morgan tank farm on I-95), low clearance drilling, and night work to minimize disturbance to traffic.  <b>WC English, Inc., Route 208 Bridges, Spotsylvania, VA, \$5,000, 2011 – 2012 (F&amp;R).</b> Provided construction materials testing to assist WC English, Inc. in completing the project in accordance with the

project requirements, drawings and specifications. The project required the following services: cast-in-place concrete and monitoring the placement of concrete for the bridge deck pours. During placement, the concrete was monitored for slump, air content, and temperature of the concrete. In addition, concrete samples were collected and compressive strength test specimens were cast in general accordance with American Concrete Institute (ACI 301) "Standard Specifications for Structural Concrete." Issued reports providing test results and written letters summarizing the work on this project.

**Orange County Public Schools, Route 20 and Route 601 Interchange Improvements, Orange County, VA, \$7,500, 2011 – 2012 (F&R).** Oversaw construction materials testing during interchange improvements at Route 20 and Route 601 at Locust Grove Middle School in Orange, VA. Completed soils, concrete, asphalt, and aggregate base coarse testing for this project. Supervised the engineering technicians, coordinated all field testing procedures, reviewed the technicians' daily reports, prepare weekly or other periodic documentation reports, and provide resolution of any field problems related to F&R's responsibility for materials testing services.

**Sauer, Inc., Officer Candidates School, Headquarters and Mess Hall, Quantico, VA, \$62,000, 2011 – 2012 (F&R).** Served as Project Manager for construction materials testing during the construction of both the Officer Candidates School Headquarters and Mess Hall. The Headquarters Facility (P-570) is 1,231 square meters and is constructed of reinforced concrete spread footings, reinforced concrete slab on grade foundation, a structural steel frame, a standing seam metal roof over structural steel, as well as a Georgian style cast stone and brick veneer. Similar in structure, the Mess Hall (P-443) provides food service functions with dining areas seating 734 candidates, OCS staff, and instructors. The facility includes a complete, commercial kitchen with food storage, preparation and serving spaces in a facility designed for a total building populations 798. Applicable work for both structures involved the following: soils, reinforcing steel, cast-in-place concrete, auger cast piles, structural steel, steel deck, masonry, asphaltic pavements, and aggregate base coarse.

\*On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

Based on our current workload, we have the capability to devote the necessary resources and personnel to this VDOT project. If the time schedule or project scope is more demanding than anticipated, additional personnel will be utilized from our other offices.

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: Dean Hatfield, PE, Vice President
b. Project Assignment: Design Manager
c. Name of Firm with which you are now associated: Louis Berger
d. Years experience: With this Firm <u>10</u> Years With Other Firms <u>23</u> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):  <b>August 2004 - Present: Louis Berger; Richmond, Virginia and Raleigh, North Carolina. Director of Transportation Engineering and Vice President for Southeast Transportation Engineering</b>  Director of transportation engineering and now vice president for Louis Berger's transportation engineering operation in the Southeast Region. He is responsible for the design development, engineering management, and construction inspection of transportation projects. Focusing on complete project delivery to clients that include VDOT, NCDOT and SCDOT.  <b>June 1989 – August 2004: Parsons Brinckerhoff; Raleigh, North Carolina.</b> Senior project manager responsible for leading the transportation design group and managing projects delivering transportation infrastructure projects in the Carolinas and Virginia. Responsible for plan development, design quality, project delivery, and budget.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:  West Virginia Institute of Technology, Montgomery, West Virginia, MS, 1983, Civil Engineering West Virginia Institute of Technology, Montgomery, West Virginia, BS, 1981, Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:  1986, Professional Engineer, Virginia, VA # 18960; 2014 Professional Engineer, Maryland, MD # 44994; 1989 Professional Engineer, North Carolina NC # 16003; 1988 Professional Engineer, South Carolina SC # 12410; 1985, Professional Engineer, West Virginia WV # 9929; 2012 Professional Engineer, Florida, FL # 75290.
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"><li>1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i></li></ol> <b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b>  <b>VDOT, U.S. 29 at Gallows Road, Fairfax County Virginia.</b> Design manager. The project includes multiple lane widening, raised medians, shared use paths, extensive utility coordination, and the complete reconstruction of portions of U.S. 29 and Gallows Road in the vicinity of I-495. Design responsibilities include developing roadway geometrics, cross sections, intersection details, ROW plans, construction plans, and plan quantity calculations.  <b>NCDOT, SR 1118 (Fayetteville Road) / I-40 Single Point Urban Interchange, Durham County, North Carolina.</b> As part of the required off-site improvements required for The Streets of Southpoint Mall, a 1.5

million square foot regional shopping and entertainment facility developed by Urban Retail Properties, Dean served as Project Manager for the design development and the final construction plans to completely re-configure and re-built the existing diamond interchange for Fayetteville Road and Interstate 40. A Single Point Urban Interchange (SPUI) was proposed to allow the interchange to operate at an acceptable level of service. The design of the new ramp movements of the re-configured interchange accounted for maintaining traffic while tying to the existing ramp gores. Impact to travel lanes along interstate 40 was avoided. The project specifics included structure design, traffic control plans, pavement markings, signing, signalization, and construction engineering support. To meet the required vertical clearance over the interstate and to accommodate the geometry of the structure, a grade change of four feet was required for Fayetteville Road. The new structure design integrated the future widening of interstate 40 from a four-lane grassed median section to six-lane concrete barrier section. The design concept also provided for the interstate's ultimate widening to an eight-lane facility by using a retaining wall at both end bents.

