Interstate 66 Widening

A DESIGN-BUILD PROJECT

From: approximately 1.2 miles west of U.S. Route 15 (James Madison Highway)
To: approximately 0.2 miles west of U.S. Route 29 (Lee Highway)

Prince William County, Virginia

February 13, 2012

Qualifications submitted to the Virginia Department of Transportation

Prepared by

LANE *in association with* rda

VDOT

State Project No.: 0066-076-003, P101, R201, C501, B674, B675
Federal Project No.: NH-5A01(194)
Contract ID Number: C00093577DB48

THE LANE CONSTRUCTION CORPORATION
Since 1890
A Commitment to Excellence

DISTRICT MANAGERS
Raymond K. Curtis
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February 13, 2012

Mr. John C. Daoulas, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation
1221 East Broad Street
Main Building, 4th Floor
Richmond, VA 23219

RE: I-66 Widening, Prince William County, A Design-Build Project
State Project No.: 0066-076-003, P101, R201, C501, B674, B675
Federal Project No.: NH-5A01(194)
Contract ID Number: C00093577DB48

Dear Mr. Daoulas:

The Lane Construction Corporation (Lane) is pleased to submit this Letter of Submittal (**Section 3.2**) for the above referenced design-build project to the Virginia Department of Transportation (VDOT). The Lane Construction Corporation is one of America's premier heavy construction contractors and the preferred builder of choice for both public and private owners. Founded in 1890, Lane constructs quality bridges, highways, locks, dams, and mass transit and airport systems in 20 states. Lane has successfully completed projects for federal, state, regional and local agencies in the Commonwealth of Virginia for nearly 40 years. In its 121-year history, Lane has never failed to complete a contract.

We understand the importance of partnering to make the Design-Build process a success and have partnered on teams that have constructed more than $2.8B in Design-Build projects in the last decade. Our team's experience enables us to deliver innovative, high quality and technically sound projects VDOT and the citizens of Virginia deserve.

Lane is the Offeror and will be the overall authority on the project as well as the Lead Contractor. Lane has teamed with Rinker Design Associates (RDA), Lead Design Consultant, to provide VDOT a team with a solid reputation for completing complex projects on time and often ahead of schedule. Quinn Consulting Services (QCS) will lead the construction Quality Assurance Management (QAM) effort and will be responsible for the independent QA inspection and testing of all materials used on the Project. The Lane Team is committed to providing experienced personnel familiar with VDOT's requirements and will meet or exceed the quality and schedule demands of the Project.

The Lane Team includes carefully chosen specialty firms and personnel to provide priority services in the areas of ITS design, structural design, transportation management planning, and master electrician services. Other disciplines of expertise in geotechnical engineering, environmental compliance, and utilities will be provided by reputable firms experienced with VDOT processes and procedures. Our Lead Designer also brings in-house right-of-way capabilities and certifications should these be required. Likewise, we are very cognizant of the

numerous nearby projects in the region and have specifically designated a Public Relations Manager and an MOT Coordinator to keep the public informed and coordinate with stakeholders and other project(s) peers to minimize impacts. We are particularly proud of our team structure and experience, both individually and collectively; we have elaborated on our unparalleled team qualifications in the subsequent sections.

3.2.1 Offeror's Point of Contact Information:
Mr. Richard A. McDonough is the official representative and point of contact for the Lane Team for all matters associated with this qualifications submittal.

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

3.2.2 Principal Officer Information:
Mr. Joseph P. Lark is a principal officer of The Lane Construction Corporation and the legal entity with whom a design-build contract with VDOT will be written.

Joseph P. Lark,
Regional Vice President, Mid-Atlantic
The Lane Construction Corporation
14500 Avion Parkway, Suite 200
Chantilly, VA 20151
Tel: (703) 222-5670
Fax: (703) 222-5960
Email: JPLark@laneconstruct.com

3.2.3 Offeror's Corporate Structure. The Lane Construction Corporation, founded in 1890, is structured as a corporation and was incorporated in the State of Connecticut on April 5, 1902. Lane will be solely responsible for this financial undertaking. As the Offeror and lead contractor, Lane will be responsible for administering the contract, providing the bond, scheduling, quality control, supervising construction, the safety program, maintenance of traffic (MOT), and coordination of all subcontractors and trades. RDA will be under a subcontract with Lane for all design efforts pertaining to this project, including MOT. The additional subconsultants and/or specialty consultants, required by RDA in its design efforts, will be under a direct subcontract to RDA. World Fiber Technologies, Inc., providing Electrical/ITS Supervision and installation, will be under direct contract to Lane. QCS, providing the Quality Assurance Manager and support, will also be under direct contract to Lane.

Neither The Lane Construction Corporation, nor its parent, Lane Industries Incorporated, or any of its subsidiaries have contingent liabilities, financial commitments, or performance commitments that will put limitations on Lane's financial exposure for this project.

3.2.4 Affiliated/Subsidiary Companies. The Lane Construction Corporation has no affiliated companies. The names and addresses of our **subsidiary companies** are:

Virginia Paving Company Division
Main Office: 14500 Avion Parkway, Suite 200
Chantilly, VA 20151; Phone: (703) 230-0850

Lane Carolinas Corporation
90 Fieldstone Court, Cheshire, CT 06410
Phone: (203) 235-3351

§ **Rea Contracting, LLC**
Main Office: 6135 Park South Drive, Suite 400
Charlotte, NC 28210; Phone: (704) 553-6500

§ **Prestress of the Carolinas, LLC**
11630 Texland Boulevard, Charlotte, NC 28273
Phone: (704) 587-4273

Virginia Sign and Lighting Company Division
Main Office: 14500 Avion Parkway, Suite 200
Chantilly, VA 20151; Phone: (703) 222-5670

Senate Asphalt Division
Main Office: 6216 Oxon Hill Road, Oxon Hill, MD 20745; Phone: (301) 686-9090

Cold River Materials Division
Main Office: 1 Scale Lane, Walpole, NH 03608
Phone: (603) 445-2300

Sunrise Materials Division
Main Office: 61 Margin Street, Orono, ME 04473; Phone: (207) 866-2194

Sunquip Division
Main Office: 1065 Odlin Road, Hermon, ME 04401; Phone: (207) 942-7700

Wardwell Contracting Division
Main Office: 14 Earth Plaza, Orland, ME 04472
Phone: (207) 469-3872

3.2.5 Debarment Forms. Certifications for Debarment for both Primary and Lower Tier Covered Transactions have been completed and executed for the Offeror and all subconsultants, subcontractors and other entities as identified as members of the Lane Team. These may be found in the Appendix.

3.2.6 Offeror's VDOT Prequalification Evidence. Evidence from VDOT's online Prequalified List may be found in the Appendix demonstrating that The Lane Construction Corporation is prequalified for this SOQ's submission.

3.2.7 Evidence of Obtaining Bonding. A surety letter from the bonding companies is included herein, indicating their willingness to provide any and all bonds for this project. The co-sureties will furnish a single 100% performance bond and a single 100% payment bond.

3.2.8 Professional Services Evidence. The matrix on the following page delineates the required respective state registrations and licensures of the Lane Team. The Offeror and all team members are eligible at the time of this SOQ submittal, under the law and relevant regulations, to offer and to provide any services proposed or related to the Project. Respective copies of the business and individual licenses may be found in the Appendix.

3.2.9 DBE Statement (13% Commitment). Lane supports the Disadvantaged Business Enterprise program and is committed to meeting or exceeding **13%** of the design and construction of this project utilizing the services of organizations certified in Virginia as Disadvantaged Business Enterprises. It is also Lane's intention to take all necessary and reasonable steps to ensure that SWaM firms have the maximum opportunity to compete for and perform services in this design-build contract.

The next two sections of this SOQ provide a detailed description of the Lane Team's structure and the directly relevant experience of our Team to design and construct this I-66 Widening project. Further, as a team, we recognize that the following critical project risks must be addressed for the successful delivery of this Project and are more fully described along with the appropriate mitigation strategies that the Lane Team intends to implement in Section 3.5 in this submission.

1. Impacts to Traffic
2. Right of Way Acquisitions
3. Potential Conflicts with Public and Private Utilities

Through implementation of proven project controls and scheduling, the Lane team will deliver this Project on time and within budget. We appreciate your taking the time to review this Letter of Submittal and look forward to working with VDOT on this project.

Respectfully submitted,

Richard A. McDonough
District Manager

3.2.8 Required Information Business Name* **(Type—All firms are Active corporations in Good Standing)*	Registered Business Address	**SCC (3.2.8.1)** SCC#	**DPOR (3.2.8.2 / 3.2.8.3 / 3.2.8.4)** DPOR Registration Type	Firm DPOR Registration# Expiration	Key Personnel *Office Location*	Individual DPOR# Expiration *DPOR Address*
The Lane Construction Corporation	90 Fieldstone Court Cheshire, CT 06410	F0254476	Class A Contractor	2701011871 1/31/14	Richard McDonough Robert Cross *Chantilly, VA*	N/A
Rinker Design Associates, P.C.	9300 West Courthouse Road, Suite 300 Manassas, VA 20110	0227062-7	Professional Corporation	0405000502 12/31/13	C. Mo Kim, PE *Manassas, VA*	0402032943 7/31/13
	927 Maple Grove Drive Suite 105 Fredericksburg, VA 22407		Professional Corporation Branch Office	0410000156 2/28/14		
	301 Concourse Boulevard Suite 120 Glen Allen, VA 23059		Professional Corporation Branch Office	0410000220 2/29/12		
Quinn Consulting Services, Inc.	4607 Marble Rock Court Chantilly, VA 20151	0492551-7	Business Entity	0407003733 12/31/13	John Vicinski, PE *Chantilly, VA*	0402026380 8/31/13
Michael Baker Jr., Inc.	3141 Fairview Park Drive Suite 575 Falls Church, VA 22042	F0260747	Business Entity Branch Office	0411000829 2/29/12	Khossrow Babaei, PE *Falls Church, VA*	0402025896 2/28/13
FreeAhead Engineering, P.C.	4636 20th Street N. Arlington, VA 22207	06764757	Professional Corporation	0405001596 12/31/13	David Hill, PE *Arlington, VA*	0402015296 2/28/13
Vanasse Hangen Brustlin, Inc.	8300 Boone Boulevard Suite 700 Vienna, VA 22182	F117044-0	Business Entity Branch Office	0411000427 2/29/12		
ECS Mid-Atlantic, LLC	9409 Innovation Drive Manassas, VA 20110	S1208216	Business Entity Branch Office	0411000636 2/29/12		
World Fiber Technologies, Inc.	4070 Nine McFarland Drive Alpharetta, GA 30004	F1415738	Class A Contractor	2705055835A 4/30/12		

AON

January 23, 2012

Mr. John C. Daoulas, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

RE: **The Lane Construction Corporation**
Request for Qualifications
Interstate 66 Design Build
State Project No.: 0066-076-003, P101, R201, C501, B674, B675
Federal Project Nos: NH-5A01 (194)
Contract ID Number: C00093577DB48
Estimated Contract Value: $58,000,000.00

Dear Mr. Daoulas:

This letter will serve to confirm that The Lane Construction Corporation is a highly regarded and valued client of Aon Construction Services and the sureties: Fidelity and Deposit Company of Maryland and Liberty Mutual Insurance Company (the 'co-surety'). Each surety company is licensed to conduct surety business in the state of Virginia, and each holds a Certificate of Authority as listed in the Department of the Treasury's Listing of Approved Sureties (Department Circular 570) dated July 1, 2011. Furthermore, each surety company is rated "A" or better by A.M. Best Company, both with Financial Size Category "XV".

The Lane Construction Corporation is capable of obtaining a 100% Performance Bond and 100% Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the project and any warranty periods on behalf of The Lane Construction Corporation, in the event that such firm be the successful bidder and enter into a contract for this project.

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

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

Sincerely,

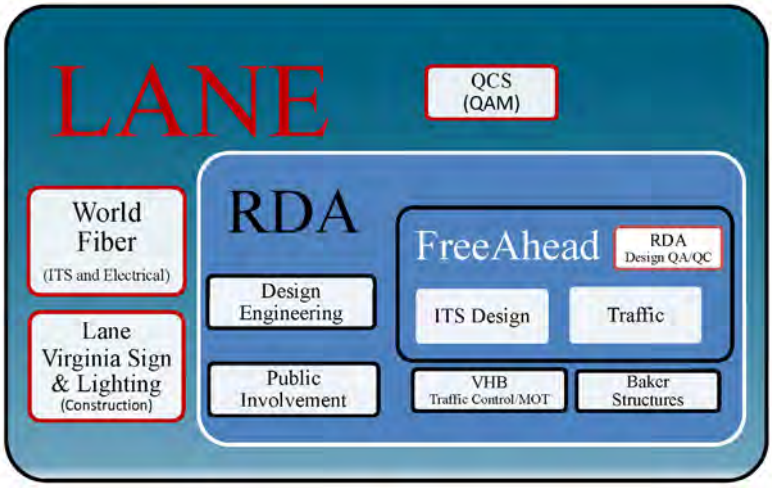
Fidelity and Deposit Company of Maryland
Liberty Mutual Insurance Company

Mark P. Herendeen, Attorney-in-Fact

Aon Risk Solutions | Construction Services Group
One Federal Street | Boston, MA 02110
t +1.617.482.3100 | f +1.617.457.7777 | aon.com
Proprietary & Confidential

3.3 OFFEROR'S TEAM STRUCTURE

The Lane Construction Corporation (Lane) will serve as the lead contractor of the Design-Build (D-B) team for the Interstate 66 Widening Design-Build project (I-66 Widening). Lane's role will include managing the entire project, supervising the construction and performing major work elements. Lane's proven experience on more than 50 PPTA and D-B projects ranging in scope and value from $15M to the $1.5B Capital Beltway HOT Lanes project in Northern Virginia demonstrates Lane's ability to tackle the region's most challenging projects.



Lane Team Functional Relationships
*(See Organizational Chart at the end of this section for direct personnel project relationships.)

Lane's careful and strategic selection of the team for the I-66 Widening project will provide the Department tremendous value in delivering this project. Our team members are both familiar with each other and highly qualified.

Lane has selected **Rinker Design Associates, P.C. (RDA)**, a local Virginia-certified SWaM firm, as the Lead Designer for their proven efforts in providing value-added solutions and innovations in their approach to D-B projects. RDA and Lane share a similar philosophy focused on integrity and quality. Lane has a strong history with RDA in Prince William County which includes a very successful working relationship on the Sudley Manor Drive and Linton Hall Road PPTA D-B Projects as well as other recent D-B pursuits, in which both firms gained valuable first-hand, local D-B experience. RDA exhibits overall strength in managing multi-discipline D-B projects with a thorough understanding of the Department's design and D-B requirements. RDA has recently managed the design of numerous PPTA and D-B projects exceeding $150M in Virginia.

The Lane Team will provide the Department with the finest specialty talent, national experience, and local knowledge … all under the direction of experienced design-build project management leaders.

Together, Lane and RDA have selected the ideal subcontractor and subconsultant partners that share in our commitment to provide the best value solutions and whose fortes match the required practice areas identified in this procurement. We have carefully chosen a group of diverse and skilled team members to advantageously use the design-build process with a viable and functioning team structure that capitalizes on the strongest attributes of our respective capabilities.

Construction Subcontractors. Lane will self-perform the heavy civil activities for the Project. Lane's primary subcontractors include **Quinn Consulting Services (QCS)**, a local Virginia-certified DBE firm, who will provide the Quality Assurance Manager (QAM), and **World Fiber Technologies, Inc.** (World Fiber), who will perform all of the fiber optic work and a portion of the signs and electrical work to provide consistent integration with the improvements of the I-66 ATM D-B project. Both firms will directly report to the D-B Project Manager, Mr. Rich McDonough. As additional subcontractors are required, Lane will make every effort to include DBE and SWAM firms, selected utilizing Lane's effective two-step subcontracting plan.

will provide the QAM, Mr. John Vicinski, PE, DBIA and his supporting staff of quality assurance inspectors. QCS's D-B group is led by Mr. Vicinski, who has 28 years of construction management

and inspection experience. QCS has provided similar specialized consulting and quality assurance management on numerous design-build projects throughout northern Virginia such as the Dulles Metrorail Extension (Phase 1 and 2), Fairfax County Parkway (Phase III), Waxpool Road, Battlefield Parkway D-B, Route 50 Traffic Calming near Gilberts Corner, and the I-495 HOT Lanes. John Vicinski has had a direct working relationship with Lane, having worked on both the Gilberts Corner and the I-495 HOT Lanes projects.

