VDOT
Virginia Department of Transportation

ORIGINAL

I-395 HOV Ramp at Seminary Road

with I-395 NB Auxiliary Lane Extension

RFQ No. C00096261DB50 April 27, 2012

LANE in association with STV 100 Years

ONE WAY

THE LANE CONSTRUCTION CORPORATION
Since 1890
A Commitment to Excellence

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April 27, 2012

Mr. Bill Arel, PE
Alternate Project Delivery Office
Virginia Department of Transportation
1221 East Broad Street
Main Building, Fourth Floor
Richmond, Virginia 23219

RE: **I-395 HOV Ramp at Seminary Road with I-395 NB Auxiliary Lane Extension**
State Project No. 0095-100-722, I395-100-736
Federal Project No.: NH-000S, pending
Contract ID Number: C00096261DB50

Dear Mr. Arel:

The Lane Construction Corporation (LANE) is pleased to submit this Letter of Submittal (Section 3.2) for the above referenced design-build project with the Virginia Department of Transportation (VDOT). LANE has successfully participated in more than 50 Design-Build projects ranging in scope from $15 million to the $1.5 billion Capital Beltway HOT Lanes project in Northern Virginia. We understand the importance of partnering to make the design-build process successful and have partnered on teams that have constructed more than $2.8 billion in design-build projects in the last decade. Our team's experience enables us to deliver the kind of high quality and technically sound projects VDOT expects from each of our team members. LANE is one of America's premier heavy contractors and the preferred partner on projects that connect and improve the communities and the world in which we live.

3.2.2. Offeror's Point of Contact

Richard A. McDonough is the authorized representative and point of contact for the LANE/STV Team for all matters associated with this qualifications submittal. Contact information:

Richard A. McDonough, District Manager
Design-Build Project 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

3.2.3. Offeror's Principal Officer

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. Contact information:

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

3.2.4. Offeror Structure

LANE, Offeror, founded in 1890, is structured as a corporation and was incorporated in the State of Connecticut on April 5, 1902. LANE will solely be responsible for this financial undertaking and provide the performance and payment bonds. Neither LANE, nor its parent, Lane Industries Incorporated, have contingent liabilities, financial commitments, or performance commitments that will put limitations on LANE's financial exposure for this project.

3.2.5. Lead Contractor and Lead Designer As the Lead Contractor, LANE will be responsible for overall construction of the Project and will serve as the legal entity who will execute the Contract with VDOT. Lane has teamed with **STV Group Incorporated dba STV Incorporated (STV)**, Lead Designer, to provide VDOT with a team with a solid reputation for completing complex projects on time and often ahead of schedule. STV will be under a subcontract with Lane for all design efforts pertaining to this project, including MOT. The additional subconsultants and/or specialty consul- tants, required by STV in its design efforts, will be under a direct subcontract to STV. Both construc- tion subcontractors and **Alpha Construction and Engineering Corporation (ALPHA)** will also be under direct contract to LANE; the latter will be responsible for the independent QA inspection and testing of all materials used on the Project.

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

3.2.7. Certification(s) Regarding Debarment Certifications regarding debarment for both Primary Covered Transactions and Lower Tier Covered Transactions have been completed and executed for the Offeror and members of the LANE/STV Team. These may be found in the Appendix.

3.2.8. Offeror's VDOT Pre-Qualification Certificate Evidence from VDOT's on-line Prequalified List may be found in the Appendix demonstrating that LANE is prequalified for this SOQ's submission. Work Classes: 002 – GRADING; 003 - MAJOR STRUCTURES; 004 - BITUMI-NOUS CONCRETE PAVING; 006 - PORTLAND CEMENT CONCRETE PAVING; 007 - MINOR STRUCTURES; 045 - UNDERGROUND UTILITIES / Expiration Date: 06/30/2012

3.2.9. Surety Letter 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.

3.2.10. Organizational Structure of Firms and Registrations/Licensures
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, Attachment 3.2.10.

3.2.11. DBE Participation Commitment LANE is committed to meeting or exceeding the 20% DBE participation goal for the value of this contract. It is also LANE's intention to take all reasonable steps to ensure that SWaM firms also have the maximum opportunity to perform services in this contract.

We appreciate the opportunity to respond to this request for qualifications. Please advise should you have any questions.

Sincerely,

Richard A. McDonough
Design-Build Project Manager
District Manager
The Lane Construction Corporation

RESTRICTED
LANES
CLOSED
HOV-3 +
M-F 6-9AM
TICKETING
STARTS 6:00AM
53

3.3 OFFEROR'S TEAM STRUCTURE

The LANE/STV Team is structured to provide VDOT with a single-source point of contact, responsible for all design and construction activities, as well as a straightforward chain of command and clearly identified tasks and responsibilities. VDOT's Project Manager can expect a collaborative atmosphere and open communication. The structure of our core leadership includes firms with additional staff who can address quality and safety assurance measures. We are organized to facilitate sound decision-making and timely project delivery.

LANE, as the Offeror, will undertake financial responsibility for the completion of the **I-395 HOV Ramp at Seminary Road with I-395 NB Auxiliary Lane Extension** (Project). LANE's role will involve managing the project, supervising the construction, and performing major elements of the construction work. Additional subcontractors for various specialty items such as construction QA, asphalt, miscellaneous concrete items, guardrail, and landscaping, will be under direct subcontract to LANE. STV will lead the design effort for this project, execute and manage the design effort, and will be responsible for design QA/QC. STV will contract directly with the following subconsultants: **Rinker Design Associates, P.C. (RDA) [SWaM]**—roadway design, public involvement, right-of-way, survey, environmental/permitting, hydraulics/stormwater management, TMP, and utilities; **Sharp & Company (S&C) [DBE]**—public involvement support; **Mercado Consultants, Inc. (MCI) [DBE—**bridge design support/sound barrier design; **Schnabel Engineering Consultants, Inc. (SEC)**—geotechnical engineering.

We have secured SWaM and/or DBE firms to cover a substantial portion of the scope for this project — at least 30% of the design phase will be allocated to SWaM or DBE firms. These high quality services enhance the Team's capabilities, while simultaneously supporting VDOT's goals for this project.

3.3.1 Key Personnel

Our relationships with VDOT management and staff are effective, functional, and benefit from a common accountability initiative—to safely and soundly complete this project. To further instill confidence in the successful outcome of this project, we have assembled key personnel with a drive for excellence, relevant experience and a track record of successfully working together.

Leading the LANE/STV Team is **Design-Build Project Manager, Mr. Richard A. McDonough**—responsible for the overall project, construction quality management, and contract administration. Mr. McDonough will facilitate communication among Team partners, proactively monitor design efforts, eliminate potential constructability issues prior to breaking ground, and effectively delegate resources to deliver the project on time. He has managed design-build projects for more than 10 years. In that time he has led construction for more than 30 miles of highway and 36 bridges — most of which have been in the Commonwealth of Virginia. He is the Design-Build Project Manager on the Alexandria Route 1 BRT Design-Build Project, working with STV. He is an active and founding member of the Virginia Transportation Construction Alliance (VTCA)/VDOT Joint Committee on Design-Build Delivery since 2007. ***The Design-Build Project Manager reports to VDOT.***

Quality Assurance Manager, Mr. Fred Crozier, P.E. (ALPHA) will offer one focal point of responsibility for the project quality assurance (QA) services. Mr. Crozier will act independently of the design and construction teams and report to the Design-Build Project Manager. He will develop and submit to VDOT the Project QA/QC Plan in accordance with the *Minimum Requirements for Quality Assurance and Quality Control on Design-Build and P3 Projects* (dated January 2012) and will monitor same from outset to final punch-list. As the Independent Quality Assurance Manager for Design-Build projects he has experience ensuring contract requirements and specifications are appropriately administered and applied. He will see that quality control testing and independent quality assurance is carried out, and contractor invoices are correct—all in accordance with the applicable VDOT standards/documents addressing construction, QC, and QA. His 32-year career includes QAM for substantial design-

build projects that have included bridges, interchanges of limited access highways (and ramps). Mr. Crozier ensures that all work and material, testing and sampling are performed in conformance with contract requirements and approved for construction plans and specifications.