**NCDOT, I-77 HOT Lanes, Charlotte, North Carolina.** Design project manger for converting the existing HOV lanes on I-77 in Charlotte to HOT (High Occupancy Toll) lanes and widening I-77 from MM 11 (I-277/NC 16 interchange with I-77) to MM 36 (NC 150 interchange with I-77) to provide additional HOT lanes throughout the project. The managed lanes were added in order to provide more stable travel times between Charlotte and the suburban areas to the north. Also included in the project was the widening of I-277 from N. Brevard Street to I-77 in order to provide one HOT lane in each direction with a direct connection ramp between I-277 and I-77. The project also included widening the bridges on I-277, extending several bridges on I-77, and replacing four bridges crossing I-77. The I-277 widening portion of the project required coordination with Norfolk/Southern Railroad, CSX Railroad, and North Carolina Railroad in the area of the bridge carrying the interstate over their rights-of-way. Provisions for a future interchange at Westmoreland Road (SR 2147) were included in the design. Environmental concerns included extending the culvert carrying Irwin Creek under I-77 and protecting Irwin Creek from excessive disturbance in the area where it runs parallel to the highway; and three causeways carrying I-77 across parts of Lake Norman. Hazardous spill basins were designed to protect Lake Norman (Charlotte's main water supply) and its tributaries. Historic properties and districts listed or eligible for listing on the National Register for Historic Places limited the choice of alignments, especially in the southern section of the project. Nearly 10 miles of traffic noise barrier walls were designed to protect sensitive areas from excessive noise as a result of the proposed improvements.

**Nevada Department of Transportation (NDOT), I-515/U.S. 95/U.S. 93 Freeway Widening, Las Vegas, Nevada.** Project engineer for the development of preliminary roadway construction plans (30 percent plans) to widen I-515/U.S. 95/U.S. 93 from an existing six lane freeway to a 12-lane facility. The purpose of the improvement and widening project is to decrease traffic congestion in the country's fastest growing metropolitan area. The ultimate goal of these improvements is to enhance traffic operations for motorists traveling from the I-15 Spaghetti Bowl Interchange to the I-215 Henderson Spaghetti Bowl Interchange. In conjunction with the additional lanes, improvements to existing ramps for 13 interchanges were re-designed. The design of two new SPUIs was also provided. Careful attention was paid to the maintenance of traffic through this 20-mile congested corridor. A multi-purpose trail was integrated into the preliminary design for the entire I-515 corridor. This included trail design by other projects, utilization of the existing network, and new location segments as part of the freeway widening.

\* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

N/A

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: Bill Koeppel, Superintendent
b. Project Assignment: Construction Manager
c. Name of Firm with which you are now associated: Conti Enterprises, Inc.
d. Years experience: With this Firm <u>21</u> Years With Other Firms <u>2</u> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):  <b>Conti Enterprises, Inc., Edison, NJ, Superintendent (06/1993 – Present)</b> Mr. Koeppel responsibilities as a superintendent include organizing, strategizing, and planning the field operations to ensure work is being performed with speed, quality, cost effectiveness, and profitability. Oversees that traffic management, safety, and quality plans are being executed. Responsible for maintaining the project schedule and following-up on deliveries for all materials. Manages subcontractors and monitors their work so that all tasks are progressing as planned. Conducts weekly Tool Box Meetings to provide all members of the project team with important safety information and reinforce the importance of safety on the jobsite. Trains the project foreman on quality work, planning, surveying, plan reading, and time saving techniques to increase the speed, efficiency, and quality of the crews' workmanship. Reviews the cost codes and tracks that they are both reliable and accurate. Has the authority to stop field work at any time and if it is not in compliance with project plans he implements immediate corrective action. Represents the Project Manager in his/her absence and ensures that all work is performed in accordance with approved Site Safety and Health Plan and in accordance with all quality control objectives.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:  New Jersey Institute of Technology, NJ / BS / 1991 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:  Prior to commencement of the project Mr. Koeppel will have obtained the Virginia Department of Environmental Quality (DEQ) Responsible Land Disturber (RLD) Certification and the VDOT Erosion and Sediment Control Contractor Certification (ESCCC)
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b>  <b>New Jersey Turnpike Authority, Bridge Deck Rehabilitation, Secaucus, NJ, \$143M, FUP, 09/2011 – 01/2013 (Conti).</b> Responsible for the field supervision for reconstruction of structural concrete deck roadway slab for bridge over Hackensack River, spanning approximately 5700LF along the eastern spur of mainline NJ Turnpike on Highway I-95 between exits 15E and 15X. Directed the work efforts of the craft labor and subcontractors and monitored that the work was executed in accordance with the work plans. Made sure that all work met established quality standards and was performed in accordance with the Site Safety and Health Plan. Implemented the staging and shifting of traffic to permit the removal and replacement of the existing bridge deck. Oversaw the structural steel repairs and retrofits, jacking of the bridge and replacement of existing bearings, spall repairs to existing concrete structure, blasting and painting of the entire superstructure. Managed the installation of a temporary access platform under bridge, repairs to existing fender system around the piers in the river, milling, paving, drainage, median curbs and parapets, and installation of a new highway lighting system.