WORLD FIBER TECHNOLOGIES
ENGINEER • CONSTRUCT • MAINTAIN

is a premier, full service utility construction provider of infrastructure for cable, electrical services and telecommunications, deploying turnkey operations throughout the southeastern United States. World Fiber will be providing an Electrical/ITS Supervising Technician, Mr. Jerry Neely, a Virginia-certified Master Electrician, to assist in the tie-in and coordination with the I-66 ATMD Project. World Fiber provides an added value to the Lane Team by bringing the combined wisdom of traditional heavy industrial methods with "new" state-of-the-art engineering technology. They, just as Lane, believe in integrating talent with like investments in capital equipment.

Design Subconsultants. RDA will provide overall project management for all design activities. Under subcontract to RDA and directly reporting to the Design Manager, Mr. Mo Kim, PE, the subconsultants include: **Michael Baker Jr., Inc. (Baker)**, **FreeAhead Engineering, P.C. (FreeAhead), Vanasse Hangen Brustlin, Inc. (VHB)**, and **ECS Mid-Atlantic, LLC (ECS)**.

Baker

is a national consulting firm well-established in transportation design and will be the project's structural designer. In business for more than 70 years, Baker has a significant presence in Virginia with offices in Falls Church, Virginia Beach, Richmond, Alexandria, and Manassas. Consistently ranking among the top 10% of the 500 largest U.S. engineering firms; Baker ranks 11th in transportation design and 4th in bridge engineering. Mr. Khossrow Babaei, PE with Baker, has been strategically selected as the Lane Team's Lead Structural Engineer bringing regional familiarity and exceptional experience of more than 35 years. Mr. Babaei and the Baker staff are currently working closely with our Design Manager, Mr. Kim, to provide complete bridge design services for a 360-foot long structure on the Rollins Ford Road Extension project in Prince William County, similar to the spans expected for both Old Carolina Road and Catharpin Road bridge reconstruction on this project.

FreeAhead Engineering PC

is an independent, local consultant from Arlington, VA that specializes in the research, design and implementation of Intelligent Transportation Systems (ITS), and traffic engineering services. The firm's principals offer over 90 years of experience in the research, planning, design and implementation of some of the most noteworthy ITS and traffic engineering projects undertaken around the world. They have been involved in ITS since its inception and were major contributors on some of the ground breaking ITS demonstration projects in the region. They have a wealth of experience working on design-build projects and public private partnerships both in Virginia and around the country. FreeAhead staff have provided design support for the traffic signals as well as performing QA/QC of all the signing, lighting and ITS plans that are part of the I-495 HOT Lanes project and have previously worked with VHB and Lane. Additionally, FreeAhead staff have worked on many of the freeway and arterial traffic control systems throughout the Commonwealth including the NOVA ATMS, Extension of the I-95 HOV Lanes, I-495 HOT Lanes, I-64 Reversible Roadway System, I-664 Traffic Control System, and signal systems in Lynchburg, Arlington, Richmond, Newport News, Norfolk and Virginia Beach.

VHB Vanasse Hangen Brustlin, Inc.

–a national engineering firm with more than 150 transportation professionals in four offices throughout Virginia, will provide the critical Type C TMP/SOC Plans along with the signal designs for this project. VHB has developed a transportation engineering practice respected at the federal, state, regional and municipal levels throughout the Commonwealth. They will analyze each phase of construction to predict the traffic flow and level of service. VHB was with the principal designer on VDOT's first D-B project, the roadways and bridges to provide access to the APM Terminals in Portsmouth, and served as the design lead

on VDOT's Route 50 Traffic Calming near Gilberts Corner Design-Build project with Lane. VHB is also currently assisting our Lead Designer, RDA, serving in the same capacity on both the federally funded Route 28 Widening project in Prince William County as well as the VDOT Middle Ground Boulevard Design-Build project in Newport News.

is a multi-discipline engineering consulting firm specializing in the related fields of geotechnical, environmental, and construction materials engineering. ECS, based in Chantilly, VA, was founded in 1988 and employs a staff of approximately 600 throughout Virginia and Maryland. In Virginia, ECS operates 10 offices including Manassas. This ECS office will provide geotechnical engineering services and support the Lane Team with the QC Testing, completely independent of our Quality Assurance team led by QCS. ECS has a strong working relationship with many of the members of the Lane Team and has worked with RDA on numerous projects throughout the Commonwealth.

3.3.1 Qualifications and Functional Relationships of Key Personnel. We consider VDOT management and staff true Project partners, working alongside the Lane Team members. Our relationships are effective, functional, and benefit from a common accountability initiative—to safely and soundly complete the project expeditiously. The Lane Team is led by highly qualified and capable professionals with local roots and strong D-B experience. All of the proposed Key Personnel have noteworthy experience on transportation projects similar to the roles they will serve on the I-66 Widening project.

Leading the Lane Team is ***Design-Build Project Manager, Mr. Richard A. McDonough,*** who is responsible for the overall project, construction quality management, and contract administration. He will facilitate communication among team partners and adjacent projects, monitor design efforts to proactively eliminate potential constructability issues prior to breaking ground, and delegate resources to deliver the project on time. It will be his responsibility to work with the designer to ensure that the design is on time and within the owner's specifications. Mr. McDonough's interaction from design through construction will include "task force" meetings, weekly design meetings and construction meetings to discuss how the Lane Team will build the project. Should any issues arise, it is his responsibility to ensure and address project issues with the designer, construction team and the owner. Interaction with the Quality Assurance Manager (QAM) will be continuous to ensure that the project is compliant with the specifications. As demonstrated in the Organization Chart, the following Key Personnel will report directly to the Design-Build Project Manager, leading their respective groups.

Rich McDonough was the Project Executive on the I-66 Widening Project from Rte. 234 Business to Rte. 234 Bypass.

Quality Assurance Manager–Mr. John Vicinski, PE, DBIA (QCS) will ensure that the construction quality of the I-66 Widening project meets or exceeds the VDOT Minimum Quality Control and Quality Assurance Requirements for D-B and PPTA Projects, dated January 2012. Mr. Vicinski understands that a strong QA/QC program is imperative, having served as the QAM on numerous recent D-B projects here in northern Virginia. He recognizes the importance of the distinct separation between quality assurance and construction. He will apply his 28 years of experience toward the success of this project.

Mr. Vicinski will report regularly to Mr. McDonough, the D-B Project Manager, and coordinate with Mr. Bob Cross, the Construction Manager, on all quality issues. Any item of work failing to meet minimum standards will be rejected and corrected immediately. Construction personnel will have no authority over QA inspection staff, and issues raised by construction personnel will be resolved by Mr. Vicinski and the D-B Project Manager. During all phases, VDOT will be informed by Mr. Vicinski of issues/solutions through weekly reports and progress meetings. As QAM, Mr. Vicinski holds the authority to shut down the job if quality issues warrant.

Design Manager–Mr. Mo Kim, PE, (RDA) will be responsible for the *design* quality control and quality assurance (QA/QC) requirements, as outlined in VDOT's Minimum Quality Control and Quality Assurance Requirements for D-B and PPTA Projects, dated January 2012, specifically as outlined in Section 3 and 4 of that document. Mr. Kim fully understands the challenges of ensuring the quality of a D-B project versus a

traditional bid-build project having served previously as the Design Manager on several PPTA/D-B projects and high volume roadway improvement projects throughout Northern Virginia.

Mr. Kim shall be responsible for overall management of the QA/QC programs for design. Mr. Kim will report directly to Mr. McDonough, and is responsible for overseeing all QA/QC activities associated with multi-discipline design elements of this project. Mr. Kim shall maintain close communication with the D-B Project Manager and shall ensure the Project is completed in accordance with the requirements of the contract documents. He will be assisted by Mr. Darell Fischer, PE who will provide an independent QA review; Mr. Fischer is not part of the day to day production team. Mr. Kim shall perform all of the design oversight reviews along with Mr. Fischer. Design QC will be performed at the office where the work is conducted by a qualified independent staff person of each team member [per section 4.1.4 of the current minimum requirements] but will also be technically reviewed by Mr. Fischer for QA. Under this procedure, Mr. Kim will provide VDOT with draft design plans for review and approval to confirm that the design work complies with the requirements of the Contract Documents, prior to initiation of construction activities on the Project.

Emphasis will be placed on providing high quality in the development of construction plans. In the design process, Mr. Kim is responsible for project design management, compilation of plan assembly and determination of when plans have been developed to the point that Quality Reviews are to be made. He is both responsible and accountable for the quality of all of the plans.

Construction Manager–Mr. Bob Cross (Lane) is responsible for the day-to-day construction operations of the project and reports directly to the D-B Project Manager. Mr. Cross is a General Superintendent with Lane and possesses nearly 40 years of construction experience. He most recently served on the VDOT I-495 HOT Lanes D-B. Mr. Cross was also the General Superintendent of VDOT I-66 Widening project from Route 234 business to Route 234 bypass nearly identical to the improvement of this project. His daily duties include: safety, coordination of all project personnel including subcontractors, QC and QA. He holds ultimate responsibility for managing the project schedule with his staff engineer and to coordinate daily with the adjacent projects underway. He will lead daily meetings with the Project Inspector as well as the Quality Assurance Manager (QAM) to discuss all actions being taken. He will also review all reports and lab results. Anything that is not meeting standards will be addressed immediately with the Project Inspector and QAM with corrective actions mandated that same day.

Mr. Cross will hold a current Virginia Department of Conservation and Recreation (DCR) Responsible Land Disturber (RLD) Certification and a VDOT Erosion and Sediment Control Contractor Certification (ESCCC) prior to the commencement of construction.

Lead Structural Engineer–Mr. Khossrow Babaei, PE, SE (Baker) has over 37 years of experience in managing all aspects of bridge and structural design and will report to directly to Mr. Kim, the Design Manager. Mr. Babaei has served as a Consultant Manager for the NOVA District Structure and Bridge Division and is intimately familiar with the requirements that must be met or exceeded on this project. During his tenure with the Department, he managed the design and advertisement of the replacement and widening of the southbound bridge over Broad Run, a 130-foot concrete T beam structure comprised of three spans, and located in the Buckland Historic District. He developed an accelerated bridge replacement concept and preliminary plans that were advanced to a Consultant for final design. The accelerated construction was accomplished in three stages after the preparatory work for widening (including extending the piers and abutments and widening approach roadway) was completed under normal traffic.

Mr. Babaei is currently working with Mr. Kim in Prince William County as the lead structural engineer on the Rollins Ford Road project, governed by VDOT and AASHTO LRFD bridge design criteria. He is also leading the effort on the bridge replacement project for Route 123 Chain Bridge Road over Accotink Creek. Mr. Babaei's experience and knowledge will be instrumental in developing the plans and sequence in reconstructing the bridge over Catharpin Road to safely maintain one northbound lane during construction.

Lead Traffic/ITS Designer–Mr. David Hill, PE (FreeAhead) will provide design support for the ITS design and also report directly to the Design Manager. He has over 30 years of experience leading and managing some of the most complex ITS designs undertaken in the region. Mr. Hill has also managed over two dozen traffic control system projects ranging from system analysis/feasibility studies through complete system design and has provided implementation support and optimization of systems. He has extensive experience using the Systems Engineering process for developing concept of operations, functional requirements and project architectures based upon the regional architectures that have been developed for both Northern Virginia and Hampton Roads. His vast experience dealing with highly visible projects that require extensive coordination both from a design as well as a public relations perspective make him ideally suited to support the I-66 Widening project. He is keenly aware of the sensitivity of the I-66 corridor to the community and the importance of recognizing the local concerns in the design and construction process.

He has been involved in many of the ITS projects that have been deployed throughout Virginia, and in particular Northern Virginia, during his years of working in the Commonwealth. He has managed the design of the ITS elements for some of the largest construction projects undertaken in Virginia, including the Springfield Interchange, extension of the Traffic Management System on I-66/I-95, the Route 1/I-495 Interchange, the I-95 Fourth Lane Widening, and the Beltway HOT Lanes. Mr. Hill was involved in the initial startup of the I-64 Reversible Lane Control System in Hampton Roads and creation of the operating procedures and the training program for the operations and maintenance of the system and facilities. The combination of experience he has acquired throughout his career and his extensive knowledge of the existing and planned ITS infrastructure in northern Virginia and along I-66 make him the ideal candidate to provide the support of the ITS design, design of traffic signals, the transportation management plan, and System Engineering and design for the I-66 Widening project.

Other Functional Relationships. The Lane Team also includes the following recognized specialists whom we deem critical to this Project, albeit non-key personnel as defined by the RFQ; their qualifications are provided below.

Design QA/QC Manager–Mr. Darell Fischer, PE (RDA) will provide independent design QA review support for the design and also report directly to the Design Manager. Along with the Design Manager, he will also ensure that the Design QC reviews are being independently completed at the location of the work being performed. He has over 25 years of experience leading and managing complex multi-disciplined design projects in Virginia. He is currently the Design Manager on several on-going VDOT D-B projects and possesses a strong working knowledge of VDOT's D-B QA/QC process. Mr. Fischer's recent role as Design Manager on VDOT Route 36 D-B and VDOT Middle Ground Boulevard Extension D-B will strengthen our Team's design quality.

Public Relations Manager–Mr. Chris Reed, CSI (RDA) will report directly to the D-B Project Manager. Mr. Reed possesses over 43 years of transportation experience and has extensive experience in the I-66 Corridor. During his tenure as the NOVA District L&D Engineer, he managed the design of the widening of I-66 from US Route 50 to Route 234 including all public involvement activities. Mr. Reed served in a similar capacity assisting the Project Manager in Public Outreach for the PPTA project to widen Route 15 from I-66 north to Route 234. Mr. Reed's experience and familiarity with the adjacent projects and his hands on approach to working with project stakeholders will enhance our Team's public relations.

MOT Coordinator–Mr. David Holmes (Lane) will report directly to the Construction Manager and will ensure the proper work zone protection is established at each and every phase of construction. Mr. Holmes will also oversee the adherence to the Traffic Management Plans to provide proper operations and flow of traffic throughout the limits of construction. He will be responsible for the day-to-day coordination of this project's MOT activities with those on the other adjacent ongoing projects: I-66 ATM, I-66/Route15 Interchange, Route 29/Linton Hall Road, and other local projects that affect traffic to ensure that vehicles flow through the corridor as efficiently as possible during construction.

Safety Manager–Doug Russell (Lane) will report directly to the Construction Manager and will implement Lane's Safety Policies and Procedures for the duration of the project. Mr. Russell will be located on-site to provide safety training prior to authorizing team members and subcontractors to work on the job site, and will ensure that safety is incorporated into each of the daily activities of the project. Safety is a vital element to Lane's values for integrity and commitment to excellence. "Never sacrifice safety for production and strive for the continued safety and well-being of employees and the public" is part of Lane's written code.

Mr. Erik Shively, PE, PTOE (RDA) will be the **Roadway Designer** responsible for horizontal and vertical geometrics, signage and marking, plan detailing, and overall plan development and assembly. Mr. Shively has 17 years of experience in transportation design in northern Virginia providing services to VDOT and local jurisdictions, serving in an identical role on the Linton Hall Road PPTA team. Mr. Shively has a complete understanding of the project requirements and applicable standards and specifications having recently designed this roadway under D-B practices. Mr. Shively will report directly to the Design Manager, Mr. Kim.

Mr. Stephen Seay, LS (RDA) will report directly to Mr. Kim, the Design Manager and will be responsible for overseeing any supplemental **survey** and the preparation of acquisition plat as needed per Department requirements. Mr. Seay has over 24 years of experience of hands in surveying computation and adjustment for residential, commercial, and industrial development, public utilities placement and roadway placement. Mr. Seay will ensure that acquisition plats for critical path properties are prioritized and coordinated through the Design Manager to the Right of Way Manager.

Mr. Steven Thompson (RDA) will serve as the **SWM/Drainage Design Coordinator**. Mr. Thompson has 23 years of practical engineering experience in roadway drainage design in northern Virginia and most recently served as H&HA/Drainage Design Manager for the Route 15 PPTA and the I-81/Exit 310 Interchange projects. On the Route 15 PPTA, Mr. Thompson managed the three H&HA studies associated with the project's bridges over Catharpin Creek and Little Bull Run and a major box culvert at the Tributary to Catharpin Creek. In addition to seven SWM/BMP facilities, the project included the design of inlets, storm sewers, ditches and two-phased erosion/sediment control plans. A strong and experienced in-house staff including Mr. Nikhil Despande, PE and Mr. Prutha Rueangvivatanakij, PE will support Mr. Thompson. Mr. Thompson will report directly to the Design Manager, Mr. Kim.

Mr. Mark Gunn, PE (RDA) will serve as the **Utility Coordinator** for the Team. Mr. Gunn has over 14 years of experience, which include dealing with utility companies in the Northern Virginia area. Mr. Gunn is currently leading the utility coordination efforts on VDOT Route 36 D-B and VDOT Middle Ground Boulevard Extension D-B projects. His role includes critical utility relocation coordination, which involves presiding over Utility Field Inspection meetings, obtaining, reviewing and approving Plan and Estimates, and assisting in acquiring the necessary land rights for the relocations. Throughout his career, Mr. Gunn has worked closely with VDOT and is familiar with the procedures outlined by the VDOT Utilities Manual. Mr. Gunn will also be responsible for the lighting requirements for this project. Mr. Gunn has delivered numerous lighting plans utilizing AGI32 analysis on VDOT highways and park and ride facilities, most recently on Stringfellow Road.