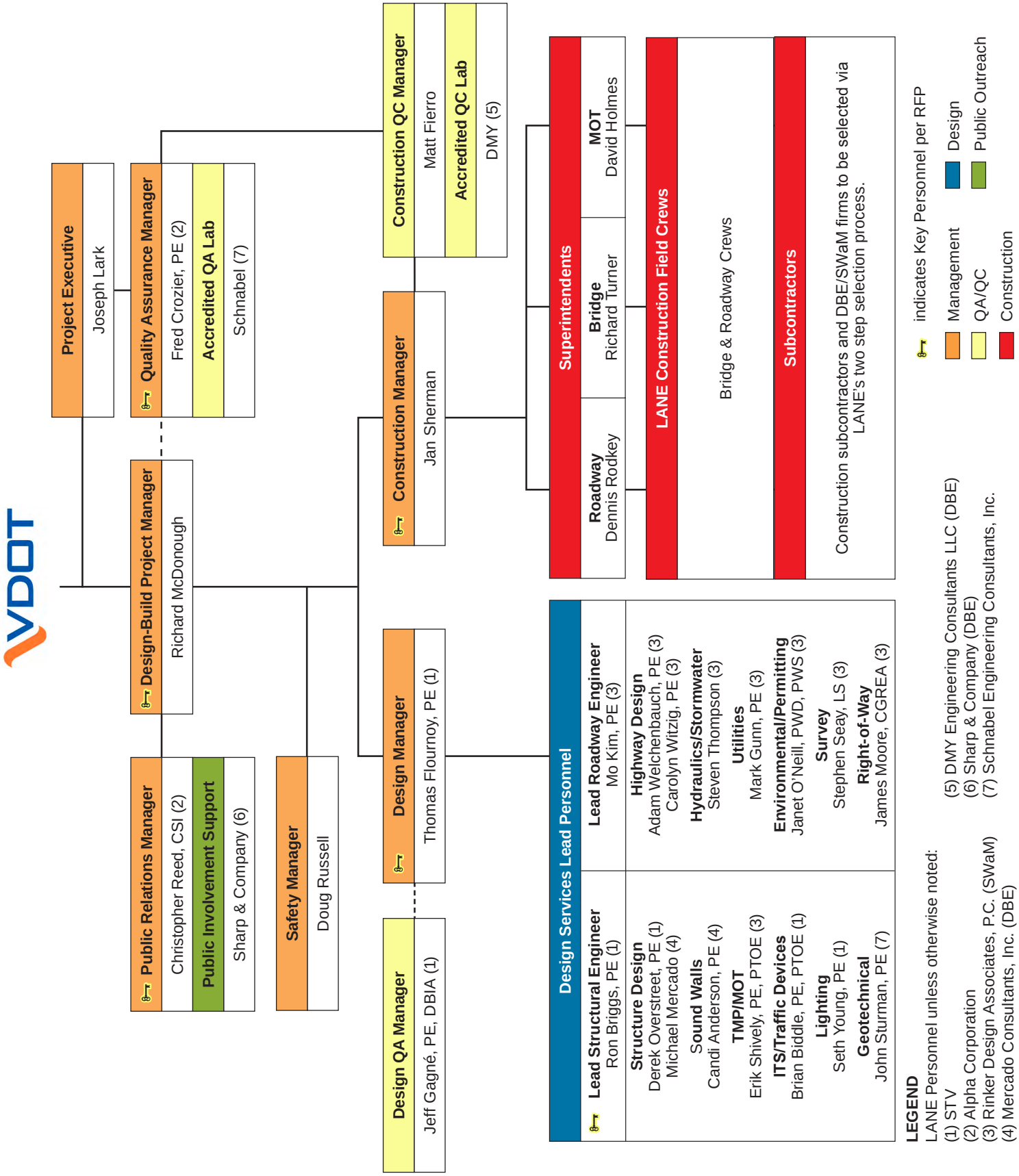
Design Manager, Mr. Thomas Flournoy, P.E. (STV) will coordinate design activities for the project in accordance with VDOT's policies and procedures and to meet the requirements of the Contract. He will work closely with the Design Quality Assurance Manager, Jeff Gagné, P.E., as well as each key design discipline lead to monitor compliance with the project goals and objectives as well as the requirements of the approved QA/QC Plan. Mr. Flournoy is an experienced project manager and is well-versed in the design requirements for this multi-disciplinary project. He further understands the complex inter-agency and schedule demands that must be met for the project to be successful. His past experience includes design-build project delivery and the collaboration required to make design-build successful. He brings a local presence and understanding attained by his 33-year professional career in Northern Virginia, in addition to extensive experience with the City of Alexandria.

Construction Manager, Mr. Jan Sherman (LANE) will control the day-to-day construction operations of the project by providing direction to the lower level construction managers, and keeping subcontractors apprised of the schedule to assure their availability to perform necessary functions. He will act as the construction liaison, discussing daily needs to ensure on-time completion. Additionally, he will develop and manage the CPM schedule to anticipate and resolve potential delays prior to their occurrence. Mr. Sherman's most recent experience as a project manager on the I-66 Interchange of the I-495 HOT Lanes project, one of the most heavily congested traffic areas in the country and a very complex design-build project, makes him a valuable asset to this Project, having direct experience in limited access highway and bridge construction management in similar conditions. His recent experience will be beneficial in managing construction of this Project.

Lead Structural Engineer, Mr. Ron Briggs, P.E. (STV) will oversee the design and plan production work for the structural design. Mr. Brigg's 37-year career includes eight years with VDOT's Structure and Bridge Division, and since 1985, he has led all structural design activities for STV's Virginia offices, completing over 50 VDOT projects. Mr. Briggs' experience includes several projects similar to this one, such as Rte. 1 Bridge in Alexandria, I-95 HOV Lane Bridges over Powells Creek and Neabsco Creek in Prince William County. Other major projects in Northern Virginia include the CSXT Railroad Bridge over Braddock Road in Alexandria and the CSXT Railroad Bridge over Lorton Road in Fairfax County. Having been involved throughout the construction of similar, major projects, Mr. Briggs brings a keen insight into constructability issues which will benefit the Team on this project, as MOT and staging plans are developed to maintain traffic flows and to reduce impacts to the traveling public.

Public Relations Manager, Mr. Chris Reed, CSI (RDA) has 44 years of transportation project experience and extensive public involvement in Northern Virginia. He has broad experience in high profile projects such as the Woodrow Wilson Bridge Design Phase, I-66 Widening, Springfield Interchange, and Fairfax County Parkway. He has coordinated with numerous stakeholders such as citizens' groups and elected officials, keeping the public both involved and informed. Mr. Reed's experience and familiarity with Northern Virginia projects and his hands-on approach to working with project stakeholders will enhance our Team's public relations effort. He will work closely with VDOT to facilitate all external communications with Project stakeholders, the media and the general public during the design and construction of the Project. Additionally, Mr. Reed will be directly involved with the project Team to keep the traveling public apprised of all construction operations.

3.3.2 Organization Chart



3.3.2 Organization Chart & Functional Relationships

One of our strategies to achieve timely successful project delivery is assembling a Team led by members that have longstanding working relationships with VDOT, project stakeholders, and each other. LANE and STV have worked together on many successful design-build projects, and individually have separate, successful design-build experience. Both firms are experienced in developing and maintaining effective lines of communication within teams and upholding functional reporting relationships, all while making sure those lines of communication are fluid and flexible enough to meet the requirements of each individual project task as well as providing an integrated and cohesive team. Effective reporting/functional relationships are critical.

Design-Build Project Manager, Richard McDonough (LANE) will provide overall project design, construction quality management and contract administration for the project. He will manage communications between the LANE/STV Team and VDOT, dealing directly with the VDOT Project Manager to maintain schedule, budget, and quality. Mr. McDonough is directly responsible to VDOT for the successful performance and delivery of this project. As such, he will directly supervise and manage all lead project engineers and construction managers. ***Mr. McDonough will report directly to VDOT.***

Best Management Practices will be implemented using the actions described below, aimed at establishing a total partnership with VDOT:

1. Bi-weekly meetings will be held by the Construction Manager, and attended by necessary personnel from the Design-Build Team, and selected persons needed for pertinent business; VDOT staff are invited to participate.
2. Progress meetings will be led monthly by the ***Design-Build Project Manager,*** and attended by the ***Design Manager and the Lead Personnel*** for respective disciplines, the ***ROW Manager***, the ***Design QA Manager***, as well as key subcontractors, subconsultants, and VDOT staff. Third parties will also be invited to respective meetings as they relate to their areas of concern.
3. Proactive dispute resolution partnership will be established, where issues (once identified) are escalated up the decision-making ladder, to (a) identify small issues before they become larger ones, and (b) proactively engage the right people at the appropriate time and bring decision makers to the table. The ***Design-Build Project Manager*** will explain and enforce this established process to all project Team members.

Quality Assurance Manager (QAM), Fred Crozier, P.E. (ALPHA) will perform independently of the design and construction teams. He will be responsible for day-to-day supervision of construction QA activities on the project as well as monitor the contractor's QC program. Critical to this Project and any other VDOT design-build project is his supreme authority in this role. ***Although the QAM reports to the Design-Build Project Manager, he has the authority and obligation to shut down the project as warranted.*** He will ensure that the program is consistent with VDOT's January 2012 QA/QC Guidelines. He will make sure that conformance with the Contract Documents is maintained, and will have the overall responsibility for both the development of and adherence to the overall design-build QA/QC Plan.

Design Manager, Thomas Flournoy, P.E. (STV) will have functional responsibility for managing the design elements of the project as well as maintaining communication activities within the Design Team. Mr. Flournoy has extensive experience with leading the design of design-build projects and understands the importance of maintaining effective, ongoing communication. **All Design Services Lead Personnel will report directly to him.** ***Mr. Flournoy will report directly to the Design-Build Project Manager.***

Public Relations Manager, Chris Reed, CSI (RDA) will bring his experience to bear in working with VDOT to develop the appropriate Public Involvement and Public Outreach program to address the needs of VDOT and other stakeholders. ***Mr. Reed will report directly to***

the Design-Build Project Manager but will also coordinate daily with VDOT personnel, as well as other stakeholders as necessary.

Effective public involvement is critical for the successful delivery of this project, so we have bolstered this portion of the Team with **Sharp & Company (S&C)**. A certified DBE firm, founded in 1985, S&C focuses on communications and public relations services for transportation projects. ***S&C staff will report directly to the Public Relations Manager.***

Construction Manager, Jan Sherman (LANE) will coordinate with the *Construction Quality Control Manager* on the schedule for work elements to allocate adequate staff for QC inspection, sampling, and testing. His will focus on merging procedures, plans, schedules and staff to construct a high quality project on time and within budget. ***Mr. Sherman will report directly to the Design-Build Project Manager.***

MOT Manager, David Holmes (LANE) .brings extensive MOT experience to this Project. He is recently completing the significant MOT effort that ensued during the course of the Dulles Rail Utilities project that LANE managed on Route 7 through Tysons Corner. He reports directly to the Construction Manager. ***Mr. Holmes will report directly to the Construction Manager.***

LANE will assign **two full-time superintendents: Dennis Rodkey** and **Rich Turner,** for roadway and structure components, respectively. ***Both superintendents will report to the Construction Manager.*** Mr. Rodkey's and Mr. Turner's primary duties will include direct supervision of the construction crews, ensuring assignments are done safely and in accordance with the contract documents. Dividing the superintendent responsibilities into these two positions will allow appropriate components' schedules to work in tandem, providing seamless and timely project delivery. Mr. Rodkey and Mr. Turner have an established relationship of many years, working together on numerous projects. As an added benefit, LANE is assigning **Doug Russell**, an experienced ***Safety Manager,*** to lead the jobsite safety program. His oversight will provide a level of certainty that personnel involved in the day-to-day activities are safety trained and qualified to perform their respective duties. Mr. Russell will perform unannounced inspections to assist the on-site supervisors in maintaining a safe working environment. ***Mr. Russell will report directly to the Design-Build Project Manager.***

Doug Russell has played a significant role in LANE's excellent safety record. LANE's ultimate goal is to provide a healthy and safe work environment for all employees. LANE considers the safety of its employees and the general public the top priority.