**New York Department of Transportation, Reconstruction of Rt. 120, Chappaqua, NY, \$17M, FUP, 03/2009 – 02/2012 (Conti).** Supervised the demolition and replacement of the complex Rt. 120 Bridge, which lies over the Metro-North Rail Road and Railroad Street. The bridge at its peak carried 14,000 vehicles per day. Managed field crews, maintained the project schedule, and the procurement of material. Coordinated the traffic management and pedestrian safety plans to minimize any interruptions to the normal traffic flow. Additional project scope included the reconstruction of roadway approaches and widening of the bridge with associated grading, paving and drainage, and construction of new pedestrian walkways. The project required coordinating track outages with Metro North while minimizing impact to the surrounding community and the railroad operations. Responsible for organizing, strategizing, and planning the field operations so the work was executed with speed, quality, and cost effectiveness. Followed-up on deliveries for all materials and conduct weekly Tool Box Meetings for the project staff. He represented the Project Manager in his absence and monitored that safety and quality procedures were followed by all employees.

**New Jersey Department of Transportation, Route 18 Section 2F, 7E & 11H, New Brunswick, NJ, \$154M, FP, 07/2005 – 04/2007 (Conti).** Responsible for the supervision of all field activities including crew size and composition, crew direction, equipment management, project schedule, and project quality. This was a fast-tracked highway project to reconstruct two-miles of roadway which serves 85,000 travelers each day. The roadway was widen from a four-lane highway to eight lanes. Traffic management required extensive planning and coordination with the design team to execute 955 lane closures, 14 major traffic shifts which required 2,610 flagging hours. The project scope also included the reconstruction of three bridges and the construction of a new bridge and four pedestrian bridges; the construction of numerous noise barriers and retaining walls utilizing caissons, soldier piles with soil anchors, precast post and panel elements, MSE walls, and conventional cast-in-place construction with extensive architectural enhancements; as well as utility work which included the installation of new networks for storm and sanitary sewers, water mains, and underground electrical service.

**Port Authority of New York & New Jersey, New Jersey Port Elizabeth Marine Terminals, Intermodal Transfer Facility, Elizabeth, NJ, \$25M, FP, 01/2003 – 08/2004 (Conti).** Responsible for the organization, planning and supervision of field operations. He conducted weekly Tool Box meetings to provide team members with important safety-related information, directed subcontractor performance, and monitored quality control of construction activities. Executed the traffic management plan onsite for a facility that is the largest container port in the eastern United States. This was a design-build project of an intermodal transfer facility included grading, paving, lighting, water, drainage, sewage, railroad track, and other facilities and involved site utilities, including approximately 5,000 feet each of drainage piping, water piping, duct banks, and compressed air piping. The finished site included a rail yard with eight tracks (3.2 miles of track), 23,000 feet of reinforced concrete equipment runways, and 120,000 square yards of asphalt pavement.

**Port Authority of New York & New Jersey, CTA Roadway and Bridges, Newark, NJ, PANYNJ, \$41M, FP, 01/2000 – 12/2002 (Conti).** Responsible for overseeing the reconstruction of roadways and bridges leading into the CTA near Terminals A and B at EWR Airport. Part of the team that coordinated with the client, their architects and design engineers to successfully complete this highly visible project. Participated in daily meetings to discuss current work activities and value engineering proposals. Under his direction this complex, multi-tasked construction project was completed safely and on time. The project involved major traffic management, pile installations for new bridge structures, major concrete and asphalt work, and major underground utility relocations and new installations. Maintaining airport operations and security during road work activities was imperative for the airport which serves over 35 million passengers annually. A major component of the project was coordinating with the client to provide the necessary traffic controls to minimize disruptions to the airports normal operations. Work was performed in stages to maintain the normal traffic flow and protect the safety of traffic and pedestrians near the work areas.

\* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

Currently Mr.Koeppel is not assigned as key personnel to any project and would be available to begin working on Route 7 after receiving notice to proceed.

## Appendix J – Work History Forms

Included in this section are the completed Attachment 3.2.1 (a) and (b) Lead Contractor and Lead Designer 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	
Name: St. George Ferry Terminal Bridge Structures (Ramps)  Location: Staten Island, NY	Name: URS Corporation	Name of Client./ Owner: NYC Department of Transportation Phone: 212-639-9675 (main #) Project Manager: Bob Collyer Phone: 212-839-4625 Email: rcollyer@dot.nyc.gov	02/2012	07/2013	\$174,444	\$192,700 (Total) \$179,000 (Construction) \$13,700 (Design)	\$108,000

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.

Conti was the design-builder for the reconstruction activities at the NY ferry terminal which serves 65,000 commuters and is open 24 hours per day. Conti managed the design and construction of the project which included the re-decking and rehab of 8 elevated concrete structures making them more stable and durable. Four bus gates (located on the elevated structures) and the taxi ramp were rehabilitated to improve pedestrian safety and circulation. Work was performed during ongoing operations of the terminal and did not interrupt the normal operations. This required extensive coordination with multiple stakeholders including the railroad as several tracks ran under the work areas. Conti, with its design partner, implemented many unique design measures and alterations to save time and money throughout the project without sacrificing quality. The team collaboratively re-sequenced traffic patterns immediately after award to avoid adding a temporary bridge structure, all with no increase to the schedule. The Conti team value engineered one of the abutments with a unique design, opting for a more cost-effective approach to building the abutment that also met NYC Public Design Commission approval. Conti received ENR New York Region's 2013 Best Project, Award of Merit, for its excellent work.