Mr. J. Christopher Giese, PE (ECS) will report directly to the Design Manager and will be responsible for all **geotechnical** requirements for the project. Mr. Giese has 34 years of experience as a geotechnical consultant in Virginia, is a long-standing member of the Fairfax County Geotechnical Review Board and has been certified by Prince William County as a Special Inspections Engineer. Geotechnical consulting projects in Northern Virginia include VDOT State-Wide Geotechnical Design Services; I-495 HOT Lanes, and NOVA District Geotechnical Engineering Services.

Mr. James Moore, CGREA (RDA) will serve as the **Right of Way Manager** for the project and will report directly to Mr. Kim. Mr. Moore possesses over 41 years of experience in acquiring right of way and 35 years with VDOT, where he served as the Assistant District Right of Way Manager in the Northern Virginia District.

Mr. Moore has managed all aspects of the appraisal process for land acquisitions and has served as an expert witness on Real Estate Appraisals. (We have provided his right of way certifications in the appendix.)

Ms. Janet O'Neill, PWS, PWD (RDA) will be in charge of **Environmental Services** for the Project. As a former Corps of Engineers employee, Ms. O'Neill has over 37 years of experience in wetland regulatory compliance and National Environmental Policy Act (NEPA) compliance. Most recently, she provided complete environmental services on the Route 15 PPTA project, which required numerous wetland/waterway delineations, preparation of pre-construction notifications and federal and state wetland permits applications; archaeological, historical and threatened and endangered species surveys; and wetland and stream mitigation plans. She will oversee the final design noise analysis and the acquisition of water quality permits reporting directly to the Design Manager, Mr. Kim.

Ms. Michelle Smith, PE (VHB) will report directly to Mr. Hill, the Lead Traffic/ITS Engineer and will be in charge of all **traffic management** and signal plan requirements for the project. The Lane Team has specifically identified Ms. Smith due to her significant strength in preparing numerous signal plans and TMP analysis for more than the last 17 years in the Northern Virginia region. Ms. Smith will develop her design in conjunction with the TMPs that have been created for the adjacent and planned projects in the area to ensure optimal flow through the corridor.

3.3.2 Organizational Chart. The Lane Team is organized to provide VDOT with a single point of contact, responsible for all design and construction activities. The Organization Chart on the following page identifies key personnel and major functions to be performed by them and others that we feel are critical to the successful design and construction.

Using the "Task Force" Approach. The Lane Team's extensive D-B experience has shown that the Task Force approach during the design stage is key to realizing a successful project. This open forum of discussion, in the spirit of partnering, serves to clearly define project criteria, ensure the owner's intentions are being met, address corridor-wide constructability issues, and provide consistency in design before becoming schedule-critical.

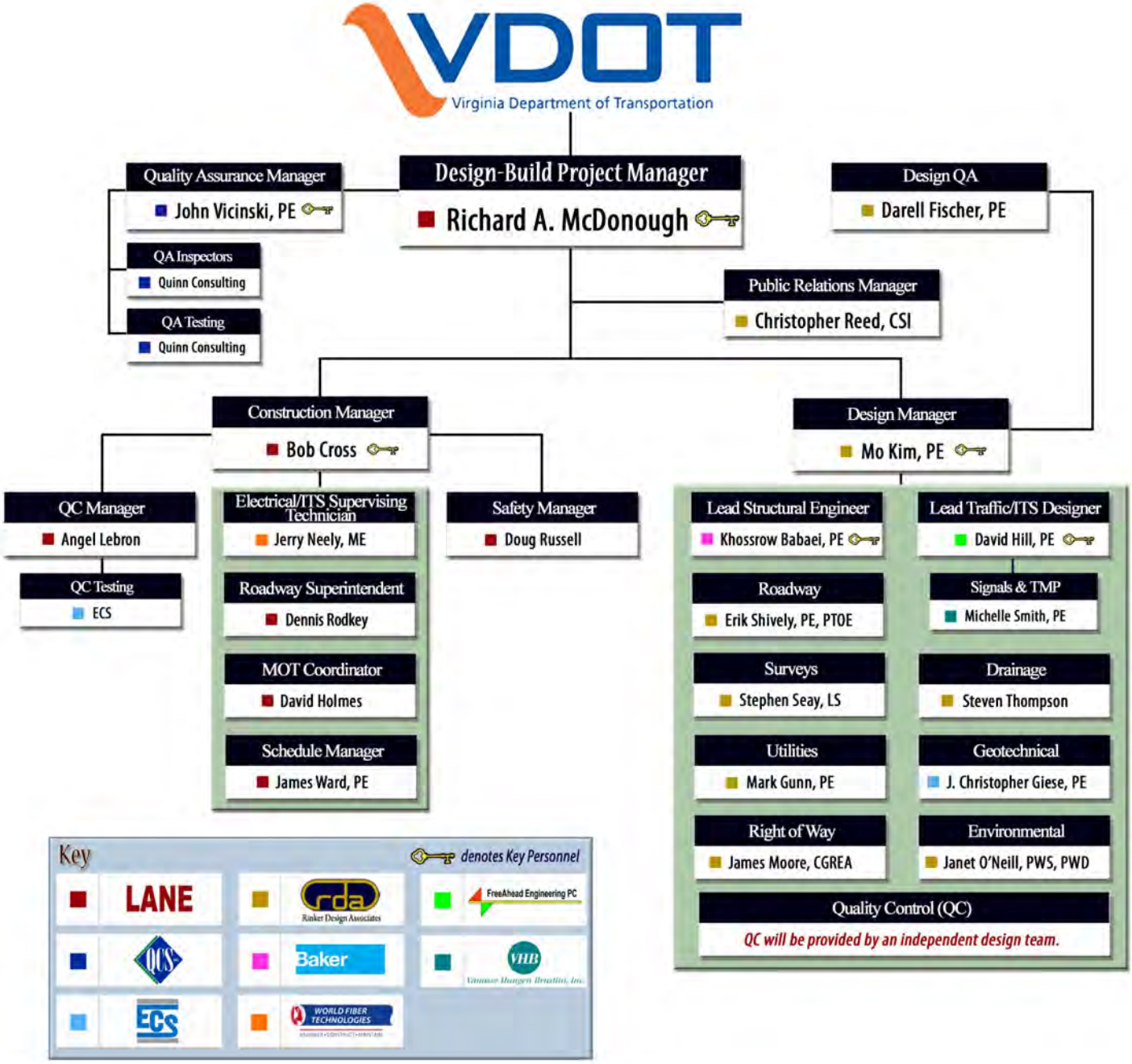
Task forces serve as a conduit for disseminating project-critical information. The Task Force, with the D-B Project Manager at the head, is the central point of decision-making and communication among all involved in the project. As part of this process, the Owner, Contractor and Designer are charged with reaching a consensus on project issues. This approach of equal representation by the Owner, Contractor and Designer is integral to the partnering process. The Task Force team will meet weekly at first, then as required as the project progresses. The Task Force meeting agenda will address project coordination, schedule review and implementation, and the overall project work plan. The Task Force meetings will be formal, with agenda and meeting minutes required.

The Task Force Approach is a proven mechanism to ensure quality, consistency, and integrated design and construction.

It is also a hallmark of Lane's D-B process that results in schedule and budgetary success.

Design production managers will meet with discipline leaders from every design segment, the Contractor and the Owner on a weekly basis. The focus of these meetings will be to coordinate technical design issues, emphasize the appropriate design criteria and develop standardization of the designs to meet VDOT criteria.

3.3.2 Organizational Chart.



3.4 EXPERIENCE OF OFFEROR'S TEAM

LANE The Lane Construction Corporation (Lane), established in 1890 and incorporated in 1902 in the State of Connecticut, is one of the largest and most well-respected transportation contractors in the nation. The Corporation is headquartered in Cheshire, CT with regional offices throughout the Eastern United States including Chantilly, Virginia which supports multiple office locations throughout the Commonwealth. Lane consistently ranks among the top 10 transportation contractors in the nation, as reported by *Engineering News-Record* and is currently ranked the 8th largest transportation contractor. Lane has successfully participated in 50 D-B projects ranging in scope from $15M to $1.5B. Lane understands the importance of partnering to make the D-B process a success and has partnered on teams that have constructed more than $2.8B in D-B projects in the last decade.

3.4.1 Experience Delivering Similar Projects. The benefits of the design-build delivery method are enhanced when the team members are familiar with each other. The Lane Team has worked on a number of projects together and is proud to have successfully delivered many using this contracting method. Lane and RDA previously worked together on the Sudley Manor Drive and Linton Hall Road PPTA projects. Based on this successful working relationship, our two firms have joined to bring the Department a highly skilled team with knowledge of the D-B process and a commitment to quality and value. Familiarity and reputations in the industry were key decision makers in establishing our Team. Our reputations established over the years for providing consistent quality service to VDOT speaks volumes for Lane and the members of the Lane Team.

Lane maintains a full-time presence in Virginia employing a permanent workforce in excess of 700 craftsmen; we understand the issues that drive the Commonwealth and recognize the transportation investment that VDOT is making with this D-B project. Our experienced Virginia workforce is very familiar with the stakeholders that need to be represented and communicated with for this project to ensure its success.

Lane has been the active leader on numerous high profile projects for VDOT over the last 30 years including the very relevant $1.5B I-495 HOT Lanes D-B Project, the recently completed $20M I-66 Third Lane Widening Project and the $75M construction of the Springfield Interchange Project, Phase V (shown on the Work History Forms). An active and recently completed list of Lane projects in Virginia for VDOT includes:

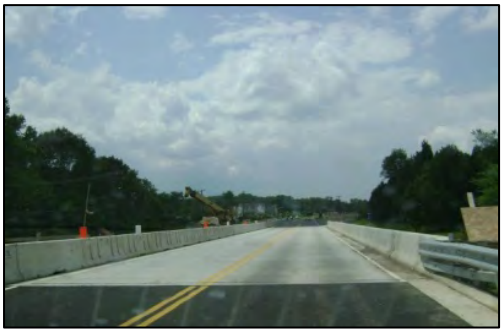
- I-495 HOT Lanes D-B, $1.5B (on-going and on-schedule)
- I-66 Third Lane Widening, $20M (completed 12/5/11)
- Gilberts Corner Route 50 Roadway Improvements D-B, $13.4M (completed 2009—early delivery and under budget)
- Springfield Interchange, $75M (completed 2007–early delivery)
- I-66 Arlington, $28.5M (completed)
- I-66 Glebe Road, $41.4M (completed)
- I-66 Rosslyn, $18M (completed)
- Route 234 Prince William, $21M (completed)
- Dulles Access, $19M (completed)
- I-95 Woodbridge, $20M (completed)
- Fairfax County Parkway, $12M (completed)
- Route 28, $5.4M (completed)
- Dulles Toll Road Ramps, $5.9M (completed)
- Route 7, Sterling, $16M (completed)

Springfield Interchange—limited access highway, bridge, sound walls. VDOT rewarded LANE with a $6.5 M bonus for early delivery.

Gilberts Corner—extensive MOT through highly congested traffic area. Project won design and construction awards from ACEC and DBIA and local associations.

The Lane Team has worked on numerous projects where construction staging and sequencing played an integral part in maintaining public access during construction and for minimizing impacts to adjacent stakeholders including businesses, communities and other transportation users. We will complete a thorough constructability review early in the design process to identify and mitigate potential impacts to project stakeholders. Lane and RDA, as a team have successfully delivered projects that include the same relevant construction elements as the I-66 Widening project.

Lane and RDA both played pivotal roles in the successful delivery of the **Sudley Manor Drive PPTA** project. The accelerated schedule provided a challenge to the team and required RDA to assemble construction plans within 7 months of project kickoff while incorporating directives from the Contractor, VDOT and Prince William County into the design. Design issues that needed special consideration included: a bridge with MSE walls over a railroad; coordination of the project with several large fuel pipelines, the construction and access requirements of a new firehouse, and several site developments; floodplain analysis and environmental considerations related to major stream crossings; and a traffic analysis and design. The project team also worked closely with VDOT to ensure a seamless transition between this PPTA project and the adjoining VDOT administered construction project on Linton Hall Road.



On the **Linton Hall Road PPTA**, coordination was a key component in the successful completion of each segment of this project. Rinker worked directly with Lane Construction and site developers to provide designs and staging of construction that were advantageous to cost and schedules for all parties involved, including VDOT and Prince William County. Coordination of the roadway and drainage design with existing utilities and proposed sound barriers were also crucial to keeping the project on time and on budget.

We hold in high regard the reputation we have achieved through these and other projects and take pride in maintaining that reputation on every project we construct. The Lane Lead Contractor History forms are highly indicative of the experience, capability, pride and commitment that Lane brings as a firm and instills in each of our team members. These same characteristics can be found in our lead designer, Rinker Design Associates (RDA).

RDA is currently the lead designer on three D-B Projects here in Virginia. **Crosspointe Centre Roadway Improvements D-B** for Prince George County involves 2.2 miles of new roadway construction and 1.5 miles of roadway widening. As the engineer of record, RDA's duties include complete QA/QC for all design including roadway design, traffic engineering, TMP/MOT, H&HA analysis, drainage design and phased erosion and sediment control. RDA was also responsible for QC inspection during construction and coordination of geotechnical subcontractors for design and construction.

The design of **VDOT Route 36 D-B** in the Richmond District widened Route 36 Eastbound from two lanes to three lanes plus a bike lane and a continuous right turn lane. Route 144 eastbound lanes were relocated to create a new intersection and Route 144 westbound lanes, including on and off ramps, were realigned and widened to two lanes from one lane. RDA's role included design and design management (roadway and drainage); geotechnical; environmental; and right of way negotiations and acquisitions.

RDA is also the Lead Designer on **VDOT's Middle Ground Boulevard D-B project** in the City of Newport News in the Hampton Roads District. The project entails a grade separation over the Norfolk Southern Railroad and a four-lane divided roadway extension between Jefferson Avenue and Warwick Boulevard in a highly

urbanized and congested region. Due to the extremely flat terrain of the project location, unique drainage considerations to resolve numerous utility conflicts are being employed.

Teaming Relationships. As mentioned above, Lane and RDA previously worked together on the Sudley Manor Drive and Linton Hall Road PPTA projects. Based on this successful working relationship, our two firms have joined to bring the Department a highly-skilled team with knowledge of the D-B process and a commitment to quality and value. Previous working relationships and reputations in the industry were key criteria used to select our Team. Mr. McDonough has worked closely with Mr. Kim on several projects over the last 15 years. Coincidentally, one of their interactions occurred when Mr. McDonough reached out for Mr. Kim's assistance on the I-66 HOV Widening project from Route 234 Business to the Route 234 Bypass to resolve concerns raised by the District Drainage Engineer. ***Lane and RDA have successfully teamed with our subconsultants: Baker, FreeAhead, MBP, QCS, VHB and ECS on numerous occasions delivering projects throughout the region.***

The, members of Lane, QCS, FreeAhead and RDA have all work on elements for one of the regions highest profile construction projects, the **I-495 HOT Lanes**. The 14-mile, $1.4B, I-495 HOT Lanes widening project is scheduled to open in 2013 and will provide four additional lanes on I-495 that can be utilized by high-occupancy vehicles (HOV) at no cost, or by high-occupancy toll vehicles (HOT), who will pay a variable toll depending upon traffic conditions. There are numerous similarities when comparing the scope of work elements to the I-66 Widening project. Roadway, bridges, retaining wall, sound barrier walls, sign structures, traffic control devices, roadway lighting, utilities, and Intelligent Transportation Systems (ITS) were all routine elements of construction for this multi-disciplined D-B project. Professional services included: design, surveys, environmental, geotechnical, right-of-way, public involvement, ITS and overall project management paralleling each of the services identified in the RFP.

Lessons Learned. Every member of our Team possesses extensive D-B experience for the areas of expertise they are bring to the Team. The Lane Team continues to draw upon this experience in developing our lessons learned and techniques that we have refined on each and every project. The following table lists valuable methods and practices that we have learned working on projects for VDOT and other public clients.