Construction Quality Control Manager, Matt Fierro will be responsible for all aspects of quality control with regard to construction. Mr. Fierro has held security clearances with the Architect of the Capitol and MWAA at Dulles International Airport. Although, this Project does not address the need for security clearances, his current status would prove to be beneficial in securing for this Project. He holds numerous certifications that aid him in the performance of QC, including VDOT/VTCA Erosion and Sediment Control Contractor Certification (ESCCC), 2011 and USACE Construction Quality Management for Contractors, 2010. He has worked with the construction manager on a number of projects for MWAA. ***Mr. Fierro will report to the Construction Manager and the QAM.***

Design Quality Assurance Manager – Jeff Gagné, P.E., DBIA (STV) is an expert in alternative delivery methods and risk management. He has more than 20 years of experience overseeing and managing transportation projects, including permitting, roadways, hydraulics, traffic, structures, and construction management. He is skilled at providing quality assurance for design services and will provide oversight of STV's design-build project operations. ***Mr. Gagné will report to the Design Manager.***

Design Disciplines Lead Personnel

Lead Structural Engineer – Ron Briggs, P.E. (STV) will oversee the design and plan production work for all bridges and retaining walls.

Mr. Briggs will be responsible for coordinating the structural design and the development and implementation of a geotechnical investigation plan. He will work closely with the geotechnical staff to establish the design parameters and criteria for design of bridge and retaining wall foundations. He will work through the Design Manager to address constructability issues with the Construction Manager. ***Mr. Briggs will report directly to the Design Manager.***

Lead Roadway Engineer – Mo Kim, P.E. (RDA) will be responsible for managing the roadway design and fully understands the challenges of ensuring the quality of a design-build project versus a traditional project, having served previously as the Design Manager on several PPTA/Design-Build projects and high-volume roadway improvement projects throughout Northern Virginia. He will place emphasis on providing high quality construction plans. In the design process, Mr. Kim is responsible for project design, 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 roadway plans. ***Mr. Kim will report directly to the Design Manager.***

Both Mr. Briggs and Mr. Kim will maintain active involvement in all stages of structural and highway design. Their involvement will include preliminary design, establishing horizontal alignments and vertical grades, plan and profile sheets, generating cross-sectional data, calculating earthwork quantities, and developing grading diagrams.

Additional Design Leads

TMP **– Erik Shively, P.E., PTOE (RDA)** has 17 years providing transportation engineering services to VDOT and local jurisdictions. Mr. Shively is certified in VDOT's Advanced Work Zone Traffic Control. He is familiar with this project's site, as he is currently completing plans for TMP for 21 miles of the I-95 Express Lanes project from Duke Street south. ***Mr. Shively reports directly to the Design Manager but will coordinate extensively with the Public Relations Manager, the Construction Manager and the Design-Build Project Manager.***

ITS/Traffic Control Devices **– Brian Biddle, P.E., PTOE (STV)** offers 18 years of experience in transportation planning, traffic, and highway engineering. Mr. Biddle has previously developed transportation management plans for a highway safety improvement project along Duke Street (adjacent to Landmark Mall). ***Mr. Biddle will report directly to the Design Manager.***

Hydraulics/Stormwater Management **– Steven Thompson (RDA)** 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 (Prince William County) and the I-81/Exit 310 Interchange (VDOT) projects. ***Mr. Thompson will report to the Design Manager.***

Utilities **– Mark Gunn, P.E. (RDA)** has 14 years of utility relocation experience on highway work, including utility companies in the Northern Virginia area. His expertise includes critical utility relocation coordination, presiding over utility field inspection meetings, obtaining, reviewing and approving Plan and Estimates, as well as extensive utility relocation work. He has worked closely with VDOT and is familiar with the procedures outlined by the VDOT Utilities Manual. ***Mr. Gunn will report to the Design Manager.***

Right of Way **– James Moore, CGREA (RDA)** offers 41 years of experience in acquiring right of way, 35 of those years with VDOT. ***Mr. Moore will report directly to the Design Manager.***

Environmental/Permitting **– Janet O'Neill, PWS, PWD (RDA)** has 37 years of experience in NEPA compliance and environmental permitting. ***Ms. O'Neill will report directly to the Design Manager.***

Geotechnical Engineering **– Mr. Jon Sturman, P.E. (Schnabel)** will provide geotechnical engineering and monitoring of field inspections personnel. ***Mr. Sturman will coordinate closely with the Lead Structural Engineer but report directly the Design Manager.***

ALEXANDRIA
PROFESSIONAL CENTER

LANE promotes partnering as vital to the success of any project; it is especially important within a design-build project due to the vulnerability of higher risks such as design growth, cost overruns, and environmental permitting challenges. LANE has never failed to complete a contract in our 121-year history. A partnership with LANE is a partnership with a highly credible, ethically responsible, cost-conscious, innovative contractor.

3.4.1 Experience Delivering Similar Projects

During the I-385 Widening project, the LANE/STV Team designed and constructed an innovative access ramp to reduce delays of the traveling public by construction vehicles coming/going from the work site.

LANE and VDOT

LANE has been an active leader on numerous high profile projects for VDOT over the last 30 years, including the very relevant $1.5B Capital Beltway Express HOT Lanes Design-Build Project, the $13M Gilberts Corner Route 50 Roadway Improvements Design-Build Project and the $75M construction of the Springfield Interchange Project, Phase V (completed - early delivery). Additional active and recently completed LANE projects in Virginia include:

- I-66 Third Lane Widening, $10M
- I-66 Arlington, $28M
- I-66 Glebe Road, $41M
- Braddock Road, $4M
- I-66 Rosslyn, $18M
- Route 7, Sterling, $16M
- Dulles Access Road, $19M
- I-95 Woodbridge, $20M
- Route 234 Widening, $21M

VDOT has also recently added the I-495/I-395 Ramps ($100M) to the Capital Beltway HOT Lanes project; LANE is now working in the same corridor as this Mark Center Project.

LANE maintains a full time presence in Virginia, employing a permanent workforce in excess of 1,000 craftsmen; we understand the issues that drive the Commonwealth and recognize the transportation investment that VDOT is making with this design-build Project. Our experienced Virginia workforce is very familiar with both this work site as well as the stakeholders that need to be represented and communicated with for this Project to ensure its success.

STV and Design-Build

STV will serve as Lead Designer under contract to LANE, managing the design efforts for all aspects of the project. STV has provided engineering design services for some of the more significant transportation projects in the Southeast and offers 1,760 employees in over 30 offices throughout North America. Employees in their Richmond and Fairfax offices are focused primarily on VDOT bridge and roadway projects. Local STV engineers are working on a number of major transportation projects, including a major urban interchange modification a few miles north on I-395 in Washington, DC.

STV has successfully served clients for 100 years and, as a full-service consultant, has provided transportation design and construction management services with specialty expertise in design of roadways, railways, bridges, traffic engineering, and stormwater management facilities. STV has considerable design-build experience, including several $100M Design-Build projects such as I-395 Environmental Assessment and Preliminary Engineering in Washington, DC; Route 288 in Richmond, Virginia; I-85 over the Yadkin River near Charlotte; and Knightdale Bypass in Raleigh, North Carolina.

Experience Delivering Similar Projects—Together

LANE and STV have worked together on nine similar design-build projects valued at more than $600 million, including the following seven interchanges on limited access highways: I-77 Widening, I-385 Widening, I-85/I-485 interchange, I-85 over the Yadkin River, Knightdale Bypass, Knightdale Connector, and Eglin Air Force Base Improvements. Specific

project elements of shared design-build work experience by LANE and STV are shown in the table at the end of this section. ***The Work History Forms included in the Appendices elaborate additional, relevant and shared project experience of Lane and STV, as Lead Contractor and Lead Designer, respectively.***

LANE/STV Team has selected **Rinker Design Associates (RDA)** to lead the roadway design portions of the project. RDA, a local firm with 91 employees with offices in Manassas (main office), Fredericksburg and Richmond, has been providing professional services throughout Northern and Central Virginia for 30 years. RDA staff have worked with LANE on the Sudley Manor Drive and Linton Hall Road PPTA projects. RDA has earned an excellent reputation in Virginia for their full service design projects with particular emphasis on roadway design with highly phased, complex TMP and MOT issues and tight schedules. This includes their on-going work for VDOT on the Middleground Boulevard Design-Build project in Newport News.

Both STV and RDA have excellent records in public involvement, having participated in a wide range of public hearings, citizens' informational meetings, supervisor-sponsored meetings, community group meetings, and special interest group meetings. We recognize that as professionals in the industry, what may appear obvious to our staff may not necessarily be as obvious to the public.

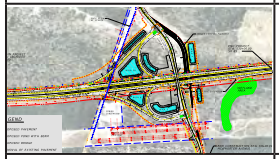
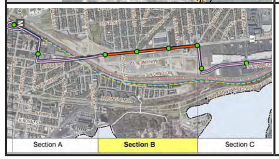
Alpha Corporation (ALPHA) also joins the team in the role of Quality Assurance. ALPHA brings extensive experience in interchange construction in engineering, construction management, and quality assurance assignments developed as consultants for VDOT and other owners or in the employ of heavy construction contractors. They have developed vast knowledge of construction methods, costs, risks and practices which enable them to provide effective and practical solutions to clients in assignments such as quality assurance, constructability reviews, construction management, project controls, or engineering. ALPHA provided the QAM services on the VDOT Gilberts Corner Design-Build project as part of the LANE team. In addition, they have provided quality assurance services analogous to this Project including the Monroe Avenue Improvements for the City of Alexandria; the additional I-95 HOV Lanes Construction (VDOT); and, the I-66 Improvements/HOV Lane Addition and Widening (VDOT).

STV, RDA, and ALPHA have each partnered with LANE previously and demonstrated active involvement with the contractor both anticipatory and throughout the construction phase. As partners, we have successfully delivered design-build projects that have included the same relevant construction elements as this project.