**Roadway.** The project included rehabilitation of four ramps leading to the bridge structures, existing expansion joints, concrete deck repairs, selected structural steel repairs, painting, replacement of the existing superstructures and substructures, and replacement of the drainage system. Conti also milled and repaved two adjacent commuter parking lots and installed new drainage, lighting, and conduit in these parking areas. Cyclist lanes were added to many of the ramps and pedestrian walkways were created which lead to the adjacent historical neighborhood.

**Structure and/ or bridge.** Work included the re-decking and steel rehabilitation of the elevated concrete and steel structures, as well as the complete demolition and realignment and replacement of a ninth structure. Conti closely managing a team of subcontractors to demolish approximately

245,000 square feet of existing concrete decks and the repair aspects of the project. Conti constructed and installed new elevated concrete decks and parapets that were significant upgrades to their old counterparts. The concrete portion of the project contained 64 spans-339,000 square feet bridge deck replacement with 3,000 psi concrete, 2,350 tons of reinforcing steel, 100 cubic yards of substructure concrete, 6,800 SF new deck, 57 tons of reinforcements steel, 7,650 SF of precast earth retaining T-Wall for the east approach, with 400 CY of unreinforced concrete, 3,125 feet of concrete barriers/parapet wall, and 166 tons structure steel. The high traffic of the active facility along with the staged construction of several of the structures required innovative approaches and placement techniques. For example, on the project's largest structure a temporary girder system was designed to account for instances where stringers and stage lines are not parallel. Deck pours ranging from 60 to 600 CY were scheduled to capitalize on ambient weather, with much of Stage 1 concrete placed in the dead of night to avoid the summer heat and Stage 2 placed mid-day to beat the morning chill.

**Environmental.** Conti discovered unforeseen asbestos in the styrofoam in the existing deck pans. Once this issue was discovered on the first ramp, Conti re-sequenced the project to simultaneously demolish and perform asbestos abatement on several ramps concurrently, which allowed schedule recovery, instead of doing the abatement sequentially.

**Transportation management plan.** Maintenance of pedestrian, bus, train, ferry and vehicle traffic was one of the project's biggest challenges. Close proactive collaboration with numerous 3rd party agencies starting during design and continuing through construction operations was required. Individual bus lines were relocated throughout the terminal ramps during each phase of construction. Advance notice was provided prior to the start of each phase of work including the temporary bus relocations. In total 21 bus routes, 12 train tracks and more than 100 daily ferry trips experienced no loss of service throughout the entirety of the project.

**Utilities.** Conti discovered several unmarked utilities, and performed testing to identify the type of utility and if it was live. For each conflict, we devised a plan to minimize the impact of the line if it was live or remove it safely after notifying the correct utility (Natural Gas, Natural Grid, ConEd, etc.)

**Public involvement/ relations.** Conti coordinated with stakeholders including the NYC DOT, HAKS (consultant / inspector for DOT), the MTA, the Staten Island Rapid Transit Operating Authority (SIRTOA), the NYC Economic Development Commission which operates one of the parking lots and the baseball stadium, the Ferry Terminal Operators, the Borough President, the MTA Surface Transport (Buses) Operations, NYC Public Design Commission, and the public.

**Lighting.** Conti installed new lighting and conduit across the entire project site including the parking areas, under the new bus canopies, and along the roadway and bridge structures.

**Demonstrated capabilities in mitigating risk in three areas: Traffic Management & Pedestrian Safety, Design Development, and Utility Coordination**

- ✓ 21 bus routes, 12 train tracks and 100 daily ferry trips experienced no loss of service
- ✓ Coordinated project with over 10 stakeholders and public agencies
- ✓ Resolved many unmarked utilities issues



**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	
Name: State Route 18  Location: New Brunswick, NJ	Name: Gannett Fleming, Inc.	Name of Client./ Owner: New Jersey Department of Transportation Phone: (609) 530-5587 (main #) Project Manager: Ms. Joanne Schutz Phone: (732) 947-7465 Email: Joanne.Schutz@dot.state.nj.us	12/2009	03/2010	\$144,555	\$154,000	\$154,000

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.

Conti was the prime contractor responsible for this multiple-stage bridge and roadway reconstruction project of Route 18 in New Brunswick which served over 85,000 commuters daily. The design consisted of four new grade-separated interchanges with separated inner express lanes incorporated to complement outer collector-distributor local roadways. The project also provided multi-use paths to interconnect the city's major institutions with its redeveloped residential areas, and redeveloped the riverside park area for the community to enjoy. The project received several awards for project excellence, including Project of the Year (Engineering News-Record).

**Roadway.** A major scope of the project was to modify and add to the existing four-lane highway and increase the overall capacity of the roadway by making the stretch into an eight-lane highway to improve the flow of traffic and reduce congestion. To accomplish this Conti used 186,000 tons of asphalt, 50,000 cubic yards of recycled concrete aggregate, 39,000 cubic yards of granular base, and 124 linear feet of curbing.

**Structure and/ or bridge.** Conti constructed four new vehicular bridges and four pedestrian bridges. The bridges required new approach abutments and installation of single and multiple span steel bridge structures consisting of all new materials. A total of 10 mechanically stabilized earth (MSE) retaining walls were built and these precast walls served as integral components to the construction of the bridges, with the precast walls connecting in continuous sequence with the precast abutments to support the newly elevated Route 18 northbound roadway. Additional construction details of the four vehicle bridges included: The New Street Bridge is a 2-span bridge over 8 lanes of traffic and was constructed on abutments built from precast mechanically stabilized earth walls. The Commercial Avenue Bridge is a single-span bridge that spans 6 lanes of traffic and was constructed on abutments built from precast mechanically stabilized earth walls. The Albany Street Overpass is a single-span bridge that carries 9 lanes of traffic and was constructed on cast-in-place abutments. The George Street Bridge is composed of a single-

span bridge that spans 5 lanes of traffic, as well as a precast arch structure that carries local traffic through the highway corridor. This structure is one of the longest precast arch bridges in North America, and the first in the world to combine lightweight cellular concrete fill with precast elements.