Challenge	Skills Required	Lessons Learned
Safety	Design and Construction	▪ Driver expectations/behaviors need to be accommodated within MOT designs. ▪ Maintaining intersection and stopping sight distances during all project phases is paramount. ▪ Well-placed and effective guide signs are necessary. ▪ Continuous safety training on the job site is critical to the overall safety of the project.
Construction MOT	Knowledge and experience with VDOT Standards	▪ Designers working closely with the construction supervisor to determine actual construction schedule ensures that phasing goes as smoothly as possible. ▪ MOT considerations may influence final design features and reduce costs and schedule. ▪ A strong working relationship and open communication with VDOT Northern Virginia Traffic Engineering staff helps in problem-solving and quick resolution and adjacent MOT managers.
Adjacent Project Coordination	Effective communication skills	▪ Coordinate early and consistently with MOT managers on adjacent projects ▪ Coordinate multi-project emergency response plan ▪ A partnering approach among the adjacent contracts to coordinate and complement schedules.

Challenge	Skills Required	Lessons Learned
Right of Way process and schedule	Knowledge and experience with VDOT	▪ When filing a certificate, processing time needs to be accounted for in the schedule. ▪ Planning on access to some properties being available before others can allow for advancement of design or modification of the construction sequence, to begin work early.
Utility relocation	Specific Working knowledge of site utilities	▪ Securing a 'Top Down' buy-in from all the utilities involved and a total commitment by the top officials of the utility companies and VDOT, establishes a common ground early-on. ▪ Establishing a Partnering Agreement between the utilities and the Team eases future issues. ▪ Innovative measures are frequently advantageous to ensure adherence to schedules and commitments resulting in an overall savings to the project. ▪ Holding regular progress meetings for accountability aids in dispute resolution. ▪ An early understanding of the logistics of material acquisition helps maintain the project schedule.
Environmental permitting and protection	Knowledge and experience with permitting agencies	▪ Any/all modifications require amendments to the existing environmental permit application. ▪ As environmental information is developed, keep VDOT closely apprised of findings (e.g., similar to the identification of the Gilberts Corner property that is on the National Historic Register, but was not identified as such in the initial permitting).
Public relations and community outreach	Local knowledge of community needs	▪ Open and consistent communication proves to be the best method to keep the public informed. ▪ Frequent and regular communication allows public services (Fire and Rescue, schools, etc.) to better manage their routing and service. ▪ Close coordination with VDOT's Public Affairs office is critical, as the D-B outreach personnel really act as an extension or supplement to VDOT Public Affairs staff. ▪ Discussions with VDOT prior to public meetings are key to ensuring complimentary opinions and statements are made as 'one VDOT' message.
Meet construction milestone dates	Innovative construction sequencing and techniques	▪ Innovative traffic diversion concepts can facilitate construction sequences, and result in safer work zones and ease for the traveling public. ▪ Providing opportunities for construction to occur NOT under traffic promotes safety and shortens construction time. ▪ Utility design and progress needs to be accurately reflected/updated in the schedule in order to meet milestones ▪ Monitoring and updating schedules that reflect current conditions is essential.
VDOT design approvals	Understanding VDOT procedures and policy	▪ Identify early "Release for Construction" items that can be approved with relative ease-expedites the overall process. ▪ Set up a Design Submission Schedule, which gives advance notice for reviewers and enables VDOT to allocate resources.

3.5 PROJECT RISKS

The Lane Team has carefully examined the elements of work and the project features in evaluating and identifying three critical risks for this project. Our discussion focuses on what the Lane Team considers the most relevant and critical risk factors, the understanding of which in combination with a strategic plan of action to address each situation will guarantee a successful project. Every project contains elements of risks; however, for a project of this magnitude, the risks associated with the I-66 Widening project are reasonably low due to the clear and concise scope of work identified in the RFQ. The three risks identified for this Project are Impacts to Traffic, Right of Way Acquisition, and Potential Conflicts with Utilities.

Risk 1: Impacts to Traffic

Impacts to traffic for any construction project are always a concern but greater when it involves a major high volume corridor such as I-66. It is the negative impact to individual drivers that spearheads public outcry. This is what the public experiences and ultimately determines a project's success in the court of public perception. At the root of any Transportation Management Plan (TMP) is a Maintenance of Traffic (MOT)/ Sequence of Construction (SOC) plan. However, TMP, through detailed analysis and modeling, helps to ensure that the MOT/SOC plan is a success. TMP also establishes protocols for incident management, coordination with adjacent projects such as the Linton Hall Road/Route 29 Interchange, I-66 ATM, I-66/Route 15 Interchange and public outreach.

Lane's recent experience on the I-66 Spot Improvements [3rd lane widening] project is a prime example of a successful project where TMP was the focal point as it affected congestion, noise and a local community (Arlington County) with a discerning eye on "new construction" in their backyard. Providing substantial public outreach, especially Arlington County, was a significant component of this effective TMP.

Risks associated with TMP can be split between construction activities and after-hours maintenance. Each presents different, although similar, problems. The risks during "construction activities" are related to incident management and coordination with other projects in the nearby vicinity: I-66 ATM, I-66 and Route 15 Interchange, Route 29/Linton Hall Road Interchange, and other local projects that are underway or will commence during the term of this I-66 Widening project. Our integrated approach will include detailed coordination with adjacent projects to ensure the impacts to traffic are properly managed and not exacerbated when the TMP/SOC's are combined. Our TMP will address and mitigate potential and real impacts to traffic in the corridor minimizing the impact to traffic.

I-66 is one of the most congested corridors in the Commonwealth and provides a vital east/west link for both commuter and commerce traffic. Understanding that it is crucial to maintain traffic, our Team's processes, proven delivery methods and collaborative, partnering approach will ensure an effective Transportation Management Plan is achieved. Specifically:

- *Team Development:* Immediately upon contract award, the Lane Team will conduct an initial partnering meeting with VDOT, FHWA, utility partners, and other regional stakeholders including representatives from adjacent projects to review project requirements and stakeholder expectations. We recognize that the TMP/SOC for maintaining the northbound lane during the Catharpin Bridge reconstruction necessitates early coordination with emergency response agencies. We will develop a "make certain" checklist identifying responsibilities and timelines for successfully achieving mutually developed goals required for project success and the framework for the plan to move forward.
- *Design Workshops:* As the design progresses, we will hold regularly scheduled workshops to solicit input and buy-in by the Lead Designers, contracting team, VDOT, and other affected stakeholders (i.e., utilities, permitting authorities, emergency response teams, etc.).

- *Public Outreach:* Our experienced staff will develop a program that informs, educates and interacts with the public. This program will be used as a proactive tool to apprise the public of upcoming construction activities that will impact their commute so that they can, if feasible, make other arrangements. It will also be a reactive tool to address "incident" management concerns.
- *Constructability Reviews:* The Lane Team will conduct constructability reviews on all major components of work, as well as critical elements that may affect MOT, environmental permitting, utility relocation, and right-of-way, to be proactive in mitigating issues that may impact the project.
- *Work Packages:* Work packages will be developed for all elements of the project. These will allow the Lane Team to begin work incrementally on certain project segments or components. Work zones will be carefully secured for non-construction periods and thoroughly coordinated with the adjoining and other local projects.

Perhaps the best measure for mitigation, which is fully in our Team's control, is unification. ***We are a unified Team.*** During design, construction members will provide insight and review on a continual basis to ensure that the TMP design addresses the VDOT technical requirements, the constructability/implementation needs for construction and the goals of the stakeholders. In the end, our experienced staff, expertise in the D-B arena, and attention to detail will ensure smooth and efficient traffic operations throughout the construction of I-66 Widening project.

Risk 2: Right of Way Acquisitions

The majority of the roadway improvements will occur in the existing median of the I-66 corridor; however, there are a number of property impacts that will require acquisition in association with the bridge reconstruction at Old Carolina Road and Catharpin Road. Fortunately, there are no relocations anticipated at this time and the noise abatement requirements should be accommodated within the existing limited access right of way.

Mr. Jim Moore, our task manager for RW services is intimately familiar with the challenges of acquiring RW in Northern Virginia and is an in-house member of our Lead Designer, RDA. His experience and close collaboration in understanding and minimizing the project's needs for acquisitions' will be instrumental in reaching amicable settlements. RW risk can be summarized in two words: *human nature*. Most people, as is evidenced by the Public Hearing transcripts, conceptually support projects of this nature. However, when it comes to being personally impacted as a result, most prefer the project be located elsewhere. If matters escalate, the project schedule and costs can be impacted by RW proceedings.

The need for utility and drainage easements may impact additional property owners, in turn increasing the cost of the RW acquisitions and corresponding costs to negotiate. Further, when property owners are not willing participants in the process, they affect schedule due to lengthy negotiations and potential condemnation proceedings.

We will employ the following approach to RW acquisition which will mitigate the associated risk(s):

- *Evaluate Impacts:* Our Team will investigate the potential for drainage, construction and utility easements once the RFP is issued to determine if previously unaffected parcels are impacted including staging areas for bridge work and construction.
- *Design Alternatives:* For parcels that are affected, alternate designs will be explored. If unavoidable, we will inform VDOT for consideration and incorporation when the benefits of the alternative outweighs the risk to the project. To mitigate the impact of lengthy negotiations and potential condemnation, we propose to institute a fair but aggressive schedule that will initiate condemnation proceedings within a specified timeframe.
- *Prioritize Properties:* The Lane Team will identify properties requiring acquisitions that impose the greatest schedule risk and will develop plats and commence proper acquisition proceedings early in the Right of Way schedule. This will maximize the Lane Team's lead time to establish negotiations and go to condemnation if an agreement is not reached.

- *Eminent Domain:* However, if this time limit is exceeded and condemnation papers are filed, our Team will continue to work with property owners and negotiate in good faith to pursue an equitable agreement.
- *Advantage of In-House ROW Services:* The RDA in-house RW staff has the advantage of working directly with the design and utility coordination teams, allowing them to provide early input in identifying our acquisition needs. This integrated effort will ensure that no time is lost and the required process is adhered to.

Risk 3: Potential Conflicts with Public and Private Utilities

Utility relocations present a significant risk to both cost and schedule on any D-B project. Although clear procedures for utility relocations are defined in the VDOT Utilities Manual, ultimately the utility owners are not under the direct control of the project team. It is critical that a partnering relationship be established between the D-B Team and utility owners to effectively manage the utility relocations required for project construction. The Lane Team's approach to minimize utility impacts consists of three key components: 1) design in a manner that reduces impacts to utilities; 2) develop a sequence of construction that decreases reliance on utility relocations to carry out the work; and 3) where utility impacts cannot be avoided, maintain constant communication with the affected utilities for the life of the project to ensure responsiveness and timely relocation of facilities that are in conflict with project construction.

We will employ the following approach to Utility Coordination while always maintaining close communications with each utility owner to mitigate the associated risk(s):

- *Evaluate Conflicts:* Our Team will investigate and identify the potential utility conflicts and their impacts to the project. Understanding these impacts early can be critical to the success and prompt delivery of any project. For those impacts that we are unable to resolve, we will coordinate with each utility owner early and often in developing and adjusting our sequence of construction to best facilitate relocations and adjustments. In addition, we will expedite any easement needs by concurrently executing the RW acquisition process.
- *Design Alternatives:* For utilities that are impacted, alternate designs will be explored. Revised drainage networks and adjustment to the design features will be evaluated to eliminate conflicts where feasible. Locations of sign structures, signal poles and noise abatement walls will be also be carefully examined to determine if adjustments to the design can be made to avoid or minimize conflicts.
- *Prioritize Properties:* The Lane Team will identify properties requiring easement acquisitions for potential utility relocations that impose the greatest associated schedule risk. We will develop plats and commence property acquisition proceedings on properties requiring utility relocations early in the Right of Way schedule. This approach will allow utility relocations to occur earlier in the project schedule and reduces the schedule risk associated with utility relocations.

Our Team has a proven history of effectively coordinating utility relocations on complex roadway construction projects; we have strong working relationships with all utility companies located within the footprint of the I-66 Widening project. The Lane Team will effectively minimize the project risks associated with utility relocations by partnering with all utility owners, maintaining open lines of communication with them throughout the life of the project, and strictly enforcing the utility relocation procedures as outlined in the VDOT Utilities Manual.

The Lane Team provides the Department with:

- ***An integrated team of specialists with seasoned expertise***
- ***Vast regional experience***
- ***Sound mitigation strategies to diminish risk***

ATTACHMENT 3.1.2

0066-076-003, P101, R201, C501, B674, B675

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	**Appendix Attachment 3.1.2**
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	**Appendix Attachment 2.10**
Letter of Submittal (on Offeror's letterhead)				**1**
Offeror's point of contact information	NA	Section 3.2.1	yes	**2**
Authorized Representative's signature	NA	Section 3.2.1	yes	**3**
Principal officer information	NA	Section 3.2.2	yes	**2**
Offeror's Corporate Structure	NA	Section 3.2.3	yes	**2**
Affiliated/subsidiary companies	NA	Section 3.2.4	yes	**2**
Debarment forms	Attachment 3.2.5(a) Attachment 3.2.5(b)	Section 3.2.5	no	**Appendix Attachments 3.2.5 (a) and (b)**
Offeror's VDOT prequalification evidence	NA	Section 3.2.6	no	**Appendix Attachment 3.2.6**
Evidence of obtaining bonding	NA	Section 3.2.7	yes	**At 5**

ATTACHMENT 3.1.2

0066-076-003, P101, R201, C501, B674, B675

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
Professional Services Evidence				
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.8	no	**Appendix Attachment 3.2.8**
SCC Registration	NA	Section 3.2.8.1	yes	**4**
DPOR Registration (Offices)	NA	Section 3.2.8.2	yes	**4**
DPOR Registration (Key Personnel)	NA	Section 3.2.8.3	yes	**4**
DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.8.4	yes	**4**
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.9	yes	**3**
Offeror's Team Structure				**6**
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	**8**
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	**Appendix Attachment 3.3.1**
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.5	no	
Key Personnel Resume – Lead Traffic/ITS Designer	Attachment 3.3.1	Section 3.3.1.6	no	
Organizational chart	NA	Section 3.3.2	yes	**13**
Organizational chart narrative	NA	Section 3.3.2	yes	**12**

ATTACHMENT 3.1.2

0066-076-003, P101, R201, C501, B674, B675

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
Experience of Offeror's Team				**14**
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	**Appendix Attachment 3.4.1(a)**
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	**Appendix Attachment 3.4.1(b)**
Project Risks				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	**18**

ATTACHMENT 2.10

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFQ NO. *C00093577DB48*

PROJECT NO.: *0066-076-003, P101, R201, C501, B674, B675*

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 December 20, 2011
   (Date)
2. Cover letter of _____
   (Date)
3. Cover letter of _____
   (Date)

SIGNATURE

February 13, 2012
DATE

ATTACHMENT NO. 3.2.5(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: *0066-076-003, P101, R201, C501, B674, B675*

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 proposal.

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

RAMS	2/13/12	District Manager
Signature	Date	Title

The Lane Construction Corporation

Name of Firm

ATTACHMENT NO. 3.2.5(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: *0066-076-003, P101, R201, C501, B674, B675*

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

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

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

	January 25, 2012	Director of Transportation
Signature	Date	Title

RINKER DESIGN ASSOCIATES, P.C.
Name of Firm

ATTACHMENT NO. 3.2.5(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: *0066-076-003, P101, R201, C501, B674, B675*

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

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

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

Elizabeth Quinn **January 17, 2012** **President**

Signature Date Title

Quinn Consulting Services, Inc.

Name of Firm

ATTACHMENT NO. 3.2.5(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: *0066-076-003, P101, R201, C501, B674, B675*

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

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

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

1/26/2012 Vice President

Signature Date Title

Baker

Name of Firm

ATTACHMENT NO. 3.2.5(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: *0066-076-003, P101, R201, C501, B674, B675*

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

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

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

Darrell E. Hill January 10, 2012 President

Signature Date Title

FreeAhead Engineering PC

Name of Firm

ATTACHMENT NO. 3.2.5(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: *0066-076-003, P101, R201, C501, B674, B675*

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

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

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

David A. Bohn 1/12/12 Mid-Atlantic Regional Manager/Senior Principal

Signature Date Title

Vanasse Hangen Brustlin, Inc.

Name of Firm

ATTACHMENT NO. 3.2.5(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: *0066-076-003, P101, R201, C501, B674, B675*

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

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

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

1/18/2012 — Vice President

Signature — Date — Title

ECS Mid-Atlantic, LLC

Name of Firm

ATTACHMENT NO. 3.2.5(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: *0066-076-003, P101, R201, C501, B674, B675*

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

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

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

MKLBoll 2-2-12 President/CEO

Signature Date Title

WORLD FIBER TECHNOLOGIES, INC.