Advantages of Choosing LANE as Your Design-Build Partner

- Experienced Design-Build personnel
- Design-Build project experience on both large and small projects
- Proven track record of successful D-B contract administration
- The ability to self-perform up to 75% of the critical work activities on most projects
- Proven track record of completing work on time or ahead of schedule
- One of the industry's best safety records
- Reputation for delivering only high quality workmanship

Experience of Offeror's Team Working Together on Design-Build Projects: Lead Contractor and Lead Designer

	Project	Interstate/ Limited Access Hwy	Interchange	Significant Bridge	Complex MOT	Public Involvement/ Agency Coordination	Utilities	TMP
	NCDOT I-77 Widening $84 million	✓	✓		✓	✓	✓	✓
	NCDOT/I-85 and I-485 ("turbine" interchange) $92 million	✓	✓	✓	✓	✓	✓	✓
	NCDOT/I-85 Yadkin River Bridge $137 million	✓	✓	✓	✓	✓	✓	✓
	SCDOT I-385 Widening $67 million	✓	✓		✓	✓	✓	✓
	NCDOT/Knightdale Bypass US 64/I-540 $131 million	✓	✓	✓	✓	✓	✓	✓
	NCDOT/Knightdale Connector – East Wake Expressway $47 million	✓	✓	✓	✓		✓	✓
	Eglin Air Force Base, SR 85 and McWhorter Avenue Infrastructure Improvements $10 million	✓	✓	✓	✓		✓	✓
	City of Alexandria, VA BRT Roadway Improvements $7 million	Design and construction of dedicated bus rapid transit (BRT) lanes within the Route 1 Corridor.			✓	✓	✓	✓

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3.5 PROJECT RISKS

I-395 is one of the most congested corridors in the Commonwealth and provides a vital north/south transportation link for Northern Virginia. The LANE/STV Team has carefully examined the elements of work and the project features and identified three critical project risks. Our discussion focuses on what we consider the most relevant and critical risk factors associated with successfully completing this Project. The LANE Team's experience and familiarity with the I-95/I-395 Express Lanes adds a level of understanding to this corridor and the risks and challenges that are present. Every project contains elements of risk; however, for a project of this magnitude, the risks associated with these improvements are identical to those the LANE/STV Team has recently addressed on ongoing or previous projects. ***The three major risks we identified for this Project are (1) transportation management through and around the work zone (2) public relations and (3) schedule..***

Risk 1: Transportation Management

The inherent risks involved include: maintaining traffic operations during peak travel times/ incident management and road closures.

Overview: Impacts to traffic for any construction project are always a concern but become critical when they involve a major high-volume commuter and national security transportation corridor such as I-395. The current traffic volume already limits the capacity of the highway and the slightest traffic incident (e.g., a fender bender or traffic congestion due to poorly defined directional signs or pavement markings) will cause repercussions that can last for hours and impact thousands of commuters. The public's experiences ultimately determine a project's success in the court of public perception and the LANE Team is prepared to ensure this experience is positive.

The risks during peak travel times are related to incident management and coordination with other projects in the nearby vicinity including the Mark Center Short- and Mid-Term Improvements, and the I-95/I-395 Express Lanes, as well as other local projects that are underway or will commence during the term of this 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/SOCs are combined.

PROJECT IMPACTS. Some of the impacts we anticipate addressing related to this risk include:

Interchange Tie-Ins -- The LANE/STV Team is aware of challenges that are presented by construction of the interchange tie-in at Seminary Road, having experienced similar conditions on the Franconia-Springfield Parkway Interchange. Structures that must be constructed in and adjacent to the existing lanes must be coordinated with the existing travel patterns and lanes of traffic. An additional challenge that could be encountered is an extended period of restricted route traffic, with less than 14 feet of available space for use during construction. Restricted width routes and detours will be identified, as necessary, and addressed in the TMP.

Limited Work Zone - We understand the potential risks associated with a limited work zone and have recent experience mitigating the risks. On the I-95/I-395 Express Lanes project, which the LANE Team is currently providing to VDOT directly adjacent to the south of this project's limits, we have encountered partial depth shoulders that must be addressed in order to maintain traffic using necessary lane shifts through this constrained corridor. Geotechnical borings and preliminary investigations have identified locations where temporary pavement construction is appropriate in addition to full depth shoulder reconstruction which will minimize the impacts to traffic.

Impacts on Transportation Network - Maintenance of traffic and construction of along a major arterial such as I-395 is expected to have significant impacts on the area's transportation network. The LANE Team will utilize our vast experience gained in similar circumstances on the current I-495 HOT Lanes project in Fairfax County and recently completed I-66 Third Lane Widening in Arlington County to mitigate these impacts. However, certain specific issues must be identified and addressed.

MITIGATION STRATEGY. We will develop a TMP to address and mitigate both potential and actual impacts to traffic in the corridor. At the root of any TMP is an effective MOT/SOC plan. However, thorough detailed analysis and modeling as part of the TMP helps to ensure that the MOT/SOC plan is a success. The TMP also establishes

the protocols for incident management, coordination with adjacent projects such as the planned Mark Center Short- and Mid-Term Improvements, and the I-95/I-395 Express Lanes, as well as definitive public outreach.

Understanding that I-395 is one of the most congested corridors in the Commonwealth and provides a vital north/south transportation link, is crucial to maintaining traffic. Our Team's processes and extensive corridor experience, vast knowledge of adjacent projects, proven delivery methods and collaborative partnering approach will help to achieve an effective TMP. Specifically, we will accomplish this through:

Team Development and Coordination: Initial partnering meeting with VDOT, FHWA, DoD, the City of Alexandria, utility partners, transit agencies and other regional stakeholders including representatives from adjacent projects to review project requirements and expectations. We recognize that critical coordination with these stakeholders must begin early in project development and be maintained throughout the life of the Project.

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, DoD, the City, and other affected stakeholders (i.e. utilities, permitting authorities, emergency response teams, etc.).

Public Outreach: It will also be a reactive tool to address incident management concerns. We have identified Public Relations as a risk factor for this project and discuss our mitigation measures for this risk below.

Constructability Reviews: The LANE/STV 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.

Work Packages: Work packages will be developed for all elements of the project. These will allow us 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.

Compliance with Standards: The LANE/STV Team will comply with applicable design and construction standards and policies or obtain waivers or exceptions, as appropriate. The TMP will be developed in accordance with VDOT IIM-241 and the project's Technical Requirements.

The essential ingredients for mitigation are communication, collaboration and coordination; **we are an inclusive, unified team**. During design, construction team members will provide insight and review on a continual basis to make sure that the TMP functions as intended.

Additionally, a detailed **Incident Management Guidebook** will be established for coordination and real time communication with local police, EMS personnel, local schools, transit providers, federal government liaison(s), and City of Alexandria staff.

The LANE/STV Team will make it our mission to efficiently deliver these critical roadway improvements to VDOT and the City of Alexandria while maximizing traffic capacity and safety during construction.

We do not anticipate additional involvement by VDOT for these risks that are within our control.

Risk 2: Effective Public Relations

The inherent risks involved include: honoring environmental commitments to the public; multiple adjacent projects.

Jurisdictional Commitments - There are numerous stakeholders involved that include officials at the federal, state and local levels who will be scrutinizing the activities of this Project, as well they should. Many of these stakeholders will be directly affected during the construction phase and will want to be heard during the design phase so that their concerns can be addressed; we welcome their input. Likewise, the media will have a magnifying glass on this Project, to dissect the benefits and detriments of transportation and BRAC decisions already made.

Multiple Adjacent Projects The largest risk is really the public's acceptance of the Project's process, progress, and satisfactory solution to an overcrowded corridor. With various projects

progressing simultaneously in the corridor, it sets the stage for a number of traveling impacts to the project including coordination among projects, the various agencies that may have competing agendas as well as the risk of complications arising from the number of construction activities in the corridor. Through the LANE/STV Team's coordinated efforts with the general public, governmental entities, and the adjacent projects, we will develop a comprehensive plan to communicate construction activities such as lane closures, work hours, traffic diversions, etc. We will also develop and communicate options to the traveling public for scheduled activities well in advance and in the event that an incident occurs. Our job will be to effectively communicate with the general public in this project area as the Project unfolds. And, the general public includes: residents, school children, business owners and their patrons, hotels and travelers, employers and commuters. It is really their experience and acceptance that will make or break the Project's success.

MITIGATION STRATEGY.

Incident Management -- This highly visible and sensitive Project is in a corridor that is already heavily traveled seven days a week. Disruption of traffic flow realistically may affect numerous jurisdictions and require multiple inter-agency coordination efforts to resolve any incident in a timely manner. "Buy in" to our incident management plan will be necessary to properly restore traffic flow and minimize impacts to the surface street network. Early communication to first responders and citizens will address alternate routes, estimated time for clearing the incident, and reactive measures to potential environmental hazards such as fuel spills, fires, etc. Synchronized efforts, such as the incident management guidebook mentioned above, will enhance safety through expeditious communications with appropriate personnel and the commuters.

Project Website - In coordination with VDOT, a project website will be developed. This site will include, but not be limited to, an overview of the project, schedule, contact persons, and hotline for questions, etc. The site will be updated on a regular or as needed basis to address the completion of major milestones. In addition, a quarterly newsletter will be developed for public posting and mailing to stakeholders and other interested parties.

We recognize the critical need to keep the public informed from all perspectives during the construction phase. We will explore innovative methods such as text messaging, news alerts, etc. to advise the public of construction activities that may affect them (e.g., lane closures, detours, hours of work, etc.) We envision an information meeting being conducted early in the project schedule to update the public on the status of the design-build project approach and to explain how future project information will be disseminated. Feedback obtained from this meeting will then be addressed in design and construction.

Weekly Meetings - Mr. Reed, as the Public Relations Manager, will hold weekly update meetings with the Design-Build Project Manager and senior project staff. VDOT, City of Alexandria and Fairfax County staff will be invited to attend these meetings. The meetings will provide an opportunity to communicate stakeholder concerns to the managers of the project as well as provide a forum to discuss how best to address these concerns. A three-week look ahead on project activities will also inform all parties of any potential project impacts. This allows for timely notification to project stakeholders through all appropriate forms of mass media. Subsequently information will be available to VDOT for timely posting on their website.