**Environmental.** Contaminated materials were identified during the project and Conti excavated over 300,000 CY of soil which required testing. Ultimately 22,500 CY of soil was found to be contaminated and Conti disposed of the material off-site.

**Transportation management plan.** To maintain a steady traffic flow and a high level of safety, Conti announced traffic shifts and lane closures both on-site through the use of VMS boards and online. Going beyond this, by combining smaller traffic shifts into larger ones, Conti removed various stages from the original plans, thereby improving our work force overall productivity, compressing the schedule, and greatly reducing the construction's effect on the local community and commuters. Demolition of four existing structures required temporary traffic pattern re-alignments to maintain standard traffic flow for the vehicles that pass through the corridor on a daily basis. Each of the four vehicular bridges was demolished and reconstructed in three phases. By combining traffic stages the overall duration of the project was reduced. In the end, Conti performed 955 lane closures and 14 major traffic shifts on heavily congested Route 18 and the adjacent Route 1, which required 2,610 flagging hours.

**Utilities.** One of the highlights of the Route 18 corridor project was improving the existing underground utility infrastructure. This included upgrading and updating the storm sewer, sanitary sewer, water main, and underground electrical utilities that all service the city along the 2-mile span of the project. This ultimately required the installation of 27,500 feet (5.20 miles) of storm sewer pipe, 12,000 feet (2.25 miles) of ductile iron pipe for sanitary sewer improvements, 14,500 feet (2.75 miles) of ductile iron pipe for

water main improvements, and 8,800 feet (1.67 miles) of concrete-encased electrical duct banks to accommodate New Brunswick's utility needs.

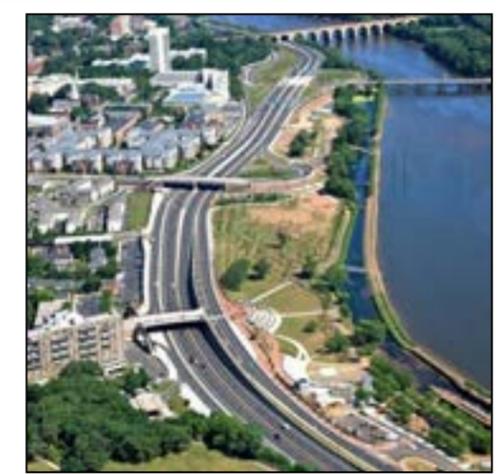
**Public involvement/ relations.** The Route 18 project was primarily overseen by NJDOT, with various other agencies such as Highland Park, Rutgers University, the New Brunswick Community and private corporation such as Johnson & Johnson all involved as significant stakeholders. Conti held quarterly meetings that brought the parties together to update and inform them regarding the project's overall cost, quality, and schedule.

**Lighting.** Conti installed "load centers" for the highway lighting, which are solar activated rather than on timers, to read light levels and turn lights on accordingly depending on weather and natural lighting conditions.

**Landscaping.** Conti updated the Route 18 area with over 2000 trees and shrubs and across the entire area of redeveloped Boyd Park. An additional 17 acres of topsoil and new grass seeding was applied to the entire project.

**Demonstrated capabilities in mitigating risk in three areas: Traffic Management & Pedestrian Safety, Design Development, and Utility Coordination**

- ✓ Project required 2,610 flagging hours
- ✓ Regular stakeholder meetings
- ✓ Relocation of Verizon fiber optic cable
- ✓ Over 2 miles of utility installations



**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	
Name: Whitestone Bridge  Location: Bronx, NY	Name: PB/Sells	Name of Client./ Owner: Triborough Bridge and Tunnel Authority (MTA) Phone: 212-360-3000 (main #) Project Manager: Chris Saladino Phone: 718-904-4317 Email: CSaladin@mtabt.org	08/2012	07/2013	\$192,777	\$206,500	\$206,500

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.

Conti was the prime contractor responsible for reconstructing the Bronx roadway approach for this old historic continuous steel span bridge. The Whitestone Bridge serves over 116,000 commuters each day and is a main connection between Queens and the Bronx via Interstate 678 over the East River in New York City. Conti reconstructed the 2,091-foot bridge approach, widened the deck from 10 to 12 lanes, demolished the old piers, constructed 15 new double arch piers and 216 multi-rotational bearings, drilled 772 mini-piles with an innovative method for overhead clearance, designed and constructed temporary shoring towers, performed lead abatement, reconstructed the Bronx Lower Garage, and was responsible for the management of traffic lane shifts (to accommodate 5,000 vehicles per hour). The project was the winner of the Roger H. Corbetta Award of Merit by the Concrete Industry Board and named the 2013 Best Project of the Year in the Highway/Bridges category by Engineering-News Record (ENR).

**Roadway.** On grade roadway construction included the resurfacing of the roadways with asphalt leading up to the approach. Additional activities included installation of curbing, new roadway lighting, and road striping.