Name of Firm

==========

L002
THE LANE CONSTRUCTION CORPORATION
PREQ. EXP : 06/30/2012

--PREQ ADDRESS ----------
90 FIELDSTONE COURT
CHESHIRE, CT 06410-1212
PHONE : 203-235-3351
FAX : 203-686-0696

-- WORK CLASSES ----------
002 - GRADING
003 - MAJOR STRUCTURES
004 - BITUMINOUS CONCRETE PAVING
006 - PORTLAND CEMENT CONCRETE PAVING
007 - MINOR STRUCTURES
045 - UNDERGROUND UTILITIES

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

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

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

==========

Attachment 3.2.8.1

SCC Registration Supporting Documentation

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THE LANE CONSTRUCTION CORPORATION

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

Principal Office
90 FIELDSTONE COURT
CHESHIRE CT 06410-1212

Registered Agent/Registered Office
CT CORPORATION SYSTEM
4701 COX RD STE 301
GLEN ALLEN VA 23060-6802
HENRICO COUNTY 143
Status: Active
Effective Date: 1/5/2004

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Rinker Design Associates, P.C.

SCC ID: 02270627
Business Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 2/24/1982
Status: Active
Shares Authorized: 20000

Principal Office
9300 WEST COURTHOUSE ROAD
SUITE 300
MANASSAS VA 20110

Registered Agent/Registered Office
JOHN S WISIACKAS
9302 LEE HWY STE 1100
FAIRFAX VA 22031-6054
FAIRFAX COUNTY 129
Status: Active
Effective Date: 8/28/2003

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QUINN CONSULTING SERVICES INCORPORATED

SCC ID: 04925517
Business Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 10/24/1997
Status: Active
Shares Authorized: 5000

Principal Office
4607 MARBLE ROCK COURT
CHANTILLY VA 20151

Registered Agent/Registered Office
JOHN H QUINN JR
2208 S KNOLL ST
ARLINGTON VA 22202-2134
ARLINGTON COUNTY 106
Status: Active
Effective Date: 10/24/1997

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MICHAEL BAKER JR., INC.

SCC ID: F0260747
Business Entity Type: Foreign Corporation
Jurisdiction of Formation: PA
Date of Formation/Registration: 10/13/1992
Status: Active
Shares Authorized: 100

Principal Office
AIRSIDE BUSINESS PARK
100 AIRSIDE DR
MOON TOWNSHIP PA 15108

Registered Agent/Registered Office
CT CORPORATION SYSTEM
4701 COX RD STE 301
GLEN ALLEN VA 23060-6802
HENRICO COUNTY 143
Status: Active
Effective Date: 1/5/2004

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FreeAhead Engineering PC

SCC ID: 06764757
Business Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 4/23/2007
Status: Active
Shares Authorized: 5000

Principal Office
268 GOLDEN WOODS CT

GREAT FALLS VA 22066

Registered Agent/Registered Office
REES BROOME PC
8133 LEESBURG PIKE 9TH FL

VIENNA VA 22182
FAIRFAX COUNTY 129
Status: Active
Effective Date: 4/23/2007

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Vanasse Hangen Brustlin, Inc.

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

Principal Office
101 WALNUT ST.

WATERTOWN MA 02471-9151

Registered Agent/Registered Office
REGISTERED AGENT SOLUTIONS INC
7288 HANOVER GREEN DR

MECHANICSVILLE VA 23111
HANOVER COUNTY 142
Status: Active
Effective Date: 12/11/2008

Users are encouraged to create an SCC eFile account to:

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ECS - Mid-Atlantic, LLC

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

Principal Office
14026 THUNDERBOLT PL STE 100

CHANTILLY VA 20151-0000

Registered Agent/Registered Office
JAMES A ECKERT
14026 THUNDERBOLT PL STE 100

CHANTILLY VA 20151-0000
FAIRFAX COUNTY 129
Status: Active
Effective Date: 4/16/2004

Users are encouraged to create an SCC eFile account to:

- Conveniently monitor business entities through the use of a "Favorites" list
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WORLD FIBER TECHNOLOGIES, INC.

SCC ID: F1415738
Business Entity Type: Foreign Corporation
Jurisdiction of Formation: GA
Date of Formation/Registration: 3/9/2000
Status: Active
Shares Authorized: 10000

Principal Office
4070 NINE MCFARLAND DRIVE

ALPHARETTA GA 30004

Registered Agent/Registered Office
CT CORPORATION SYSTEM
4701 COX RD STE 301

GLEN ALLEN VA 23060-6802
HENRICO COUNTY 143
Status: Active
Effective Date: 1/5/2004

Users are encouraged to create an SCC eFile account to:

- Conveniently monitor business entities through the use of a "Favorites" list
- Perform easy step-by-step online transactions for certain types of filings, such as registered agent changes
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Attachment 3.2.8.2

DPOR Licensure Supporting Documentation for Each Office

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
01-31-2014

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

NUMBER
2701011871

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS BLD H/H

THE LANE CONSTRUCTION CORPORATION
VIRGINIA PAVING COMPANY
90 FIELDSTONE COURT
CHESHIRE, CT 06410

Gordon N. Dixon, Director

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

NUMBER
0405000502

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

PROFESSIONS: ENG, LS

RINKER DESIGN ASSOCIATES PC
9300 WEST COURTHOUSE RD
STE 300
MANASSAS, VA 22110

Gordon N. Dixon, Director

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-28-2014

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

NUMBER
0410000156

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

PROFESSIONS: ENG, LS

RINKER DESIGN ASSOCIATES PC
927 MAPLE GROVE DR STE 105
FREDERICKSBURG, VA 22407

Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-29-2012

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

NUMBER
0410000220

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

PROFESSIONS: ENG

RINKER DESIGN ASSOCIATES PC
301 CONCOURSE BLVD, STE 120
GLEN ALLEN, VA 23059

Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA

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

NUMBER
0407003733

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

PROFESSIONS: ENG

QUINN CONSULTING SERVICES INC
4607 MARBLE ROCK COURT
CHANTILLY, VA 20151

Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-29-2012

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

NUMBER
0411000829

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

PROFESSIONS: ENG

MICHAEL BAKER JR INC
3141 FAIRVIEW PARK DRIVE
SUITE 575
FALLS CHURCH, VA 22042

Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

NUMBER
0405001596

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

PROFESSIONS: ENG

FREEAHEAD ENGINEERING PC
4636 20TH STREET N.
ARLINGTON, VA 22207

Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-29-2012

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: 1 (804) 367-8500

NUMBER
0411000427

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

PROFESSIONS: ENG

VANASSE HANGEN BRUSTLIN INC
VHB
8300 BOONE BLVD
STE 700
VIENNA, VA 22182-2624

Jay W. DeBoer, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-29-2012

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

NUMBER
0411000636

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

PROFESSIONS: ENG

ECS MID-ATLANTIC, LLC
9409 INNOVATION DR
MANASSAS, VA 20110

Gordon Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
04-30-2012

NUMBER
2705 055835A

BOARD FOR CONTRACTORS
CLASS A CONTRACTORS LICENSE

WORLD FIBER TECHNOLOGIES INC

4070 NINE MCFARLAND DR

ALPHARETTA GA 30004

CLASSIFICATIONS ELE

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Jay W. DeBoer, Director

Attachment 3.2.8.3

DPOR Licensure Supporting Documentation for Key Personnel

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
07-31-2013

NUMBER
0402032943

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

CHUN M KIM
12530 BRENMILL LANE
MANASSAS, VA 20112

Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
08-31-2013

NUMBER
0402026380

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

JOHN KEVIN VICINSKI
4609 MARBLE ROCK CT
CHANTILLY, VA 20151

Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
02-28-2013

NUMBER
0402025896

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

KHOSSROW BABAEI
12144 WESTWOOD HILLS DR
HERNDON, VA 20171

Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
02-28-2013

NUMBER
0402015296

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

DAVID EASTERLY HILL
FREEAHEAD INC
4636 20TH STREET NORTH
ARLINGTON, VA 22207

Gordon N. Dixon, Director

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: 1 (804) 367-8500

EXPIRES ON
02-29-2012

NUMBER
4001 000502

REAL ESTATE APPRAISER BOARD
CERTIFIED GENERAL REAL ESTATE APPRAISER

JAMES M MOORE
3514 DELASHMUTT DRIVE

HAYMARKET VA 20151

Jay W. DeBoer, Director

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Attachment 3.2.8.4

DPOR Supporting Documentation for Non-APELSCIDLA Regulated Services

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
02-28-2013

NUMBER
4008 001684

REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION

RINKER DESIGN ASSOCIATES PC

9300 W COURTHOUSE RD STE 300

MANASSAS VA 20110

Gordon N. Dixon, Director

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ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:

RICHARD A. McDONOUGH / DISTRICT MANAGER

b. Project Assignment:

3.3.1.1 DESIGN-BUILD PROJECT MANAGER

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

THE LANE CONSTRUCTION CORPORATION

d. Years experience: With this Firm 5 Years With Other Firms 27 Years

Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):

The Lane Construction Corporation *[District Manager, 2009–Present]*—Responsible for the construction operations in Virginia. Responsible for overall administration of projects, addresses project issues, communicates design progress to owners, adheres to project schedules. Interacts with the Construction Managers, the Owners, and all other involved stakeholders regarding the progress of construction, schedule, budget, quality control, and safety. He has managed/led construction for more than 30 miles of highway and 36 bridges.

The Lane Construction Corporation *[2006–2009]*—Rich joined The Lane Construction Corporation as a Project Manager through the Moore Brothers acquisition in October 2006. He was promoted to Assistant District Manager in December 2007. Assists with Lane Mid-Atlantic operations and Virginia Sign and Lighting company (division of Lane), Project Manager for Linton Hall Road, and Design-Build Project Manager for Gilberts Corner/Route 50 Traffic Calming Improvements, VA. He participated in the development of new projects for construction, negotiations with Owners, and plan development. Responsible for overall administration of projects, addressed project issues and took corrective actions as necessary, communicated design progress to owners, adhered to project schedules. Interacted with the Construction Managers, the Owners, and all other involved stakeholders regarding the progress of construction, schedule, budget, quality control and safety.

Moore Brothers Construction *[Vice President of Operations, 1997–2006]*—Responsible for field operations: safety, project staffing, means and methods of construction, directed oversight of all bridge construction operations, estimating for bids and change orders, budget review and project development.

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

Virginia Military Institute (Lexington, VA) / BS / 1979 / Civil Engineering

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

Virginia Transportation Construction Alliance (VTCA) Board Member (1999–2010)

- **Served as VTCA President (2007–2008)**
- **Serves on the VTCA/VDOT Design-Build Subcommittee (2007–Present)**

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

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

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

South Norfolk Jordan Bridge P3 Project, Norfolk ***(DESIGN-BUILD PROJECT)***

1. Lane **Project Manager** for this $73M P3 project for design-build of a new 5,375-foot-long bridge (two-lane, fixed-span, high-rise toll bridge) over the Elizabeth River. Lane is a JV partner in the American Bridge Partners group and responsible for all construction on the project. When the mile-long toll bridge opens to traffic in Spring 2012, it will become one of the few privately-owned structures in the U.S. Major project elements consist of a new bridge with two 12-foot-wide traffic lanes and two eight-foot-wide shoulders. An eight-foot-wide, ADA-compliant sidewalk will be separated from traffic by a concrete barrier. The new bridge will provide a much-needed route for emergency vehicles and an additional evacuation route for the area. A fully electronic tolling system with E-Z Pass will offer maximum convenience for users. The work completely reconstructs the former existing bridge. It includes structural and highway design/construction, geotechnical work, hydraulics, hydrology and erosion control, permitting, utility coordination, project management, construction and QA/QC.

   As the Lane **Project Manager**, Mr. McDonough is responsible for management of all construction activities which also includes regular and frequent coordination with the American Bridge Partners P3 associate firms, particularly the designer. He is responsible for overall administration for construction of project and accountable for addressing all project construction issues. Specifically, he is responsible for the project's construction budget and schedule and their adherence to the overall project schedule and budget; allocations of all construction resources, manpower, equipment and materials; oversight of all subcontractors; coordination of work packages; and, supervision of quality control and safety compliance measures. Mr. McDonough worked with the project sponsor's designers at the onset of the project providing input to the design for constructability, value engineering concepts and cost. The project is on schedule and within budget.

2. *The Lane Construction Corporation* 3. *2009–Ongoing (Spring 2012)*

Sudley Manor Drive Design-Build Project, Prince William County, VA ***(DESIGN-BUILD PROJECT)***

1. **Project Manager** for this $26M contract for design-build of roadway improvements. Major project elements consisted of three bridges, replacement of substandard 2-lane roadway with a new 4-lane divided highway and new multi-use trails. The work completely reconstructed the 2-lane secondary road into a 4-lane divided highway with turn lanes. It included bridges, highway, geotechnical work, hydraulics, hydrology and erosion control, permitting, utility coordination, project management, construction and QA/QC.

   As the **Senior Project Manager,** he was responsible for the project(s) budget and schedule milestones; regular coordination with Prince William County staff; allocation of construction resources, both manpower and equipment; overseeing subcontractors; coordination and synchronization of work packages; and, most importantly, supervision and enforcement of quality control and safety measures. Worked with the project sponsor's designers providing input to the design for constructability, maintenance of traffic, value engineering concepts and cost. Responsible for overall administration for construction of project. Accountable for addressing all project construction issues and taking proactive measures to ensure issues did not impede progress of the project schedule. Interacted with the Construction Manager, the owner, and all other involved stakeholders regarding the progress of construction, schedule, budget, quality control, and safety.

2. *The Lane Construction Corporation* 3. *2006–2009*

VDOT Route 50 Traffic Calming Improvements Project [Gilberts Corner Roundabouts], Loudoun County, VA ***(DESIGN-BUILD PROJECT)***

1. **Design-Build Project Manager** of this innovative $13M design-build traffic-calming project for VDOT. The scope for this project was to add four roundabouts within the existing roadway, under traffic, to calm and make safe travel through this congested commuter corridor. As Design-Build Project Manager, his responsibilities included all overall administration of project –Design, Public Relations, Construction, and Quality Management. He was also responsible for chairing weekly coordination meetings between Lane Team and VDOT to maintain a homogeneous work effort for design, construction, schedule and permitting. Accountable for addressing all project issues and taking proactive measures to ensure unforeseen conflicts and problems do not impede progress of the project schedule. Interacted with the Construction Manager, the Owner, and all other involved stakeholders regarding the progress of construction, schedule, budget, controls, and safety.

2. *The Lane Construction Corporation* 3. *2007–2009*

Interstate 95 Widening Improvements, Stafford/Spotsylvania Counties, VA

1. **Executive Sponsor** for $30M new I-95 interchange with primary road improvements for the new Stafford Airport. Facilitated, supported and participated in the formal Partnering process of the project to improve project communications, relations and problem solving. Led the effort for several construction Value Engineering Proposals which resulted in financial savings and schedule improvements. Responsible for all facets of field management, project supervision oversight and direct supervision of bridge superintendents for construction of four bridges. Interacted with senior construction managers, supported Owner relations, negotiated change orders, accountable for budget, and safety.

2. *Moore Brothers Construction* 3. *2004–2006*

VDOT I-66 HOV Lane [Widening], Prince William County, VA

1. **Executive Sponsor and On-Site Construction Manager** for all facets related to field management of this major $37M project. The scope challenge for this project was to reconstruct four miles of four lane interstate and four new lanes. Project included highway, geotechnical work, hydraulics, hydrology and erosion control, permitting, utility coordination, project management and construction As Executive Sponsor, he supervised project staffing, provided input to estimating costs and budget reviews and made recommendations for means and methods of construction. In addition, he facilitated, supported and participated in the formal Partnering process of the project to improve project communications, relations and problem solving on the project. Led the effort for several construction Value Engineering Proposals which resulted in financial savings and schedule construction Supervised senior project staff, negotiations with the Owner, estimating, budget, and input for means and methods of construction. Directed supervision of superintendents and subcontractors for all structure construction to include bridges, retaining walls and shoring for support of excavation.

2. *Moore Brothers Construction* 3. *2004–2006*

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:

JOHN K. VICINSKI, P.E., DBIA / QUALITY ASSURANCE MANAGER

b. Project Assignment:

3.3.1.2 QUALITY ASSURANCE MANAGER (QAM)

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

QUINN CONSULTING SERVICES, INC.

d. Years experience: With this Firm 3 Years With Other Firms 25 Years

Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):

Quinn Consulting Services, Inc. *[Quality Assurance Manager, June 2008–Present]*—As quality assurance manager (QAM), worked exclusively on design-build projects in lead QA and QC roles for the following projects:

- January 2011-Present–Client: Dewberry. QAM for the FHWA Fairfax County Improvements (Phase III) Design-Build Project
- April 2010-December 2010–Client: Dewberry. QAM for the VDOT Waxpool Road and Loudoun County Parkway Interchange Improvements Design-Build Project
- November 2008-March 2010–Client: HNTB. Area Quality Control Engineer on the VDOT/FHWA PPTA Design-Build Project adding High Occupancy Toll (HOT) Lanes to 14 miles of the Virginia side of the Capital Beltway
- June 2008-November 2008–Client: Alpha Corporation. QAM for the VDOT Pacific Boulevard Design-Build Project
- June 2008-November 2008–Client: Alpha Corporation. QAM for the VDOT Battlefield Parkway Design-Build Project
- June 2008-November 2008–Client: Alpha Corporation. QAM for the VDOT Design-Build Gilberts Corner Project which is includes (4) traffic circles near the intersection of Route 15 and Route 50 in Loudoun County

Alpha Corporation *[Vice President and Director of Transportation, September 1997–June 2008]*—As vice president and director of transportation services in Virginia, managed up to 25 contracts simultaneously primarily providing CEI services on design-build, district-wide, and project-specific projects for VDOT and other transportation clients.