If VDOT desires, we will also establish a **Stakeholders Communication Group**, consisting of representatives from the local officials, VDOT, FHWA, DoD (Mark Center), the business community and affected citizens groups. Should a Stakeholder Communications Group be formed, we will work with VDOT to set the charter for the group and establish an appropriate meeting schedule. The intent in forming this group will be to facilitate communications between the Project Team and the affected stakeholders.

We do not anticipate additional involvement by VDOT for the risks that are within our control. If any risks arise that are beyond our control, we may find it necessary to engage VDOT and/or stakeholder partners to assist in resolution.

Risk 3: Schedule

The inherent risks involved include: heavy traffic, a restrictive work zone, and the limitations of time and space to work.

RISKS/IMPACTS. The Schedule for this project will be under constant pressure beginning with Notice of Award through Final Acceptance due to the project's encapsulation within the highly sensitive I-395 commuter system. External forces and restrictions will impact the schedule in ways rarely experienced on most projects. The work zone is very restricted and is in the middle of the existing road system; commuters and flow-through traffic will be a factor for every phase of construction. The City of Alexandria, the DoD and VDOT each share an interest in the processes necessary for completing this highly sensitive project. The potential for unknown utilities presents a coordination challenge and approval of the design all must be coordinated as well.

MITIGATION STRATEGY. The LANE/STV Team's extensive experience within this corridor already brings positive control of this risk. LANE is currently in the final year of the very successful five year I-495 HOT Lanes, just completed the highly sensitive and work zone restricted I-66 Third Lane Widening in Arlington County, completed a phase of the Springfield Interchange in the not too distant past, and was just awarded the I-95/I-395 Express Lanes project just south of this project.

LANE will use lessons learned to coordinate the scope of this project's-related activities, including design, TMP, utility relocations, etc. to establish a timely Critical Path Method (CPM) job schedule using Primavera P6 software that will facilitate on-time completion and identify potential risks such as approval of design. LANE's Project Controls will be centralized in the local project office. The project engineer will be responsible daily for scheduling, cost engineering, and cost forecasting. The project controls system will utilize the Primavera software to develop staffing/resource allocation plans and status/progress reports. The Construction Manager, supported by the Project Engineer, is ultimately responsible for the implementation of the project controls system. Three levels of schedules will be used: Level 1 will be the Master Schedule, a management level schedule; Level 2 will be the Critical Path Schedule, the project level schedule; and Level 3 will be the Control Level Schedule, a compilation of detailed work activity level schedules.

Subcontract and third party work will be tracked at the same detail level as LANE's self-performed work. A Baseline Network Analysis Schedule will be submitted to VDOT for acceptance prior to the start of construction. Schedule maintenance is the central focus of the weekly project coordination meetings.

To address the issue of controlling time and space, LANE will develop a detailed, time-phased CPM project schedule, prepared with timelines outlined within the SOW to indicate the necessary procurement and construction activities for each phase of the project. The CPM will utilize the Precedence Diagram Method (PDM) to satisfy both time and cost applications. Various calendars will be incorporated into the project schedule to reflect holidays, seasonal work, temperature and precipitation restrictions, owner requirements, etc. Additionally, the Project Schedule will include the interdependencies between LANE's activities and all other activities required for the successful completion of the Contract. Milestones, as well as other significant dates provided for in the contract, will be identified.

As work progresses, the onsite Construction Manager will incorporate updated data into the CPM schedule on a monthly basis, review the results internally and with VDOT, and prepare the required reports for submittal. Monthly updates of the CPM schedule provide the foundation of progress reports utilized by the project team.

The LANE/STV Team is confident that we have both identified the most critical project risks and also presented suitable mitigation measures to successfully complete the Project with a minimum of negative impacts. Assuming a timely project award and notice to proceed in February 2013, the LANE/STV Team is certain that the Project will reach substantial completion by October 2015 and final completion by December 2015, the required completion date established by the RFQ.

Seminary Rd
395
NORTH
Washington
395
SOUTH
Richmond
BEGIN VDOT
MAINTENANCE

SOQ Checklist

ATTACHMENT 3.1.2

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

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	16
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	19
Letter of Submittal (on Offeror's letterhead)				
Authorized Representative's signature	NA	Section 3.2.1	yes	2
Offeror's point of contact information	NA	Section 3.2.2	yes	1
Principal officer information	NA	Section 3.2.3	yes	1
Offeror's Corporate Structure	NA	Section 3.2.4	yes	1
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	2
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	20
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	21
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	29
Evidence of obtaining bonding	NA	Section 3.2.9	no	30

ATTACHMENT 3.1.2

Project: 0095-100-722, I395-100-736
STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.10	no	31
SCC Registration	3.2.10	Section 3.2.10.1	no	34
DPOR Registration (Offices)	3.2.10	Section 3.2.10.2	no	42
DPOR Registration (Key Personnel)	3.2.10	Section 3.2.10.3	no	55
DPOR Registration (Non-APELSCIDLA)	3.2.10	Section 3.2.10.4	no	58
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	3
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	59
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	61
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	62
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	64
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.5	no	66
Key Personnel Resume – Public Relations Manager	Attachment 3.3.1	Section 3.3.1.6	no	68
Organizational chart	NA	Section 3.3.2	yes	5
Organizational chart narrative	NA	Section 3.3.2	yes	6

ATTACHMENT 3.1.2

Project: 0095-100-722, I395-100-736
STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	70
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	73
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	12

Form C-78-RFQ

Form C-78-RFQ

ATTACHMENT 2.10

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

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

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

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

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

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

SIGNATURE 4/27/12 DATE

List of Affiliated & Subsidiary Companies

ATTACHMENT 3.2.6

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

Affiliated and Subsidiary Companies of the Offeror

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

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

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address

Debarment Forms

ATTACHMENT NO. 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT PRIMARY COVERED TRANSACTIONS

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

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

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

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

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

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

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

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

RA M[illegible]	4/27/2012	District Manager
Signature	Date	Title

The Lane Construction Corporation

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

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

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

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

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

Thomas S. Flowers 4/25/2012 Vice President

Signature Date Title

STV Group Incorporated dba STV Incorporated (STV)

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

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

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

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

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

	March 27, 2012	Director of Transportation
Signature	Date	Title

RINKER DESIGN ASSOCIATES, P.C.
Name of Firm

ATTACHMENT NO. 3.2.7(B)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

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

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

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

Signature	**April 12, 2012** Date	**Principal** Title

Alpha Corporation
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

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

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

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

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

Signature	Date	Title
	4/10/12	President

MERCADO Consultants, Inc
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

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

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

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

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

	4/9/2012	President and CEO
Signature	Date	Title

DMY Engineering Consultants, LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

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

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

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

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

	April 6, 2012	Principal
Signature	Date	Title

Schnabel Engineering Consultants, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

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

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

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

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

Signature	Date	Title
[signature]	4/6/12	President

Sharp & Company, Inc
Name of Firm

Offeror's VDOT Prequalification Certificate

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TRNSPORT - E22            COMMONWEALTH OF VIRGINIA                 04/02/2012
LSPPREQ                 DEPARTMENT OF TRANSPORTATION                8:18 AM
                 PREQUALIFIED VENDORS SORTED BY VENDOR NAME         PAGE 219
                 THIS LIST INCLUDES ALL PREQUALIFIED LEVELS
                            AS OF 04/02/2012
                                  - L -