**Structure and/ or bridge.** Conti completely replaced the over 2,000 foot Bronx approach which included 15 piers and a new steel superstructure within a 40 foot right of way. To replace the two Bronx Approaches, PB-Sells (the designer of record) developed a unique design to construct a bridge-under-a-bridge. The scope involved the complete reconstruction of the substructure and superstructure, including mini-piles, replacing all piers, providing temporary shoring, erecting structural steel and a full deck replacement, while maintaining peak traffic flow. Conti first constructed new piers and installed multi rotational bearings. This was a critical schedule item as once completed it allowed for the installation of the new steel, which in turn drove the concrete pours and ultimately the phased traffic shifts. After the foundations and piers were built the existing bridge was transferred onto the new piers. The team constructed extensive temporary shoring to support

the existing piers so sections could be demolished in stages. All the piles installed below the existing active bridge were constructed with low clearance equipment. Conti deployed a highly innovative percussive down-hole hammer (DHH) along with grouting through the DHH bit to successfully install the mini-piles. Conti presented a technical paper to industry on this technology. Installation, modification and strengthening of structural steel was a major component of the work and Conti perform over \$8M of steel repair work to the Queens approach. This work included inspection, shop drawings, work sessions, fabrication, field-drilling and installation of 639 steel diaphragms and angles..

**Environmental.** Conti performed 2,500 SF of localized abatement of the lead paint at the steel repair locations and re-painted the steel members after modifications were complete.

**Transportation management plan.** Since the bridge is one of the main connections between the Bronx and Queens in New York City, it was essential that 5 lanes of traffic were maintained at all times during construction. The entire project was completed in three phases with limited durations due to the need to keep the bridge operational during its complete reconstruction. Conti's lane closures successfully met the 319-day restriction window required by the client. Conti used complex phasing to minimize impact to the heavy traffic flow. The team used a movable barrier system so that three lanes of traffic remained opened in the peak direction during rush hour. The entire approach roadway and piers were demolished in stages around the active roadway requiring temporary road closures, noise mitigation and restricted hours.

**Utilities.** Conti removed and replaced all electrical and communication conduits on the roadway bridge approach. The electrical work encompassed several locations including the Bronx Lower Garage under the bridge. Conti removed existing conduits/wiring (and eventually replacing these items), relocated a Con-Ed service transformer, protected a 5kV switchgear which

feed power to the bridge from the Bronx side, and protected (and eventual relocated) the C-3 conduit carrying a fiber-optic communication line, all without loss of service to the public.

**Public involvement/ relations.** Diligent stakeholder communication was critical to keep the project running smoothly. Conti constantly relayed information to clients, multiple subcontractors and partners, regulatory agencies, the New York Department of Transportation, and the public.

**Lighting.** Temporary roadway lighting on the superstructure of the bridge was installed and relocated as construction progressed through the different work areas of the project, before ultimately being replaced by the installation of new permanent fixtures.

**Demonstrated capabilities in mitigating risk in three areas: Traffic Management & Pedestrian Safety, Design Development, and Utility Coordination**

- ✓ Multi-phase traffic staffing using movable barrier system
- ✓ Regular stakeholder meetings
- ✓ 5kV switchgear box protected and fiber optic line relocated (no loss of service)



Photograph showing the reconstruction of the Whitestone Bridge approach, illustrating the construction site and the bridge structure.

**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: New Jersey Turnpike Authority Interchange 6-9, Interchange 7A Roadway & Toll Plaza Widening  Location: New Jersey	Name: PKF Mark III and IEW Construction Group  (two construction contracts)	Name of Client : <b>New Jersey Turnpike Authority (NJTA)</b> Project Manager: John Keller Phone: 732.750.5300, Ext. 8263 Email: <a href="mailto:keller@turnpike.state.nj.us.com">keller@turnpike.state.nj.us.com</a>	05/2014	08/2014	\$140,000 Combined	\$150,000 Combined (including change order to LED lighting)	\$14,250

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.

NJTA selected Louis Berger to provide preliminary engineering, environmental investigations, and final design services as part of a 35-mile long corridor study to widen the NJ Turnpike from 6 to 12 lanes between Interchange 6 and Interchange 8A and from 10 to 12 lanes between Interchanges 8A and 9. The project spans 10 communities and passes through three counties within New Jersey. Louis Berger performed final design services for Design Section 4, Interchange 7A. Louis Berger completed preliminary engineering for the entire \$2.7 billion widening program, as well as is the designer of record for the construction of new interchanges, utility relocations, toll plaza expansion and roadway widening as a part of the Interchange 7A reconstruction. Final design of all the ramp connection and mainline widening necessary for connection with Interchange 7A including expansion of the existing toll plaza.

**Roadway.** Louis Berger prepared the horizontal and vertical design for 2.5 miles of new outer roadways for the Turnpike, as well as 0.75 miles of Interstate 195. Three local road crossings over the Turnpike were lengthened and realigned, and nearly five miles of new ramps designed and constructed. The ramps had to traverse over the Turnpike, under a local road and back over the Turnpike in order to make the required direct connection from the toll plaza to the mainline roadways.

**Structure and/ or bridge.** Louis Berger designed the replacement of 12 bridge structures throughout the interchange, including four structures carrying local traffic, two structures carrying I-195 traffic and six structures carrying Turnpike ramp traffic. Six of the structures span both the inner and outer roadways of both the directions of the Turnpike (a total of 12 lanes) as well as an additional two or four lanes of ramps.