- January 2008-June 2008–Client: Dewberry. QAM for the VDOT Battlefield Parkway Design-Build Project
- January 2008-June 2008–Client: Lane Construction. QAM for the VDOT Design-Build Gilberts Corner Project in Loudoun County
- 2007-2008–Client: Virginia Port Authority (VPA). QAM on $56M, 5.6-mile rail and roadway design-build project in Portsmouth
- 2006-2008–Client: VDOT. Project Director in charge of providing CEI inspectors and support services on I-66 Gainesville Interchange project
- 2005-2008–Client APM Terminals. Project director on construction of $500M container terminal in Portsmouth
- 2005-2008 and 1995-1998–Client: VDOT. Inspector Coordinator on VDOT Northern Virginia District-wide CEI Contracts
- 1998-2008–Client: VDOT. Inspector coordinator on three consecutive VDOT Culpeper District-wide CEI contracts
- 1997-2008–Client: VDOT. Project director on three VDOT Hampton Roads District-wide CEI contracts
- 2004-2008–Client: VDOT. Project Director and task manager on task order contract providing constructability review and CPM scheduling services
- 2004-2008–Client: Town of Leesburg. Project Director in charge of providing CEI services on multiple transportation projects
- 2006-2008–Client: City of Alexandria. Project Director in charge of providing CEI services on Monroe Street Design-Build project
- 2005-2008–Client: Prince William County. Project Director in charge of providing CEI services on transportation projects in Prince William County
- 2004-2006–Client: VDOT. Project Director in charge of providing CEI services on I-81 Maury River Bridge Replacement Project near Lexington
- 2003-2006–Client: Town of Herndon. Project Director in charge of providing transportation inspectors to the Town of Herndon
- 2005-2008–Client: Fairfax County. Project Director in charge of providing CEI services on environmental and building projects in Fairfax County
- 2002-2007–Client: VDOT. Inspector coordinator in charge of providing bridge and painting inspectors in Northern Virginia, Culpeper, and Fredericksburg
- 2000-2003–Client: VDOT. Inspector coordinator in charge of providing inspectors throughout the VDOT Staunton District
- 1997–Client: VDOT. Project Director in charge of providing CEI Services on Route 17 spur Project in Warrenton

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

University of Pittsburgh (Pittsburgh, PA) / BS / 1982 / Civil Engineering Technology

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

1992 / Professional Engineer / #026380

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

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

Fairfax County Parkway (Route 7100) Design-Build, Fairfax, VA ***(DESIGN-BUILD PROJECT)***

1. **Quality Assurance Manager (QAM)** on this $22M interchange and roadway FHWA/VDOT Design-Build project. Project elements included: the construction of a six-lane divided limited access highway; the Franconia-Springfield Parkway interchange improvements; a shared use path alongside a portion of relocated Rolling Road; sound barriers along relocated Rolling Road and Ramp D; and a new bridge (B692) over the Fairfax County Parkway. Responsibilities included overseeing QA and QC staff to make certain the project was completed in accordance with the contract documents and the VDOT Design-Build Minimum Standards. Other responsibilities included facilitating preparatory meetings before new activities were begun, documenting asphalt and aggregate testing within the FHWA QL Pay System, and coordinating QA laboratory testing services as required.
2. *Quinn Consulting Services, Inc.* 3. *February 2010–July 2012*

VDOT I-495 HOT Lanes Design-Build Project ***(DESIGN-BUILD PROJECT)***

1. **Area Quality Control Engineer** on the design-build widening of 14 miles of the Capital Beltway. The $1.5B project adds two lanes in each Beltway direction, replaces more than 50 bridges and overpasses, upgrades 10 interchanges, and improves bike and pedestrian access. Responsible for managing teams of inspectors to provide quality control inspection and testing services in accordance with the project specific quality assurance/quality control plan and VDOT's Minimum Quality Control & Quality Assurance Requirements for Design Build & Public-Private Transportation Act Projects. Responsibilities also include interfacing with project design engineers on RFIs, field design changes (FDCs), and non-compliance reports (NCRs) and daily coordination with QA and general engineering consultant (GEC) personnel.
2. *Quinn Consulting Services, Inc.* 3. *November 2008–Present*

VDOT Battlefield Parkway Design-Build Project, Town of Leesburg, VA ***(DESIGN-BUILD PROJECT)***

1. **Quality Assurance Manager (QAM)** on construction of Battlefield Boulevard extension east of the Town of Leesburg. Project elements included: right-of-way acquisition, utility relocation, new roadway and bridge construction, erosion and sediment control, MOT, and drainage work. Responsible for overseeing quality assurance activities, reviewing and approving monthly pay estimates, and verifying that contractor and QC personnel perform work in accordance with the contract documents and the project specific QA/QC plan and VDOT's Minimum Quality Control & Quality Assurance Requirements for Design-Build & Public-Private Transportation Act Projects.
2. *Quinn Consulting Services, Inc.* 3. *January 2008–November 2008*

VDOT Gilberts Corner Design-Build Project, Loudoun County, VA ***(DESIGN-BUILD PROJECT)***

1. **Quality Assurance Manager (QAM)** on construction of four new traffic circles or roundabouts being installed as part of the Route 50 traffic calming initiative at and near the intersection of Route 15 and Route 50 in Loudoun County. Responsible for overseeing all QA and QC activities and assuring that work was performed in accordance with the project specific QA/QC plan and VDOT's Minimum Quality Control & Quality Assurance Requirements for Design Build & Public-Private Transportation Act Projects. In the initial stages of the project, helped write the QA/QC plan and assemble a team of QA inspectors and QC technicians that had the required experience and certifications to implement the plan and track all project documentation. Reviewed and signed monthly pay estimates after comparing pay requests with actual progress and compliance with minimum QA/QC technical standards.
2. *Quinn Consulting Services, Inc. and Alpha Corporation* 3. *January 2008–November 2008*

Virginia Port Authority/Commonwealth Railway Maintenance Safety Design-Build Project, Portsmouth, VA ***(DESIGN-BUILD PROJECT)***

1. **Quality Assurance Manager (QAM)** on this $56M, 5.6-mile, rail and roadway design-build project in Portsmouth. The project was constructed in the median of I-164 and included rail, (1) new bridge, MSE walls, utility installation, and roadway/drainage improvements. Responsible for assembling and overseeing the quality assurance team and reviewing contractor and quality control personnel for compliance with the project specific quality control plan and VDOT's Minimum Quality Control & Quality Assurance Requirements for Design Build & Public-Private Transportation Act Projects. Attended weekly meetings with VPA, design engineer, design-build contractor, VDOT, QC, and QA personnel to discuss project progress and QA/QC plan compliance.
2. *Alpha Corporation* 3. *March 2007–June 2008*

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:

MO KIM, P.E. / DIRECTOR OF TRANSPORTATION

b. Project Assignment:

3.3.1.3 DESIGN MANAGER

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

RINKER DESIGN ASSOCIATES, P.C.

d. Years experience: With this Firm 17 Years With Other Firms 1 Year

Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):

Rinker Design Associates, P.C. *(formerly Rinker-Detwiler and Associates, P.C.) [Director of Transportation, 2003–Present]*—Principal-In-Charge of overseeing and managing all elements of roadway design, hydrology and hydraulics, construction plans and overall direction of the Transportation Department. Duties include Quality Control and Quality Assurance (QA/QC) for all professional services and oversight of all subconsultant work. Strong emphasis is placed on constructability reviews and best value solutions for recent D-B projects. Recently served as the President of the American Society of Highway Engineers–Potomac Section, having served on the Board of Directors for the past 7 years (most recently as the Past-President). Also served as a member of the Technical Advisory Committee for the Northern Virginia Transportation Alliance.

Rinker-Detwiler and Associates, P.C. *[Project Manager, 2000–2003]*—Primary Point of Contact on numerous roadway improvement projects. Responsible for managing all aspects of design and performing IGRDS to Geopak migration for the firm. Project Manager/Lead Designer on several VDOT L&D projects. Duties included performing geometric layouts, drainage design, stormwater management, flood studies, maintenance of traffic, value engineering and quality control. Also responsible for providing bid assistance, construction support and review of shop drawing as the Engineer of Record.

Rinker-Detwiler and Associates, P.C. *[Senior Transportation Engineer, 1997–2000]*—Responsible for elements of roadway design production associated with large widening and infrastructure projects. Duties included reviewing cross sections and performing take-off on construction plans. Team Leader for preparing and assembling plans for constructions, as well as developing the technical capabilities of the junior staff. Provided all elements of geometric and drainage design on an array of projects throughout the Commonwealth.

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

University of Virginia (Charlottesville, VA) / BS / 1993 / Civil Engineering

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

2001 / Professional Engineer / #032943

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

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

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

James Madison Highway (Route 15) PPTA/Design-Build, Prince William County (Haymarket), VA ***(DESIGN-BUILD PROJECT)***

1. **Design Manager** and **Engineer of Record** responsible for the oversight of all disciplines encompassed under the design elements of work (which included 2 bridges) as identified in the Design-Build contract with Branch Highways including Quality Control and Quality Assurance for all design services, and supervision of all work being performed by subconsultants. Responsible for executing timely design while meeting VDOT and AASHTO design criteria. Also responsible for facilitating coordination meetings among the various stakeholders on the project and overseeing the CEI efforts for construction Quality Control, ensuring design intent is being carried out in the field. The specific responsibilities and authorities associated with this $55M Design-Build project are similar, if not identical, to the scope set forth in this RFQ. Although this project is a Prince William County administered project, responsibilities as the Design Manager included close coordination with VDOT for ultimate acceptance and maintenance of a quality product.
2. *Rinker Design Associates, P.C.*
3. *February 2007–January 2010*

Sudley Manor Drive PPTA/Design-Build, Prince William County (Manassas), VA ***(DESIGN-BUILD PROJECT)***

1. **Design Manager** for the first project in Prince William County contracted and constructed in accordance with the Public Private Transportation Act of 1995 in association with CH2MHILL and The Lane Construction Corporation. The construction plans (completed with VDOT approval within an accelerated 180-day schedule) entailed right of way acquisitions, transcontinental petroleum line relocations and utility design/coordination. Responsible for overall management of geometric and hydrologic/ hydraulic design on the project and the preparation of the overall construction plans including plan utility design for VDOT approval. Responsible for coordinating field revisions with CH2MHILL and ensuring the proper stakeout of the revised facilities for The Lane Construction Corporation.
2. *Rinker Design Associates, P.C.*
3. *July 2004–September 2006*

VDOT Stringfellow Road (Route 645) Widening, Fairfax County, VA

1. **Project Manager** providing engineering services for this 2.02-mile project for right of way and construction plans including roadway design, hydraulic design, traffic engineering design (including traffic data collection and analysis), sign, signal, pavement marking, lighting plans and ITS, retaining wall design, permit sketches, coordination of utility design and supplemental survey data with roadway design and construction coordination and support. Responsible for administering the contract and overseeing all elements of the professional engineering design services. Serves as the primary point of contact for VDOT and responsible for all aspects of design quality and oversight of personnel and subconsultants. Responsible for extensive stakeholder coordination and developing a best value solution to the geometric design due to heavy utility impacts and Fairfax County stewardship. This project includes the development of detailed traffic management plans to ensure constructability and safety during construction.
2. *Rinker Design Associates, P.C.* 3. *October 2005–Present*

Linton Hall Road PPTA, Prince William County (Manassas), VA ***(DESIGN-BUILD PROJECT)***

1. **Design Manager** for segments C-502, C-503 and C-504, which were adopted by Prince William County as a PPTA by way of a bond referendum in association with The Lane Construction Corporation and CH2MHILL. Served as Project Manager on the original VDOT project, which was a 9.5-kilometer urban minor arterial improvement project, including roadway widening, intersection improvements, sound walls, box culverts and installation of asphalt trails and curb and gutter. 4.8 kilometers were constructed under the bid-build guideline, and the remaining 4.7 kilometers as a PPTA/Design-Build. Responsible for overall management and design QA/QC of geometric design and the oversight of all subconsultants encompassing hydrologic/hydraulic analyses, flood studies and traffic. Performed detailed geometric design for horizontal and vertical geometry and prepared design waiver and exception requests to the Department. Responsible for the review of all stormwater management and drainage design to ensure adequate outfall and BMP applications. Also led the development of detailed sequence of construction, maintenance of traffic and noise abatement plans.
2. *Rinker Design Associates, P.C.* 3. *2001–December 2008*

VDOT Route 36 Improvements, City of Hopewell and Prince George County, VA ***(DESIGN-BUILD PROJECT)***

1. **Design QA/QC Lead** responsible for the quality assurance and quality control for multi-discipline construction plans. Duties and responsibilities included the review of roadway widenings and new alignments. Project responsibilities also included the review of open and closed storm drain systems, SWM, TMP, Signals and utility coordination/design. Acted as design QA/QC manager to review the overall submissions and provide review guidance on all design elements for both RDA and subconsultants. Also responsible for coordinating with Design Manager to ensure that Abernathy Construction had the largest available time to construct the project–efficiently and under budget.
2. *Rinker Design Associates, P.C.* 3. *November 2008–2010*

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:
ROBERT CROSS / GENERAL SUPERINTENDENT

b. Project Assignment:
3.3.1.4 CONSTRUCTION MANAGER

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

d. Years experience: With this Firm 5 Years With Other Firms 35 Years
Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):

The Lane Construction Corporation *[General Superintendent, 2006–Present]*—General Superintendent with 35 years of experience in the heavy construction industry. Work experience prior to the HOT Lanes project has included both roadway and site development and construction. He performs constructability reviews of design drawings; develops and maintains project schedule; coordinates with contractor and other subcontractors' activities, and oversees all Quality Control activities on the project site to include both materials used and work performed and ensures that these meet contract requirements and the "approved for construction" plans and specifications. He has also served as superintendent on projects that have included most of the military bases in the greater Washington metropolitan area and numerous airports between Dulles and Richmond.

Moore Brothers Construction *[General Superintendent, 2005–2006]*—General Superintendent overseeing projects and employees in heavy construction work primarily in site development and preparation, roadway construction and general construction activities. He supervised all aspects of construction including highway widening, geotechnical work, hydraulics, hydrology and erosion control, permitting, and utility coordination. Additionally, he performed quality control activities to ensure contract requirements were met and that approved for construction plans and specifications were met.

Archer Western Contractors *[General Superintendent, 2003–2005]*—General Superintendent who performed constructability reviews of design drawings; developed and maintained project schedule; coordinated with contractor and other subcontractors' activities. He supervised all aspects of construction including quality control assessments and measures.

Shirley Contracting Company, LLC, *[General Superintendent, 1999–2003]*—General Superintendent who implemented and enforced corporate safety policy; performed constructability reviews of design drawings; developed and maintained project schedule; coordinated with contractor and other subcontractors' activities.