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


 --PREQ ADDRESS -----------------   -- WORK CLASSES -----------------------
  90 FIELDSTONE COURT                002 - GRADING
  CHESHIRE, CT 06410-1212            003 - MAJOR STRUCTURES
  PHONE : 203-235-3351               004 - BITUMINOUS CONCRETE PAVING
  FAX   : 203-686-0696               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
==============================================================================
```

Surety Letter

April 20, 2012

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

RE: **The Lane Construction Corporation**
Request for Qualifications - A Design-Build Project
I-395 HOV Ramp at Seminary Road From: Sanger Avenue To: Seminary Road with
I-395 NB Auxiliary Lane Extension From: Duke Street To: Sanger Avenue
City of Alexandria, Virginia
State Project No.: 0095-100-722, I395-100-736
Federal Project No.: NH-000S, *pending*
Contract ID Number: C00096261DB50
ECP: $74,000,000+/-

Dear Mr. Arel,

This letter will serve to confirm that The Lane Construction Corporation is a highly regarded and valued client of Aon Construction Services and the sureties: 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 Commonwealth 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 has developed a strong track record of completing complex construction projects on time and within the available budget. In the recent past, the co-surety has executed bonds on behalf of The Lane Construction Corporation for individual projects with contract values approaching $350,000,000 and corresponding backlogs approaching $2,000,000,000. At this time, The Lane Construction Corporation has the financial means and sufficient bonding capacity available to meet the requirements of this project; and is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this Project.

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

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

Fidelity and Deposit Company of Maryland
Liberty Mutual Insurance Company

Jean Correia, 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

SCC & DPOR Information Tables

ATTACHMENT 3.2.10

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

SCC and DPOR Information

Offerors shall complete the table and include the required state registration and licensure information. By completing this table, Offerors certify that their team complies with the requirements set forth in Section 3.2.9 and that all businesses and individuals listed are active and in good standing.

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.9.1 and 3.2.9.2)							
Business Name	SCC Information (3.2.9.1)			DPOR Information (3.2.9.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
The Lane Construction Corporation	F0254476	Foreign Corporation	Active	90 Fieldstone Court Cheshire, CT 06410	Corporation	2701011871	1/31/2014
Alpha Construction and Engineering Corporation	F0378606	Foreign Corporation	Active	21351 Ridgetop Circle Suite 200 Dulles, VA 20166	Bus Entity	0407003176	12/31/2013
STV Group Incorporated (used in VA by STV Incorporated)	F0253452	Foreign Corporation	Active	2722 Merrilee Dr., Suite 350 Fairfax, VA 22031	Bus Entity Branch Office	0411000661	2/28/2014
STV Group Incorporated (used in VA by STV Incorporated)	F0253452	Foreign Corporation	Active	10800 Midlothian Turnpike, Suite 302 Richmond, VA 23235	Bus Entity Branch Office	0411000462	2/28/2014
STV Group Incorporated (used in VA by STV Incorporated)	F0253452	Foreign Corporation	Active	1000 W. Morehead St. #200 Charlotte, NC 28208	Bus Entity Branch Office	0411000710	2/28/2014
Rinker Design Associates, P.C.	02270627	Corporation	Active	9300 West Courthouse Road, Suite 300 Manassas, VA 22110	Professional Corporation	040500050 4008001684 [real estate]	12/31/2013 2/28/2013
Rinker Design Associates, P.C.	02270627	Corporation	Active	301 Concourse Blvd, Suite 120 Glen Allen, VA 23059	Professional Corporation Branch Office	0410000220	2/28/2014
Sharp & Company*	F1761412	Foreign Corporation	Active	N/A	N/A	N/A	N/A

ATTACHMENT 3.2.10

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

SCC and DPOR Information (continued)

Offerors shall complete the table and include the required state registration and licensure information. By completing this table, Offerors certify that their team complies with the requirements set forth in Section 3.2.9 and that all businesses and individuals listed are active and in good standing.

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.9.1 and 3.2.9.2)							
Business Name	SCC Information (3.2.9.1)			DPOR Information (3.2.9.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Schnabel Engineering Consultants, Inc.	07126741	Corporation	Active	1901 South Main St. Suite 11 Blacksburg, VA 24060	Bus Entity Branch Office	0411000697	2/28/2014
Schnabel Engineering Consultants, Inc.	07126741	Corporation	Active	One West Cary Street Richmond, VA 23220	Bus Entity Branch Office	0411000700	2/28/2014
Schnabel Engineering Consultants, Inc.	07126741	Corporation	Active	46020 Manekin Plaza Suite 110 Sterling, VA 20166	Bus Entity Branch Office	0411000701	2/28/2014
Mercado Consultants, Inc.*	F1245911	Foreign Corporation	Active	17830 New Hampshire Avenue, #200 Ashton, MD 20861	Bus Entity	0407005863	12/31/2013
DMY Engineering Consultants LLC*	S3134972	Limited Liability Company	Active	45662 Terminal Drive Suite 110 Dulles, VA 20166	Bus Entity	0407005631	12/31/2013
* VDOT DBE-certified firm							

ATTACHMENT 3.2.10

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

SCC and DPOR Information

Offerors shall complete the table and include the required state registration and licensure information. By completing this table, Offerors certify that their team complies with the requirements set forth in Section 3.2.9 and that all businesses and individuals listed are active and in good standing.

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.9.3 and 3.2.9.4)						
Business Name	**Individual's Name**	**Office Location Where Professional Services will be Provided (City/State)**	**Individual's DPOR Address**	**DPOR Type**	**DPOR Registration Number**	**DPOR Expiration Date**
Lane Construction	**Richard McDonough** *Design-Build Project Manager*	Chantilly, VA	N/A	N/A	N/A	N/A
Alpha Construction and Engineering Corporation	**Fred Crozier, PE** *Quality Assurance Manager*	Dulles, VA	Morgantown, WV	APELSCIDLA Professional Engineer 0402	045291	10/31/2012
Lane Construction	**Jan Sherman** *Construction Manager*	Chantilly, VA	N/A	N/A	N/A	N/A
STV Incorporated	**Thomas Flournoy, PE** *Design Manager*	Fairfax, VA	Arlington, VA	APELSCIDLA Professional Engineer 0402	015277	2/28/2013
STV Incorporated	**Ronald Briggs, PE** *Lead Structural Engineer*	Richmond, VA	Midlothian, VA	APELSCIDLA Professional Engineer 0402	011415	6/30/2013
Rinker Design Associates, P.C.	**Christopher Reed, CSI** *Public Relations Manager*	Manassas, VA	N/A	N/A	N/A	N/A
Rinker Design Associates, P.C.	James M. Moore, CGREA *Right of Way*	Manassas, VA	Haymarket, VA	Real Estate Appraiser Certified General	4001000502	2/28/2014

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THE LANE CONSTRUCTION CORPORATION

General

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

Principal Office

90 FIELDSTONE COURT
CHESHIRE CT 06410

Registered Agent/Registered Office

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

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
- View eFile transaction history

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STV GROUP INCORPORATED (USED IN VA. BY: STVINCORPORATED)

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General

SCC ID: F0253452
Entity Type: Foreign Corporation
Jurisdiction of Formation: NY
Date of Formation/Registration: 8/9/1999
Status: Active
Shares Authorized: 2000

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
- View eFile transaction history

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Principal Office

205 WEST WELSH DRIVE
DOUGLASSVILLE PA 19518

Registered Agent/Registered Office

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

Screen ID: e1000

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https://sccefile.scc.virginia.gov/F0253452

4/2/2012

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ALPHA CONSTRUCTION AND ENGINEERING CORPORATION

General

SCC ID: F0378606
Entity Type: Foreign Corporation
Jurisdiction of Formation: MD
Date of Formation/Registration: 1/16/1981
Status: Active
Shares Authorized: 10000

Principal Office

21351 RIDGETOP CIRCLE
SUITE 200
DULLES VA 20166

Registered Agent/Registered Office

CT CORPORATION SYSTEM
4701 COX RD STE 301
GLEN ALLEN VA 23060
HENRICO COUNTY 143
Status: Active
Effective Date: 1/11/2007

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
- View eFile transaction history

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General

SCC ID: 02270627
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
ODIN FELDMAN & PITTLEMAN
9302 LEE HWY STE 1100
FAIRFAX VA 22031
FAIRFAX COUNTY 129
Status: Active
Effective Date: 8/28/2003

Select an action

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

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MERCADO CONSULTANTS, INC.

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General

SCC ID: F1245911
Entity Type: Foreign Corporation
Jurisdiction of Formation: MD
Date of Formation/Registration: 3/11/1996
Status: Active
Shares Authorized: 12500

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
- View eFile transaction history

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Principal Office

17830 NEW HAMPSHIRE AVENUE
SUITE 200
ASHTON MD 20861

Registered Agent/Registered Office

CORPORATION SERVICE COMPANY
Bank of America Center, 16th Floor
1111 East Main Street
RICHMOND VA 23219
RICHMOND CITY 216
Status: Active
Effective Date: 4/29/2011

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General

SCC ID: 07126741
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 8/12/2009
Status: Active
Shares Authorized: 10000

Principal Office

1054 TECHNOLOGY PARK DR
GLEN ALLEN VA 23059

Registered Agent/Registered Office

CT CORPORATION SYSTEM
4701 COX RD STE 301
GLEN ALLEN VA 23060
HENRICO COUNTY 143
Status: Active
Effective Date: 6/16/2011

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
- Submit a PDF for processing (What can I submit?)
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SHARP & COMPANY INCORPORATED

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General

SCC ID: F1761412
Entity Type: Foreign Corporation
Jurisdiction of Formation: MD
Date of Formation/Registration: 7/23/2008
Status: Active
Shares Authorized: 10000

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
- View eFile transaction history

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Principal Office

794 NELSON ST
ROCKVILLE MD 20850

Registered Agent/Registered Office

ROBERT ROSEMAN
1751 PINNACLE DR STE 500
MCLEAN VA 22102
FAIRFAX COUNTY 129
Status: Active
Effective Date: 7/23/2008

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DMY Engineering Consultants, LLC

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General

SCC ID: S3134972
Entity Type: Limited Liability Company
Jurisdiction of Formation: VA
Date of Formation/Registration: 1/11/2010
Status: Active

Principal Office

1415 BAYSHIRE PL
HERNDON VA 20170

Registered Agent/Registered Office

WEIYI MA
45662 TERMINAL DRIVE
SUITE 110
DULLES VA 20166
LOUDOUN COUNTY 153
Status: Active
Effective Date: 6/23/2011

Select an action

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

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About DPOR

Contractor Business License

Contractor Business License	
BUSINESS NAME:	THE LANE CONSTRUCTION CORPORATION
TRADING NAME:	VIRGINIA PAVING COMPANY
ADDRESS:	90 FIELDSTONE COURT CHESHIRE, CT 06410-0000
BUSINESS TYPE:	CORPORATION
CLASS OF LICENSE: Click here for Class of License Definitions	A
CLASSIFICATIONS/SPECIALTIES: Click here for Classification Definitions Click here for Specialty Definitions	BUILDING, HIGHWAY / HEAVY
REGISTRATION NO:	2701011871
INITIAL CERTIFICATION DATE:	OCTOBER 12, 1972