**Transportation management plan.** Personnel implemented an extensive TMP through its widening program, include the use of cameras, in-road sensors, weather stations, changeable and VMS, advance speed warning signs and extensive fiber optic backbone. Staff identified that the most critical item affecting the cost of the program was the sequence of construction and the maintenance of construction access during the various stages, a cost risk similar in the Route 7 project. Louis Berger developed a complex sequence of construction that minimized the number of shifts of traffic, while maximizing the access to various areas of the project. Through temporary ramp connections, the proposed ramp network allowed access to otherwise land-locked areas of the project, while in subsequent phases the new ramps allowed access to the area via the new outer roadways. MOT for the interchange 7A reconstruction required five major traffic stages in order to demolish the existing ramps and construct the new ramps on their new alignments.

**Environmental and Utilities.** Personnel prepared the EIS for the entire widening program, and secured permits, including permitting of more than 120 acres of wetland impacts. Staff obtained local permits, such as the soil erosion and sediment control permit for the construction contracts. In addition to three local road crossings, each of which had local utility relocations and betterments. Louis Berger coordinated with NJTA and two major utility owners including Public Service Electric and Gas Company which operates 500kv transmission lines parallel to the turnpike. The reconfigured interchange cross those transmission lines twice.

**Public involvement/ relations.** Louis Berger established two public information centers and conducted four public hearings to garner support. Meetings were with key stakeholders, including the three counties and six

municipalities through which the widening passes. Louis Berger coordinated the design of the local road crossings in its design section directly with the Town of Robbinsville.

**Demonstrated capabilities in mitigating risk in three areas: Traffic Management & Pedestrian Safety, Design Development, and Utility Coordination**

- ✓ 3<sup>rd</sup> Party Coordination with private utility owners, municipalities, counties and citizens on one of busiest commercial corridors in country
- ✓ MOT with thorough TMPs and temporary ramps to gain access to land-locked areas.
- ✓ Reduced utility relocation cost and conflicts with innovative design solutions and coordination



**Office Location(s):** Morristown, New Jersey  
**Firm's Role:** Prime Consultant

**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Route 29 and Gallows Road Improvement  Location: Fairfax County, Virginia	Name: A&W Contracting Corporation	Name of Client : <b>VDOT</b> Phone: 703.259.1940 Project Manager: Arif Rahman Phone: 703.259.1940 Email: <a href="mailto:MD.Rahman@vdot.virginia.gov">MD.Rahman@vdot.virginia.gov</a>	10/2012	10/2012	\$18,000 Roadway Construction \$8,000 Advanced In-plan Utility = ± \$26,000 total	\$18,000 Roadway Construction \$8,000 Advanced In-plan Utility = ± \$26,000 total	\$3,602

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.

Louis Berger was selected as the prime consultant for this principle urban arterial project in close proximity to the VDOT Route 7 bridge widening project. The design work demonstrates capabilities in the three main risk areas identified in the Route 7 project including (1) traffic management (2) plan development with multiple third party stakeholders, and (3) high utility impacts and the ability to mitigate those risks.

**Roadway.** Louis Berger staff developed the Initial Route 29 Conceptual Study which included a series of traditional and non-traditional alternative solutions to improve capacity issues at the prominent Lee Highway (US Route 29) and Gallows Road intersection including at-grade and split-grade alternatives. Staff developed a comprehensive Traffic Software Integrated System simulation model to assess all four alternatives and presented same to a citizen's information meeting. The selected alternative was a reconfigured and widened at-grade intersection to accommodate design year 2035 volumes with a forecast average daily traffic (ADT) of 55,000 vehicles per day. The project consisted of reconstruction and widening of 1.5 miles of US Route 29 and Gallows Road, widening Gallows Road from four-lane undivided to six-lanes divided roadway with curb and gutter and raised grass medians. The final Louis Berger design included five reconfigured intersections with improved turn lane capacity and signalization improvements. Access management principles were applied on the design including elimination to full access control at certain areas with the construction of raised medians. The design included pedestrian and bicycle improvements to the Merrifield Area with the construction of "shared roadways" for bicycles, sidewalks, shared use paths, improved pedestrian crossings with push button signalization and pedestrian sidewalk ramps features prominently required in the scope of work for the Route 7 widening project. In November 2010, Louis Berger submitted final construction plans to VDOT.

**Public involvement/ relations.** Similar to the proposed Route 7 project the Gallows Road project had three adjacent projects affecting the development of the plan including the I-495 High Occupancy Toll (HOT) Lanes project, the Merrifield Town Center development valued near \$100 million, and a second private development project valued in the tens of millions of dollars. Louis Berger staff coordinated extensively with public meetings, hearings, informal meetings with Fairfax County officials and a 30 person Citizen and Business Task Force to address issues with rights-of-way, utilities, and effects on adjacent projects.

**Utilities.** Due to several project constraints including funding, the intense adjacent private development, exorbitant utility relocation and right of way acquisition costs identified just prior to right-of-way (ROW) plan submission, Louis Berger redesigned the project to accommodate changing project visions and prepared a unique construction plan product wherein a "child" advanced in-plan utility contract was let to relocate several water mains and laterals prior to the letting of the roadway construction project in 2011. Louis Berger continuously strived to be flexible and provide adaptive design solutions through the life-cycle development of plans. Louis Berger service covered the breadth and depth of technical and developmental transportation issues on the project including meeting the VDOT ROW staff and individual property owners to develop design modifications that assisted in ROW negotiations, reviewing and advising VDOT on private development plans including proffer language; partnering meetings with the in-plan utility design contractor; depicting private, public, existing, proposed, and as-built utility information in cross sections to eliminate conflicts, and coordinating interim design to allow for the I-495 HOT Lane construction project.