Prince William Construction Company, *[Superintendent, became Vice President of Operations, 1997–1999]*—As Superintendent, he performed constructability reviews of design drawings; developed and maintained project schedules; coordinated with other subcontractors' activities. He was promoted to Vice President of the company, which included additional responsibilities including financial and safety tasks. Notable project work included Superintendent of the Prince William County new roadway construction project from Liberia Avenue to Minnieville Road and new roadway from Balls Ford Road to Route 28 as part of the Prince William County 234 Bypass Project.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Northern Virginia Community College / Coursework / 2 Years
HS Diploma / 1972 / Langley High School

f. Active Registration: Year First Registered/ Discipline/VA Registration #: **N/A**
Mr. Cross will hold the following up-to-date certification prior to the commencement of construction:
- **Virginia Department of Conservation and Recreation ("DCR") Responsible Land Disturber ("RLD") Certification**
- **VDOT Erosion and Sediment Control Contractor Certification ("ESCCC")** ***(currently holds this certification)***

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

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

VDOT I-495 HOT Lanes **(DESIGN-BUILD PROJECT)**

1. As the **General Superintendent** on this project, his specific responsibilities include: supervising engineering, survey, and Q.C. staff, developing and maintaining project schedule, tracking and evaluating project schedule, scheduling subcontractors' activities, and on-site engineering calculations and drawings. Lane is responsible for 50% of the roadway construction and elements of the I-495 widening and improvements as part of this $1.5B PPTA project. The HOT Lanes project is the most significant package of improvements to the Capital Beltway in a generation. Two new lanes are being constructed in each direction on the 14-mile stretch of I-495 from the Springfield Interchange to just north of the Dulles Toll Road. The project encompasses the replacement of more than $260M of aging infrastructure, including more than 50 bridges and overpasses. Additional construction elements include retaining walls, excavation, storm sewer work, grading stone placement and paving.
2. *The Lane Construction Corporation* 3. *2009–Present*

4th Runway and Associated Taxiways, Washington Dulles International Airport

1. As **Superintendent**, he oversaw the project schedule, coordinated and scheduled with all subcontractors and supervised all aspects of construction. This $47M project constructed the foundation for a new runway and taxiway on a 675-acre site at Washington Dulles International Airport. Construction included installation of erosion and sediment control measures and ground stabilization, tree clearing, clearing and grubbing, demolition of existing structures and fencing, 2.3 million yards of excavation and embankment, 4,700 If of box culverts, 15,000 If of rep, security fencing, and staging areas with associated utilities for multiple construction contracts.
2. *Moore Brothers Construction* 3. *2006–2008*

VDOT I-66 Roadway Widening Project

1. Performed as **General Superintendent** on the 3-mile widening of Interstate 66 from Route 234 business to Route 234 bypass, a critical project in the expansion of I-66 westward and the extension of HOV lanes. He supervised all aspects of construction for this major $37M project which included highway widening, geotechnical work, hydraulics, hydrology and erosion control, permitting, and utility coordination. In addition, he made recommendations for means and methods of construction. He supervised structure construction to include bridges, retaining walls and shoring for support of excavation.
2. *Moore Brothers Construction* 3. *2005–2006*

VDOT Springfield Interchange Project, Phases VI & VII

1. As **General Superintendent**, he implemented and enforced corporate safety policy; performed constructability reviews of design drawings; developed and maintained project schedule; coordinated with contractor and other subcontractors' activities. Part of a multi-phased mega project, this complex interchange project (convergence of I-95, I-495 and I-395 South of Washington, DC) under some of the heaviest traffic conditions in the country included bridge structures and excavation. Work included the widening of ramps and reconstruction of the existing interstate with additional median lanes.
2. *Archer Western Contractors* 3. *2003–2005*

VDOT Route 29 Interchange and Bridge Project, Culpeper County, VA

1. As **Superintendent**, he performed constructability reviews of design drawings; developed and maintained project schedule; coordinated subcontractors' activities. Other notable projects with which Bob was involved in the same time period included:
   - Hanover Co. Airport Project, rebuilt runway including a shutdown period of 20 days for stone, paving, electrical, and painting
   - Prince William County Parkway Project, new roadway construction from Liberia Avenue to Minnieville Road
   - Route 234 Bypass Project, new roadway from Balls Ford Road to Route 28
2. *Prince William Construction Company* 3. *1997–1999*

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:

KHOSSROW BABAEI, P.E. / DIRECTOR OF STRUCTURAL DEPARTMENT

b. Project Assignment:

3.3.1.5 LEAD STRUCTURAL ENGINEER

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

MICHAEL BAKER JR., INC.

d. Years experience: With this Firm **1.5** Years With Other Firms **36** Years

Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):

Michael Baker Jr., Inc. *[Director of Structural Department, 2010–Present]*—Director of all aspects of bridge and structural design in Falls Church, Virginia office. Responsibilities include supervision of staff of Structural Department, review and QA/QC of all professional products and services with emphasis in quality, constructability and cost-effectiveness, as well as oversight of subconsultant work.

Virginia Department of Transportation, NOVA District, Bridge & Structures Division *[Consultant Manager, 2006–2010]*—Responsible for quality, constructability, and cost-effectiveness of all bridge & structural designs performed by consultants. Managed and coordinated tasks assigned to five consultants, three of which worked simultaneously on bridge replacement projects with significant approach roadway modifications. Responsibilities included coordination among the various stakeholders, within-budget completion of all multi-discipline products, and on-schedule advertisement of the project.

Wilbur Smith Associates *[Director, Bridge & Structures Technology, 1997–2006]*—Managed bridge design projects with emphasis on bridge replacement, directed design groups, and performed quality control of plans and specifications. Initiated conceptual designs, performed final designs, and prepared contract plans and specifications. Pioneered in utilizing state-of-the-art techniques and materials to accelerate bridge construction and prolong bridge service life. Published technical papers on accelerated bridge construction and high performance concrete materials at TRB, IBC, ACI, & PCI. Developed and taught an FHWA workshop nationwide on performance of concrete bridges in adverse environments.

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

University of Washington (Seattle, WA) / MS / 1978 / Civil Engineering
University of Tehran (Tehran, Iran) / BS / 1974 / Civil Engineering

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

1995 / Professional Engineer / #025896

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

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

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

Replacement of Bridge on Route 123 (Chain Bridge Road) over Accotink Creek, City of Fairfax, VA

1. **Supervisor and QA/QC Manager for** the design and production of plans and contract documents for the replacement and widening of the existing bridge over Accotink Creek, including significant approach roadway modifications. The project also added a new pedestrian bridge. The scope included structural design, roadway design, survey, geotechnical, H&H, ROW & utility relocation, construction phasing & MOT, and public hearing. Responsible for executing timely design while meeting VDOT and AASHTO LRFD bridge design criteria. Also responsible for facilitating coordination among the various stakeholders on the project, including City, VDOT, utility companies, and the community.
2. *Michael Baker Jr., Inc.* 3. *2010–2012*

VDOT Accelerated Bridge Replacement & Widening on Route 15/29 over Broad Run, Prince William County, VA

1. **Consultant Manager** for the design and advertisement of replacement and widening of the southbound bridge over Broad Run, a 130-foot concrete T beam structure comprised of three spans, and located in the Buckland Historic District. Developed an accelerated bridge replacement concept and preliminary plans and forwarded to Consultant for final design. The accelerated construction was accomplished in three stages, after the preparatory work for widening (including extending the piers and abutments and widening approach roadway) was completed under normal traffic. Construction for each stage began Friday at midnight and finished Sunday, while the traffic was detoured. At each stage a span of the bridge was replaced with prefabricated modules comprised of steel beams and concrete deck/railing, using lightweight concrete. When opened to traffic on Sunday, the installed spans participated in carrying the normal traffic. The overall structure was replaced/widened in three weekends. **This innovative project was sponsored by the FHWA Highways for Life program**.
2. *Virginia Department of Transportation, NOVA District* 3. *2007–2008*

Bridge Replacement, Southern Avenue over Suitland Parkway, Washington, D.C. ***(DESIGN-BUILD PROJECT)***

1. **Project Manager** for preparation of plans and construction support for this design-build project for Eastern Federal Lands Highway Division and D.C. Department of Transportation. The project involved replacement of the existing steel frame bridge with a 413-foot long, three-span, cast-in-place, post-tensioned concrete box girder bridge. Bridge replacement was completed in two stages allowing two lanes of traffic on Southern Avenue during construction. Each stage of construction included completion and post-tensioning of a twin-cell, parabolic box with a minimum depth of 4.5 feet and maximum depth of 8 feet at piers. A narrow closure pour between the two boxes completed the construction. Bridge aesthetics played an important role in this project.
2. *Wilbur Smith Associates* 3. *2004–2005*

Bridge Replacement , Forest Park Avenue over Gywnns Falls, City of Baltimore, MD

1. **Project Manager** for design and preparation of plans and construction documents. Responsibilities included supervision of design team, review and QA/QC of bridge plans and estimates to replace an existing two-span concrete arch bridge with a 120-foot, single-span bridge supported by prestressed concrete beams and semi-integral tall abutments. Foundations at abutments were steel H piles placed in 18-inch diameter holes filled with concrete and designed for scour based on the unsupported pile length. Lightweight backfill was specified behind the abutment and wingwalls to reduce earth pressure. An important feature of the project was mounting precast, parabolic concrete fascia panels to both sides of the bridge for aesthetics. The panels were made with light weight concrete and had stone finish form liners on the exterior face.
2. *Wilbur Smith Associates* 3. *2003–2004*

VDOT Bridge Replacement, Route 251 over Buffalo Creek, Rockbridge County, VA

1. **Task Manager** for design of replacing and widening a 200-foot existing truss bridge with a two-span continuous steel plate girder bridge with a composite concrete deck. The substructure consisted of a solid pier on spread foundation with consideration for scour depth. The abutments were modification and extension of the existing abutments with the expansion joint removed. The design included phasing to maintain the traffic during construction.
2. *Wilbur Smith Associates* 3. *1999–2000*

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:

DAVID HILL, P.E. / PRESIDENT

b. Project Assignment:

3.3.1.6 LEAD TRAFFIC/ITS DESIGNER

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

FREEAHEAD ENGINEERING, P.C.

d. Years experience: With this Firm 5 Years With Other Firms 26 Years

Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):

FreeAhead Engineering, P.C. *[President, January 2007–Present]*—Specializing in ITS planning and design and traffic engineering services.

HNTB Corporation *[Vice President, January 1997–November 2006]*—Director of the firm's national ITS practice directing the marketing, delivery and quality control of all ITS services provided nationwide.

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

Virginia Polytechnic Institute and State University (Blacksburg, VA) / MS / 1980 / Civil Engineering
Virginia Polytechnic Institute and State University (Blacksburg, VA) / BS / 1978 / Civil Engineering

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

1984 / Professional Engineer / #015296

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

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

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

I-495 Capital Beltway Express (HOT) Lanes, Fairfax, VA

1. **Task Leader** for the preliminary engineering design of the ITS, signing, marking, and traffic signal design elements of this public private partnership to implement high occupancy/toll lanes on the Capital Beltway in northern Virginia. Extensive signing, both static and dynamic are required to inform drivers and direct them into and out of the Express lanes which are being built adjacent to the general purpose lanes. ITS elements include conventional CCTV surveillance, automatic incident detection through video surveillance, violation enforcement, electronic toll collection, vehicle detection, traveler information, fiber optic and wireless communications network, and dynamic toll pricing information dissemination.
2. *HNTB Corporation* 3. *2004–2006*

Hathaway Bridge Design-Build, Panama City, FL ***(DESIGN-BUILD PROJECT)***

1. **Task Leader** for the ITS, lighting, electrical and traffic signal design elements of this $86M design-build project. The new Hathaway Bridge consisted of two separate 80-foot wide bridge decks, approximately 3,800 feet in length and was constructed using segmental construction. Extensive coordination between the design team and the contractor were required to properly place all of the ITS, and roadway lighting elements along with conduit access points into the casting of the individual bridge segments. The ITS elements included CCTV, vehicle detection, dynamic message signs, a roadway weather information system, and a fiber optic communication network connected to the FDOT control center. An electrical distribution system was designed to supply power to each of the ITS devices as well as the decorative roadway lighting that was included in the design. The electrical system also supplied power to the aesthetic under-bridge lighting that was provided. Coordination with other construction projects modifying the approach roadways to the bridge were also required and included the design of traffic signals, and the installation of DMS on the approach roadways to the bridge.
2. *HNTB Corporation* 3. *2000–2003*

I-495 Capital Beltway Express (HOT) Lanes, Fairfax, VA ***(DESIGN-BUILD PROJECT)***

1. **Lead Engineer** working as a subconsultant to HNTB for the design of the traffic signals associated with access and egress to the HOT Lanes being constructed on the Capital Beltway. This effort included the design of three temporary signals for maintenance of traffic during construction and 13 permanent signal designs. Close coordination with the lead design firm and the contractor was maintained throughout the design portion of this $1.4B project.
2. *FreeAhead Engineering, P.C.* 3. *2008–2009*

I-95/I-395/I-495 Interchange Design, Springfield, VA

1. **Task Leader** for the ITS system design elements of this $700M interchange reconstruction project. Design efforts included; identification of ITS elements to aid in the maintenance and management of traffic during construction, maintaining communication to existing ITS elements within the construction limits, rerouting the fiber optic backbone around the construction area, and the implementation of additional CCTV cameras, variable message signs, vehicle detectors, and reversible roadway gates. This project also included traffic signal designs for 15 intersections, two (2) of which employed complex, unconventional phasing to efficiently move traffic through wide intersections.
2. *HNTB Corporation* 3. *1994–2005*

I-495 Capital Beltway Express (HOT) Lanes, Fairfax, VA ***(DESIGN-BUILD PROJECT)***

1. **Project Manager** for employing the systems engineering process for the development of a project architecture for the Tolling and Traffic Management System for the public private venture to design, build and operate HOT lanes on a 12-mile section of the Capital Beltway in Northern Virginia. The project architecture was compatible and based on the Northern Region ITS architecture. In addition to the project architecture, documentation to support VDOT's Rule 940 Checklist was also prepared.
2. *FreeAhead Engineering, P.C.* 3. *2008*

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR—WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Contractor—three (3) projects which best illustrates current qualifications relevant to this Project.

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
I-66 SPOT IMPROVEMENTS PROJECT **Arlington County, Virginia** **DELIVERY METHOD:** DESIGN-BID-BUILD **CATEGORY OF WORK:** • LIMITED ACCESS HIGHWAY INTERCHANGE • BRIDGE AND RAMP • ITS AND LIGHTING • GRADING • EXCAVATION • UTILITIES COORDINATION • PHASED SEQUENCE OF CONSTRUCTION • EXTENSIVE PUBLIC INVOLVEMENT • COORDINATION WITH ADJACENT PROJECTS **CONTRACTOR:** THE LANE CONSTRUCTION CORPORATION (Chantilly, VA) **LEAD DESIGNER:** HNTB	**PROJECT SCOPE** This project adds a third lane between the interchanges of Fairfax Drive on-ramp (just west of George Mason Drive) to the existing deceleration lane at the Sycamore Street off-ramp (1.9 miles). **PROJECT DESCRIPTION** The westbound acceleration and deceleration lane between Fairfax Drive and Sycamore Street have been lengthened to form a continuous auxiliary lane between the two ramps. A new 12-foot-wide shoulder was constructed with full-strength pavement capable of carrying traffic during emergencies. The work also included: sight distance improvements, variable and static message signs, traffic management systems, roadway lighting and landscaping in selected areas. Lane removed the existing ITS conduit, cables and equip and seamlessly integrated new communications, CCTVs, dynamic message sign, service panel telemetry and vehicle detection subsystems into VDOT's existing AutomatedTraffic Management System (ATMS). All work was performed within the existing right-of-way. A multi-phased (three phases) construction approach was implemented to minimize the inconvenience to the traveling public through the area and get the completed road under traffic prior to inclement weather. Although motorists were expected to experience periodic lane closures until the project was completed, all lane closures were at night (no daytime, weekend or holiday closures) and the lack of disruption on this heavily-traveled interstate has been notable in its mere silence. This recently completed project (December 5, 2011) adds much needed capacity to this heavily congested commuter thoroughfare. This enhancement will also serve the local population well for their everyday access through the community. **PROJECT BACKGROUND** The Virginia Department of Transportation began studying short and long-term solutions to growing traffic congestion on the I-66 Cooridor inside the Capital Beltway. This is the first of three spot improvements on I-66 to reduce congestion and increase safety along westbound I-66 inside the Capital Beltway. **PROJECT BENEFITS** The additional third lane will offer faster travel choices and congestion relief for motorists in the northern Virginia/ Washington, D.C. region. Benefits to drivers, carpoolers, public transportation users and the business community include: • Less stop-and-go traffic • Improved capacity to relieve previously congested commuter traffic conditions • Improved safety conditions • Integrated ATMS elements into existing VDOT system ***Evidence of Performance*** The project was delivered for less than VDOT's projected budget and on time.	**Virginia Department of Transportation** **Northern Virginia District** **4975 Alliance Drive** **Fairfax, VA 22030** **Mr. Charles Mel Harvey** **Area Construction** **703.259.3240**	December 2011	December 5, 2011	$10,200	$9,800	$9,800

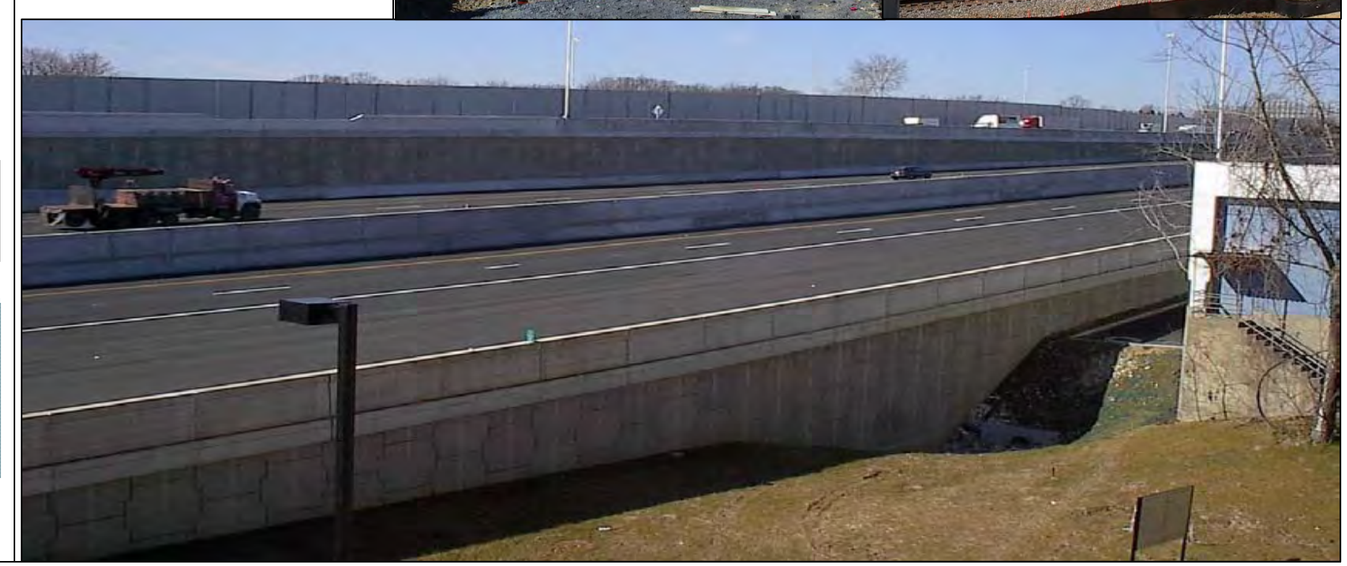
ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR—WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Contractor—three (3) projects which best illustrates current qualifications relevant to this Project.