EXPIRATION DATE:	JANUARY 31, 2014

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

"Closed Complaints" reflect complaints closed since 1990. Cases closed without disciplinary action are purged after three years in

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About DPOR

APELSCIDLA Business License

APELSCIDLA Business License	
BUSINESS NAME:	STV INCORPORATED
TRADING NAME:	STV GROUP INCORPORATED
ADDRESS:	2722 MERRILLEE DR SUITE 350 FAIRFAX, VA 22031-0000
BUSINESS TYPE:	BUS ENITITY BRANCH OFFICE
REGISTRATION NO:	0411000661
INITIAL CERTIFICATION DATE:	SEPTEMBER 11, 2009
EXPIRATION DATE:	FEBRUARY 28, 2014

For the professions offered by this office, please see below.

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or

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APELSCIDLA Business License

APELSCIDLA Business License	
BUSINESS NAME:	STV INCORPORATED DBA STV GROUP INC
TRADING NAME:	STV/RALPH WHITEHEAD ASSOCIATES
ADDRESS:	10800 MIDLOTHIAN TNPK SUITE 30 RICHMOND, VA 23235-0000
BUSINESS TYPE:	BUS ENITITY BRANCH OFFICE
REGISTRATION NO:	0411000462
INITIAL CERTIFICATION DATE:	NOVEMBER 15, 2006
EXPIRATION DATE:	FEBRUARY 28, 2014

For the professions offered by this office, please see below.

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

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About DPOR

APELSCIDLA Business License

APELSCIDLA Business License	
BUSINESS NAME:	STV INCORPORATED
TRADING NAME:	STV/RALPH WHITEHEAD ASSOCIATES
ADDRESS:	1000 W MOREHEAD ST SUITE 200 CHARLOTTE, NC 28208-0000
BUSINESS TYPE:	BUS ENITITY BRANCH OFFICE
REGISTRATION NO:	0411000710
INITIAL CERTIFICATION DATE:	JANUARY 22, 2010
EXPIRATION DATE:	FEBRUARY 28, 2014

For the professions offered by this office, please see below.

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

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

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About DPOR

APELSCIDLA Business License

APELSCIDLA Business License	
BUSINESS NAME:	ALPHA CONSTRUCTION & ENGINEERING CORPORATION
TRADING NAME:	ALPHA CORPORATION
ADDRESS:	21351 RIDGETOP CIRCLE SUITE 200 DULLES, VA 20166-0000
BUSINESS TYPE:	BUSINESS ENTITY
REGISTRATION NO:	0407003176
INITIAL CERTIFICATION DATE:	JUNE 17, 1993
EXPIRATION DATE:	DECEMBER 31, 2013

For the professions offered by this office, please see below.

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

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Fair Housing Office

About DPOR

APELSCIDLA Business License

APELSCIDLA Business License	
BUSINESS NAME:	RINKER DESIGN ASSOCIATES PC
TRADING NAME:	
ADDRESS:	301 CONCOURSE BLVD, STE 120 GLEN ALLEN, VA 23059-0000
BUSINESS TYPE:	PROF CORP BRANCH OFFICE
REGISTRATION NO:	0410000220
INITIAL CERTIFICATION DATE:	MARCH 17, 2011
EXPIRATION DATE:	FEBRUARY 28, 2014

For the professions offered by this office, please see below.

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

To inquire about any disciplinary actions prior to 1990, contact the

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APELSCIDLA Business License

APELSCIDLA Business License	
BUSINESS NAME:	RINKER DESIGN ASSOCIATES PC
TRADING NAME:	
ADDRESS:	9300 WEST COURTHOUSE RD STE 300 MANASSAS, VA 22110-0000
BUSINESS TYPE:	PROFESSIONAL CORPORATION
REGISTRATION NO:	0405000502
INITIAL CERTIFICATION DATE:	JULY 16, 1986
EXPIRATION DATE:	DECEMBER 31, 2013

For the professions offered by this office, please see below.

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

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Real Estate Appraiser Business

Real Estate Appraiser Business	
BUSINESS NAME:	RINKER DESIGN ASSOCIATES PC
TRADING NAME:	
ADDRESS:	9300 W COURTHOUSE RD STE 300 MANASSAS, VA 20110-0000
BUSINESS TYPE:	CORPORATION
LICENSE NO:	4008001684
INITIAL CERTIFICATION DATE:	FEBRUARY 10, 2011
EXPIRATION DATE:	FEBRUARY 28, 2013

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or RecordsMgt@dpor.virginia.gov.

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APELSCIDLA Business License

APELSCIDLA Business License	
BUSINESS NAME:	MERCADO CONSULTANTS INC.
TRADING NAME:	
ADDRESS:	17830 NEW HAMPSHIRE AVE #200 ASHTON, MD 20861-0000
BUSINESS TYPE:	BUSINESS ENTITY
REGISTRATION NO:	0407005863
INITIAL CERTIFICATION DATE:	APRIL 25, 2011
EXPIRATION DATE:	DECEMBER 31, 2013

For the professions offered by this office, please see below.

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

To inquire about any disciplinary actions prior to 1990, contact the

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APELSCIDLA Business License

APELSCIDLA Business License	
BUSINESS NAME:	SCHNABEL ENGINEERING CONSULTANTS INC
TRADING NAME:	
ADDRESS:	46020 MANEKIN PLAZA SUITE 110 STELING, VA 20166-0000
BUSINESS TYPE:	BUS ENITITY BRANCH OFFICE
REGISTRATION NO:	0411000701
INITIAL CERTIFICATION DATE:	MARCH 19, 2010
EXPIRATION DATE:	FEBRUARY 28, 2014

For the professions offered by this office, please see below.

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

To inquire about any disciplinary actions prior to 1990, contact the

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APELSCIDLA Business License

APELSCIDLA Business License	
BUSINESS NAME:	SCHNABEL ENGINEERING CONSULTANTS INC
TRADING NAME:	
ADDRESS:	1901 SOUTH MAIN ST. SUITE 11 BLACKSBURG, VA 24060-0000
BUSINESS TYPE:	BUS ENITITY BRANCH OFFICE
REGISTRATION NO:	0411000697
INITIAL CERTIFICATION DATE:	JANUARY 05, 2010
EXPIRATION DATE:	FEBRUARY 28, 2014

For the professions offered by this office, please see below.

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

To inquire about any disciplinary actions prior to 1990, contact the

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APELSCIDLA Business License

APELSCIDLA Business License	
BUSINESS NAME:	SCHNABEL ENGINEERING CONSULTANTS INC
TRADING NAME:	
ADDRESS:	ONE CARY STREET RICHMOND, VA 23220-0000
BUSINESS TYPE:	BUS ENITITY BRANCH OFFICE
REGISTRATION NO:	0411000700
INITIAL CERTIFICATION DATE:	JANUARY 05, 2010
EXPIRATION DATE:	FEBRUARY 28, 2014

For the professions offered by this office, please see below.

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or

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APELSCIDLA Business License

APELSCIDLA Business License	
BUSINESS NAME:	DMY ENGINEERING CONSULTANTS LLC
TRADING NAME:	
ADDRESS:	45662 TERMINAL DRIVE SUITE 110 DULLES, VA 20166-0000
BUSINESS TYPE:	BUSINESS ENTITY
REGISTRATION NO:	0407005631
INITIAL CERTIFICATION DATE:	MARCH 10, 2010
EXPIRATION DATE:	DECEMBER 31, 2013

For the professions offered by this office, please see below.

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

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APELSCIDLA Individual License

APELSCIDLA Individual License	
NAME:	CROZIER, FREDERICK PAUL
CITY, STATE:	MORGANTOWN, WV
OCCUPATION:	PROFESSIONAL ENGINEER 0402
LICENSE:	045291
INITIAL CERTIFICATION DATE:	OCTOBER 21, 2008
EXPIRATION DATE:	OCTOBER 31, 2012

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or RecordsMgt@dpor.virginia.gov.

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APELSCIDLA Individual License

APELSCIDLA Individual License	
NAME:	FLOURNOY, THOMAS S
CITY, STATE:	ARLINGTON, VA
OCCUPATION:	PROFESSIONAL ENGINEER 0402
LICENSE:	015277
INITIAL CERTIFICATION DATE:	FEBRUARY 14, 1985
EXPIRATION DATE:	FEBRUARY 28, 2013

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or RecordsMgt@dpor.virginia.gov.

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APELSCIDLA Individual License

APELSCIDLA Individual License	
NAME:	BRIGGS, RONALD C
CITY, STATE:	MIDLOTHIAN, VA
OCCUPATION:	PROFESSIONAL ENGINEER 0402
LICENSE:	011415
INITIAL CERTIFICATION DATE:	NOVEMBER 02, 1979
EXPIRATION DATE:	JUNE 30, 2013

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or RecordsMgt@dpor.virginia.gov.

Note: The official record copy of the data obtained from this search is maintained by the specific board offices at the Department of Professional

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Real Estate Appraiser Individual

Real Estate Appraiser Individual

NAME:	MOORE, JAMES M
LICENSE TYPE:	CERTIFIED GENERAL
LICENSE NO:	4001000502
LICENSE STATUS:	ACTIVE
CITY, STATE:	HAYMARKET, VA
INITIAL CERTIFICATION DATE:	FEBRUARY 19, 1992
EXPIRATION DATE:	FEBRUARY 28, 2014

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Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or RecordsMgt@dpor.virginia.gov.

Key Personnel Resume Forms

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: **DESIGN-BUILD PROJECT MANAGER**

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

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, 2009 – Present: District Manager – 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 Manager, the Owner, 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. Assisted with Lane Mid-Atlantic operations and Virginia Sign and Lighting company (division of Lane), in addition to Project Manager responsibilities for Linton Hall Road and Design Build Project Manager for Gilberts Corner Traffic Calming, VA. Participated in development of new projects for construction, negotiations with Owners, and plan development. Responsible for overall administration of projects, addresses project issues and takes corrective actions as necessary, communicates design progress to owners, adheres to project schedules. Interacts with the Construction Manager, the Owner, and all other involved stakeholders regarding the progress of construction, schedule, budget, quality control, and safety.

Moore Brothers Construction, 1997 – 2006: Vice President of Operations - Responsible for field operations: safety, project staffing, means and methods of construction, direct 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 / B.S. / 1979 / Civil Engineering

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

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

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

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

Project: **South Norfolk Jordan Bridge P3 Project, Norfolk, VA (DESIGN-BUILD)**	
Name of Firm: **Lane Construction**	***Project Role:*** **Project Manager**
Beginning Date: **Nov 2010**	***End Date:*** **Ongoing (April 2012)**

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.	
Project: **Sudley Manor Drive Design-Build Project, Prince William County, VA (DESIGN-BUILD)**	
Name of Firm: **Lane Construction**	***Project Role:*** **Project Manager**
Beginning Date: **2006**	***End Date:*** **2009**
Specific Responsibilities: 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.	
Project: **VDOT Route 50 Traffic Calming Improvements Project [Gilberts Corner Roundabouts], Loudoun County, VA (DESIGN-BUILD)**	
Name of Firm: **Lane Construction**	***Project Role:*** **Design-Build Project Manager**
Beginning Date: **2007**	***End Date:*** **2009**
Specific Responsibilities: Design-Build Project Manager of this innovative $13 million dollar design-build traffic-c project for VDOT. The scope for this project was to add four roundabouts within the existing roadway, under traffic, to ca make safe travel through this heavily congested commuter corridor. As Design-Build Project Manager, his respons included overall administration of project, which included Design, Public Relations and Quality Management. W responsible for chairing weekly coordination meetings between Lane Team and VDOT to maintain a homogeneous wor for design, construction, schedule and permitting. Accountable for addressing all project issues and taking proactive mea ensure unforeseen conflicts and problems do not impede progress of the project schedule. Interacted with the Cons Manager, the Owner, and all other involved stakeholders regarding the progress of construction, schedule, budget, quality and safety.	
Project: **Interstate 95 Widening Improvements, Stafford/Spotsylvania Counties, VA**	
Name of Firm: **Moore Brothers**	***Project Role:*** **Executive Sponsor**
Beginning Date: **2004**	***End Date:*** **2006**