**Transportation management plan.** Taking into account the surrounding projects and extensive utility relocations, Louis Berger developed an extensive multi-phased transportation management plan (TMP) for the safety of construction workers, pedestrians, vehicular and non-vehicular traffic, as well as efficient construction of this complicated project that kept work on schedule and on budget. Louis Berger completed all phases of design for this design-bid-build project. Construction for the project was completed in 2012.

- Demonstrated capabilities in mitigating risk in three areas: Traffic Management & Pedestrian Safety, Design Development, and Utility Coordination**
- ✓ Extensive capacity improvements at five key intersections including Lee Highway at Gallows Road
  - ✓ Multi-model design which included extensive 3rd Party Coordination with private developers, the I-495 HOT Lane Project, Fairfax County staff and citizens
  - ✓ Extensive maintenance of traffic with thorough TMPs



**Office Location(s):** Richmond, Virginia  
**Firm's Role:** Prime Consultant

**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Trenton-Morrisville Toll Bridge & NB Auxiliary Lane  Location: Trenton, NJ & Morrisville, PA	Name: Conti Enterprises, Inc.	Name of Client: Delaware River Joint Toll Bridge Commission Phone: 215.295.5061 Project Manager: George Alexandridis, Phone: 215.295.5061 Current Contact: Chris T. Harney Phone: 267.790.1047 Email: <a href="mailto:ctharney@drjtbc.org">ctharney@drjtbc.org</a>	12/2009	11/2009	\$102,000	\$84,000	\$6,760

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.

Louis Berger was selected by Delaware River Joint Toll Bridge Commission (DRJTBC) to perform a feasibility study, preliminary, final and post design services for the rehabilitation and addition of a northbound lane to the Trenton-Morrisville Toll Bridge (TMTB). The US Route 1 Bridge runs over the Delaware River between the Pennsylvania Avenue in Morrisville, PA and the NJ Route 29 Interchange in Trenton, NJ. The DRJTBC jurisdiction encompasses 1,800 feet along the Pennsylvania approach and 2,600 feet along the New Jersey approach and the 1,324 foot, 12- span composite steel girder and concrete structure. In addition to the main bridge, The DRJTBC is in control of eleven smaller approach bridges. The project was completed on a highly accelerated one-year schedule for the final design to meet the Commission's objective of avoiding simultaneous construction with an adjacent DRJTBC major river crossing. Louis Berger worked very closely with the Commission throughout the entire design and assisted them in the whole decision-making process. Design decisions were made to ensure that cost-effective solutions addressed the objectives for the project.

**Roadway and Structure and/ or bridge.** With the overall project objectives of (1) precluding maintenance for 15 years (2) meeting an acceptable LOS project to Year 2030, and (3) providing feasibility safety and geometric improvements, Louis Berger was responsible for substructure and superstructure rehabilitation, roadway reconstruction, drainage improvements, sign structures and lighting upgrades, capacity improvements, modifications of interchange geometry for acceleration and deceleration ramps, and toll plaza upgrades. Similar to the Route 7 project, the TMTB was a structurally driven project with goals to improve capacity and service through rehabilitation and widening of bridges.

**Traffic management plan.** To maintain traffic on the busy US Route 1 corridor throughout the duration of the project a complex MOT plan was developed with three main phases and eight sub phases. The design of the main river bridge consisted of systematic widening, deck replacement, expansion joint replacement, seismic retrofit analysis, and design of retrofit measures at bearings and substructures. Also included in the project were deck replacement and/ or widening of 11 other bridges. A subsurface geotechnical program was conducted to evaluate existing and proposed foundations to provide foundation recommendations. The substructures were lengthened to accommodate the deck widening and rehabilitated as warranted by their condition. A major concern during this project focused on the widening of the bridge over the Delaware River. To accommodate this concern and avoid construction in the river Louis Berger designed an innovated approach of installing cantilever caps to the pier shafts. Vertically post-tensioned threadbars were used to anchor the cantilever pier caps to minimize the installation of dowels into the existing piers and enhance the aesthetic appearance. Additionally, the toll booths and toll plaza headhouse were reconstructed with modern features, including a walkway tunnel and lighting with architectural features adding to the well design landscape at both approaches of the bridge.

**Public involvement/ relations.** Due to the involvement of the DRJTBC along with PennDOT, the Borough of Morrisville, the City of Trenton, and NJDOT communication and coordination were essential to the project's success. Louis Berger provided presentations, briefings, website updates, stakeholder reviews and informal meetings to ensure all relevant parties were involved throughout the process.



**Environmental and Utilities.** Furthermore, Louis Berger prepared permits for PADEP/USACE and NJDEP to meet state and federal storm water management regulations, coordinated utility relocations in accordance with the Pennsylvania Utilities commission, and negotiated with owners for ROW

acquisitions and easements. The project also included a noise analysis study that resulted in the construction of noise barriers to protect the adjacent residential communities from increased highway noise.

**Demonstrated capabilities in mitigating risk in three areas: Traffic Management & Pedestrian Safety, Design Development, and Utility Coordination**

- ✓ Capacity improvements through the rehabilitation and widening of the TMTB and 11 smaller approach bridges
- ✓ Extensive third party coordination with local and state agencies in both Pennsylvania and New Jersey
- ✓ Thorough maintenance of traffic with extensive phased TMPs
- ✓ Reducing utility relocation cost and conflicts with innovative design solutions and coordination

**Office Location(s):** Morristown, New Jersey  
**Firm's Role:** Prime Consultant