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
I-95/I-495 SPRINGFIELD INTERCHANGE **Fairfax County, Virginia** **DELIVERY METHOD:** DESIGN-BID-BUILD **CATEGORY OF WORK:** • LIMITED ACCESS HIGHWAY INTERCHANGE • GRADING • BRIDGES • DRAINAGE • SOUND WALLS • LIGHTING • EXTENSIVE MOT • PUBLIC INVOLVEMENT • COORDINATION WITH ADJACENT PROJECTS **LEAD CONTRACTOR:** THE LANE CONSTRUCTION CORPORATION (Chantilly, VA) **LEAD DESIGNER:** HNTB	**PROJECT SCOPE** This complex interchange involved the construction of 5 new multi-span bridges and reconstruction and widening of two existing bridges with four cast-in-place retaining walls totaling 14,591 cubic meters of structural concrete. **PROJECT DESCRIPTION** In a high profile project, Lane built this complex interchange project (convergence of I-95, I-495 and I-395 South of Washington, DC) under some of the heaviest traffic conditions in the country. Lane performed all of the structural, excavation and paving work itself. Lane took extraordinary efforts to coordinate with other contractors and the Clients on adjacent projects. Work included the widening of ramps and reconstruction of the existing interstate with additional median lanes. Lane was the Lead Contractor for Phase V of the Springfield "Mixing Bowl" Interchange, a $75M major highway and bridge contract for the Virginia Department of Transportation. The construction of this phase of the long term multi-phased project contributed to the ultimate creation of a seamless HOV network on I-95/I-395, the Capital Beltway, I-66, the Dulles Toll Road, and future HOV lanes on Braddock Road (enabling easier access to I-66). This phase of the Springfield Interchange project also required significant Maintenance of Traffic measures for what is probably one of the busiest interchanges in the greater Washington Metropolitan area which only increases at peak rush hour times. Both a high profile and highly visible project, the Springfield Interchange also included significant public involvement efforts and coordination with other proximate highway and roadway projects. Community meetings of affected residential neighborhoods and business areas were conducted regularly; updated traffic conditions and project progress were regularly uploaded to the project website for the travelling public's advisement; and, community input solicited for sound wall placement and construction, among others. **Lane completed this project on an Owner-requested expedited schedule and received a $6.5M incentive completion bonus.** ***Evidence of Performance*** *" … commend [Lane] for … meet[ing] your substantial completion date … and provide[ing] all deliverables as stated herein."* **~ Larry Cloyed, VDOT Springfield Interchange Project Manager**	**Virginia Department of Transportation** **Northern Virginia Mega Projects Office** **6363 Walker Lane, Suite 500** **Alexandria, VA 22310** **Mr. Larry Cloyed, Project Manager** **571.483.2584**	November 2003	November 2003	$52,718	$74,348* *included bonus for achieving expedited schedule	$74,248



ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR—WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Contractor—three (3) projects which best illustrates current qualifications relevant to this Project.

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
I-495 CAPITAL BELTWAY HOT LANES **Fairfax County, Virginia** **DELIVERY METHOD:** DESIGN-BUILD **CATEGORY OF WORK:** • LIMITED ACCESS HIGHWAY INTERCHANGE • BRIDGES • ITS AND LIGHTING • GRADING • EXCAVATION • SOUND WALLS • HIGH OCCUPANCY TOLL (HOT) LANES • EXTENSIVE COORDINATION WITH OTHER CONTRACTORS • COORDINATION WITH NUMEROUS AREA-WIDE PROJECTS • VERY EXTENSIVE MOT **CONTRACTOR:** THE LANE CONSTRUCTION CORPORATION (Chantilly, VA) **LEAD DESIGNER:** HNTB	**PROJECT SCOPE** Construction of four new general-purpose traffic lanes (two in each direction) outside of the existing lanes on the Capitol Beltway. Work includes the reconstruction of ramps, interchanges, frontage roads, overpasses and underpasses, bridges and other necessary crossings. **PROJECT DESCRIPTION** Lane is constructing two new lanes in each direction on a 14-mile stretch of I-495 from the Springfield Interchange to just north of the Dulles Toll Road. The project encompasses the replacement of more than $260M of aging infrastructure, including more than 50 bridges and overpasses. Construction of Springfield Interchange Phase VIII creates a seamless HOV network on I-95/395, the Capital Beltway, I-66, the Dulles Toll Road and future HOV lanes on Braddock Road (allowing for easier connection to I-66). There will be three new access points to the Capital Beltway at Route 29/Lee Highway, Westpark Bridge and Jones Branch Drive. Upgrades to 12 key interchanges will promote driver safety. Lane is also building more than 70,000 linear feet of sound walls to double the existing protection for local neighborhoods. Coordination with adjacent and other regional projects has been critical and an integral factor in the extensive MOT that has been required to minimize congestion during construction **PROJECT BACKGROUND** The Virginia Department of Transportation began studying short and long-term solutions to growing traffic congestion on the Capital Beltway in the late 1980s. By 1994, it had concluded High Occupancy Vehicle (HOV) lanes were needed. A private developer submitted plans for High Occupancy Toll (HOT) lanes in 2002 to the Commonwealth, which resulted in the selection of that alternative in 2005. The HOT Lanes project is the most significant package of improvements to the Capital Beltway in a generation. When completed, they will provide drivers with the option of paying a toll for a faster, more predictable trip based upon real-time traffic conditions. Drivers using the HOT lanes will also have access to (HOV) lanes usually limited to vehicles with multiple occupants. **PROJECT BENEFITS** The new HOT Lanes will offer faster travel choices and congestion relief for motorists in the Northern Virginia/Washington, D.C. region. Benefits to drivers, carpoolers, public transportation users and the business community include: • Less stop-and-go traffic • Improved opportunities for reliable bus service for public transportation users • Reduced cut-through traffic on local neighborhood streets • Positive environmental impact because vehicles move through the area more quickly, reducing emissions ***Evidence of Performance*** *"A solid experienced company that has built to standard and worked well under difficult traffic and space constraints to minimize impact on travel."* **~ Garrett Moore, VDOT NOVA District Administrator**	**Virginia Department of Transportation** **Northern Virginia District** **4975 Alliance Drive** **Fairfax, VA 22030** **Mr. Garrett Moore** **District Administrator** **703.259.1959**	December 2012	Anticipated December 2012 Project is on schedule	$1,500,000	$1,500,000	$500,000

ATTACHMENT 3.4.1(b)

LEAD DESIGNER—WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Designer—three (3) projects which best illustrates current qualifications relevant to this Project.

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JAMES MADISON HIGHWAY (ROUTE 15) PPTA DESIGN-BUILD **Prince William County, Virginia** **DELIVERY METHOD:** DESIGN-BUILD **CATEGORY OF WORK:** • ROADWAY DESIGN • STRUCTURAL DESIGN • TRAFFIC MANAGEMENT PLANS • TRAFFIC ENGINEERING • PUBLIC INVOLVEMENT • HYDRAULIC DESIGN **DESIGNER:** RINKER DESIGN ASSOCIATES, P.C. (Manassas, VA) **LEAD CONTRACTOR:** BRANCH HIGHWAYS, INC.	**PROJECT SCOPE** This project involved the design and construction of Route 15 from an existing 2-lane roadway to an urban principal arterial, VDOT Std. GS-5 with 60mph design speed from Dominion Valley Drive to Route 234 (approx. 2.2 miles). Construct Route 15 widening from two to four lanes from I-66 to Utterback Lane (approx. 1.2 miles). The project also involved the design and construction to realign Waterfall Road from its existing location to the intersection of Route 15/Sudley Road (approx. 0.3 miles). The realigned Waterfall Road is a Major Collector, VDOT Std. GS-7, with 45mph design speed. Design and construct Heathcote Blvd. Extended, from the intersection of Route 15 and Heathcote Boulevard to the intersection of Old Carolina Road and Heathcote Boulevard (approximately 0.3 miles). Heathcote Boulevard is a 4-lane divided Urban Minor Arterial, VDOT Std. GS-6, with design speed of 45mph. Additionally, this project involved the design and construction of Old Carolina Road from existing 2-lane roadway to the ultimate 4-lane divided section - Major Collector, VDOT Std. GS-7, with 45mph design speed from the intersection of Old Carolina Road and Heathcote Blvd to a point approx. 0.7 miles north. *Total Length of Work—3.5 Miles of Design and 4.7 Miles of CEI).* **PROJECT DESCRIPTION** RDA served as the Lead Designer providing engineering design services, right-of-way acquisition services, environmental permitting, and construction engineering/inspection services for the Route 15 PPTA project in Haymarket (Prince William County), Virginia. The project consists of complete roadway and bridge construction for 2.2 miles of US Route 15, 0.3 miles of Waterfall Road, 0.7 miles of Old Carolina Road, and 0.3 miles of Heathcote Boulevard. The project also includes construction of an additional 1.2 miles of Route 15 widening design by others. Project limits are from the I-66/Route 15 interchange on the south to the Route 15/ Route 234 intersection on the north, including construction of bridge structures over Little Bull Run Creek and Catharpin Creek and a major box culvert at the Tributary to Catharpin Creek. Rinker served as the Prime Engineering Consultant to Branch Highways, Inc., the Lead Contractor/Project Constructor responsible for development and construction. The project was performed as a Design-Build venture under the Virginia PPTA Act of 1995.	**Prince William County Department of Public Works** **5 County Complex Court** **Prince William, VA 22192** **Mr. Tom Blaser** **Director of Transportation** **703.792.6825**	December 2009	December 2009	$56,430	$56,430	$4,119

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SUDLEY MANOR DRIVE PPTA/DESIGN-BUILD **Prince William County, Virginia** **DELIVERY METHOD:** DESIGN-BUILD **CATEGORY OF WORK:** • ROADWAY DESIGN • HYDRAULIC DESIGN • GRADE-SEPARATED RAILROAD CROSSING • PUBLIC INVOLVEMENT • ENVIRONMENTAL PERMITTING **DESIGNER:** RINKER DESIGN ASSOCIATES, P.C. (Manassas, VA) **LEAD CONTRACTORS:** THE LANE CONSTRUCTION CORPORATION AND CH2M HILL	**PROJECT SCOPE** Four-Lane Divided Highway, Urban Typical Section with Curb and Gutter, and Raised Median; 10,000 LF Urban Minor Arterial **PROJECT DESCRIPTION** Sudley Manor Drive was prepared for Prince William County on an accelerated schedule in accordance with the Public-Private Transportation Act of 1995 (PPTA). The project provides a direct connection from Linton Hall Road to the Prince William Parkway and Sudley Road area as called for in the Prince William County Comprehensive Plan. In addition to the 10,000-foot extension of Sudley Manor Drive (a four-lane urban minor arterial designed to accommodate future expansion to six lanes), the project included Linton Hall Road Improvements from Devlin Road to Broad Run. The project required close coordination with the Virginia Department of Transportation to meet the accelerated schedule for plan design, utility relocation, right-of-way acquisition, and construction. This project has been constructed and placed under traffic. The project's typical section consisted of a four lane roadway built on six-lane right of way with curb and gutter, raised median, sidewalk and a 10-foot-wide shared use path to accommodate both pedestrians and bicyclists in the corridor. The design adhered to VDOT standards and policies throughout, incorporating standard pavement, incidentals, drainage, and stormwater management design. The Sudley Manor Drive project provided many challenges for the project team. The accelerated schedule required Rinker to assemble construction plans within 7 months of project kickoff while incorporating directives from the Contractor, VDOT and Prince William County into the design. Design issues that needed special consideration included: a bridge with MSE walls over a railroad; coordination of the project with several large fuel pipelines, the construction and access requirements of a new firehouse, and several site developments; floodplain analysis and environmental considerations related to major stream crossings; and a traffic analysis and design. The project team also worked closely with VDOT to ensure a seamless transition between this PPTA project and the adjoining VDOT administered construction project on Linton Hall Road. As part of this contract, Rinker also provided survey services including complete boundary and topographic surveys, in addition to plat preparation for more than 50 properties.	**Prince William County Department of Public Works** **5 County Complex Court** **Prince William, VA 22192** **Mr. Khattab Shammout, PE** **Project Manager** **703.792.6826**	2006	2006	$30,000	$30,000	$2,000

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STRINGFELLOW ROAD (ROUTE 645) WIDENING **Fairfax County, Virginia** **DELIVERY METHOD:** DESIGN-BID-BUILD **CATEGORY OF WORK:** • ROADWAY WIDENING • TRAFFIC MANAGEMENT PLANS • HYDRAULIC DESIGN • PUBLIC INVOLVEMENT • TRAFFIC ENGINEERING **DESIGNER:** RINKER DESIGN ASSOCIATES, P.C. (Manassas, VA) **LEAD CONTRACTORS:** TO BE DETERMINED (PROJECT IS IN DESIGN PHASE)	**PROJECT SCOPE** This project involves the widening of the existing 2-lane roadway (2 miles) to a 4-lane divided urban minor arterial facility with sidewalks and trails, curb and gutter and a raised median from Route 50 to Route 7735 (Fair Lakes Boulevard). **PROJECT DESCRIPTION** VDOT selected RDA to provide engineering services for this 2.02-mile project for right of way and construction plans including roadway design, hydraulic design, traffic engineering design (including traffic data collection and analysis), sign, signal, pavement marking, lighting plans and ITS, retaining wall design, permit sketches, coordination of utility design and supplemental survey data with roadway design and construction coordination and support. The project consists of widening the existing 2-lane roadway to a 4-lane divided roadway with on-road bicycle lanes, sidewalks and trails, curb and gutter, and a raised median for the length of 2.02 miles from route 7735 Fair Lakes Boulevard to Route 50. The project passes through a densely populated residential corridor with several public facilities including a library, schools and parks, as well as several stream crossings. In addition, the corridor has major utilities including a newly installed 24 inch water main, several large aviation fuel serve Dulles International Airport's fuel farm, as well as the other standard overhead and underground utilities. Roadway design tasks include horizontal and vertical geometrics, pedestrian facility design, on-road bicycle lanes, detailed Traffic Management Plan (TMP) design, signal design, and signage and marking plan design. Drainage design tasks include storm water management facility design, major culvert design, H&H analyses, closed system roadway drainage design, and erosion/sediment control plans. During the preliminary design phase, RDA developed and evaluated multiple roadway alignments in coordination with VDOT, Fairfax County, and other stakeholders including homeowners' associations and public school representatives for the selection of the preferred roadway alignment. In addition to roadway design tasks, RDA has assisted VDOT with the coordination of the relocation of underground and above ground utilities by developing detailed utility relocation information plans depicted as-built information for each relocated utility. RDA has received significant positive feedback on this project through VDOT's Consultant Performance Reports. VDOT's Project Manager (from Northern Virginia District Location and Design Division) noted that: • *"Rinker staff has been very cooperative in addressing the needs/requirements of the Department."* • *"Rinker has worked very well with other agencies particularly Fairfax County" and "exceeded expectations on many tasks."* • *"Rinker staff work diligently to prosecute the work thoroughly and efficiently" and "Rinker's response to review comments is exemplary."*	**Virginia Department of Transportation** **Northern Virginia District** **4975 Alliance Drive** **Fairfax, VA 22030** **Mr. Zamir Mirza** **Project Manager** **703.259.1794**	2011	2012 (est.)	$1,600	$2,600	$2,300

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