Specific Responsibilities: Executive Sponsor for $30 million dollar new I-95 interchange with primary road improvements new Stafford Airport. Facilitated, supported and participated in the formal Partnering process of the project to improve communications, relations and problem solving. Led the effort for several construction Value Engineering Proposals resulted in financial savings and schedule improvements. Responsible for all facets of field management, project sup oversight and direct supervision of bridge superintendents for construction of four bridges. Interacted with senior cons managers, Owner relations, negotiated change orders, budget, and safety.	
Project: **VDOT I-66 HOV Lane [Widening], Prince William County, VA**	
Name of Firm: **Moore Brothers**	***Project Role:*** **Executive Sponsor**
Beginning Date: **2003**	***End Date:*** **2006**
Specific Responsibilities: 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 review 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 Value Engineering Proposals which resulted in financial savings and schedule improvements. Supervised senior project staff, negotiations with the Owner, estimating, budget, and input for means and methods of construction. Direct supervision of superintendents and subcontractors for all structure construction to include bridges, retaining walls and shoring for support of excavation.	

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

Name & Title: **FRED CROZIER, P.E., QUALITY ASSURANCE MANAGER**

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

b. Name of Firm with which you are now associated: **ALPHA CORPORATION (Dulles, VA)**

c. 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.):

Alpha Corporation, July 2007 – Present: Quality Assurance Manager –Provided onsite quality assurance inspections for several D-B projects.

Johnson, Mirmiran & Thompson, February 2005 to January 2007: Branch Manager for West Virginia - Project manager for several projects, including the Lewisburg Transportation Management Study. Managed construction inspection personnel on WVDOH projects on 1-64, Corridor D and Corridor H.

Maryland State Highway Administration, District 6, 1997 to 2004: District Engineer - Directed SHA's activities in Western Maryland (Garrett, Allegany and Washington Counties)

- **Assistant District Engineer Maintenance, 1997**: Managed maintenance activities for District 6, which consists of approximately 1900 lane miles of roadways in Western Maryland (including Interstates 70, 81 and 68).

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

West Virginia University, Morgantown, WV/B.S./1984/Civil Engineering

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

1996/Civil Engineering: VA Registered P.E., Registration No. 0402-045291

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

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

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

Project: **US 50 Project at Gilberts Corner, VDOT, Loudoun County, VA DESIGN-BUILD *with LANE***	
Name of Firm: **Alpha Corporation**	***Role:*** **Quality Assurance Manager**
Beginning Date: **May 2008**	***End Date:*** **Fall 2009**
Specific Responsibilities: Responsible for QA inspection and testing of all materials used and work performed on the Project **for the Lane Construction Corporation**, including monitoring of LANE's QC activities for conformance with contract requirements and the "approved for construction" plans. Participated in meetings with project stakeholders, documentation review of construction inspection and materials control. Project involved construction of a new connector road and 4 roundabouts.	
Project: **Battlefield Parkway Project, VDOT, Leesburg, VA DESIGN-BUILD**	
Name of Firm: **Alpha Corporation**	***Role:*** **Quality Assurance Manager**
Beginning Date: **December 2008**	***End Date:*** **December 2009**
Specific Responsibilities: Responsible for QA inspection and testing of all materials used and work performed on the Project to including monitoring of the contractor's QC activities for conformance with contract requirements. This was new $35 million segment of the Parkway 4-lane divided highway with parallel 10-foot shared-use path.	
Project: **Pacific Boulevard Project, VDOT, Dulles, VA DESIGN-BUILD**	
Name of Firm: **Alpha Corporation**	***Role:*** **Quality Assurance Manager**
Beginning Date: **Feb 2009**	***End Date:*** **Summer 2010**
Specific Responsibilities: Responsible for QA inspection and testing of all materials used and work performed on the Project to including monitoring of the contractor's QC activities Ensured that all work and materials, testing and sampling were performed in conformance with contract requirements and the "approved for construction" plans. This $19 million project extends Pacific Boulevard for ½ mile from Severn Way to Autoworld Drive, up and over the W&OD Railroad Regional Park and across Cabin Branch.	
Project: **Route 28 & Innovation Avenue Interchange, VDOT, Dulles, VA DESIGN-BUILD**	
Name of Firm: **Alpha Corporation**	***Role:*** **Responsible Charge Engineer**
Beginning Date: **Sept 2011**	***End Date:*** **Sept 2012**
Specific Responsibilities: Responsible for QA inspection and testing of all materials used and work performed on the Project to including monitoring of the contractor's QC activities for conformance with contract requirements and the "approved for construction" plans. As alternate QAM, participates in meetings with project stakeholders, documentation review of construction inspection and materials control to expand Route 28 interchange to full interchange.	

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

Name & Title: **THOMAS S. FLOURNOY, P.E. VICE PRESIDENT**

a. Project Assignment: **DESIGN MANAGER**

b. Name of Firm with which you are now associated: **STV**

c. Years experience: With this Firm **8** 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.):

STV, 2004 –Present (8 years): Vice President – Mr. Flournoy is a vice president and senior project manager at STV. He is primarily responsible for delivering challenging transportation and infrastructure planning and design projects in the Northern Virginia and Washington, D.C. metropolitan area. His experience includes a full range of transportation planning and engineering design services including needs assessments, operations planning, simulations, feasibility studies, alternatives analyses, environmental assessments, and final design. He has executed work in all of the local jurisdictions including the City of Alexandria. Typical projects include highways, roadways, and interchange design, bridge design, tunnel projects, pedestrian and bicycle improvements, local and state agency coordination and approval, and community and stakeholder involvement.

TAMS Consultants, Inc./Earth Tech, Inc., 1997 – 2004 (7 years): Transportation Section Manager – Mr. Flournoy managed various multi-disciplinary transportation and infrastructure projects that included planning studies, traffic engineering, highway and bridge design, and municipal engineering. The range of experience included design, construction, and rehabilitation of existing infrastructure in both rural and urban settings. During this engagement, he was notably involved in the design management of several significant bridge structures including Route 5 over the Chickahominy River in Charles City and James City Counties, the Route 288/I-64 Interchange in Goochland County, and I-77 over the New River in Wythe County.

d. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Old Dominion University, Norfolk, VA / B.S. / 1979 / Civil Engineering Technology

e. Active Registration: Year First Registered/ Discipline/VA Registration #:
1985 / Professional Engineer (Civil Engineering) / Virginia #015277

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

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

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

Project: **I-395 Air Rights Preliminary Engineering and Environmental Assessment, Washington, DC**
DESIGN-BUILD

Name of Firm: **STV**	*Role:* **Design Project Manager**
Beginning Date: **October 2010**	*End Date:* **June 2012**

Specific Responsibilities: As part of a major development project in downtown Washington, D.C., Mr. Flournoy managed the preliminary engineering and transportation planning and impacts analysis due to the construction of an air rights deck over a depressed portion of I-395 (Center Leg Freeway). The deck will cover three city blocks between E Street and Massachusetts Avenue, NW and accommodate 2.2 million sf of development with a mix of office, retail, and residential units. Because of the configuration of the existing freeway, the development impacts an existing interchange comprising three ramps and a number of local streets. As project manager, Mr. Flournoy initiated a review of available information and coordinated data collection and analysis, development of alternatives for the revised ramp alignments, preliminary civil engineering for each ramp including vertical and horizontal alignments, preliminary structural engineering for the new F and G Street bridges, and preliminary tunnel engineering due to the overbuilt portion of the freeway. Both FHWA and DDOT had concurred that an Environmental Assessment (EA) would be prepared for the project. A number of alternatives and solutions were advanced through preliminary engineering to ensure that the most viable alternatives were analyzed for impacts in the environmental assessment. Mr. Flournoy was also responsible for agency coordination (FHWA, DDOT, NCPC and SHPO) and coordination with the developer's architectural design team. Additionally, subsequent to completion of the EA, an Interchange Modification Report (IMR) was completed and approved by DDOT and FHWA prior to finalizing the transfer of the air rights to the developer.

Project: **VDOT Route 288/I-64 Interchange, Goochland County, VA**	
Name of Firm: **TAMS Incorporated**	***Role:*** **Design Project Manager**
Beginning Date: **January 1999**	***End Date:*** **October 2000**
Specific Responsibilities: Mr. Flournoy served as Project Manager for the design of three interchange ramps, each on a complex, curved alignment. The two main ramps were multilevel structures on 984-foot radii, crossing each other and I-64. The third ramp, on a 1,476-foot radius, crosses a local creek. Tall piers (59 feet high) were a key element of the project, as were coordinating the design to avoid extensive wetlands at the project site. To minimize impact and for aesthetic reasons, given the prominence of the interchange, both long-span plate-girder and box-girder superstructures were considered and evaluated in the preliminary engineering report. Ultimately, steel plate girders with hammerhead piers were selected for the final design. Included in the scope of work was a complete geotechnical exploration and evaluation program.	
Project: **Kennedy Center Access Improvements, Washington, DC**	
Name of Firm: **TAMS Incorporated**	***Role:*** **Design Project Manager**
Beginning Date: **September 2002**	***End Date:*** **March 2004**
Specific Responsibilities: Mr. Flournoy managed the planning and development of alternatives for improving access to the Kennedy Center, the main focal point being a new air-rights plaza over I-66 (Potomac Freeway). Roads surrounded the Kennedy Center to form a physical barrier to the center, which made access for vehicles, pedestrians and bicyclists difficult and confusing. Mr. Flournoy managed the preliminary engineering and planning component which developed alternatives for accommodating the air-rights deck while maintaining freeway operations. The proposed design impacted traffic operations and infrastructure at the Roosevelt Bridge Interchange, the E Street Expressway Interchange, and the Whitehurst Freeway/Rock Creek Parkway Interchange. The preliminary engineering required examining existing and proposed conditions to identify viable alternatives for improving access and satisfying traffic demands, urban design goals, and to determine if there were significant impacts to the environment. This project was undertaken by FHWA in cooperation with the NPS (National Park Service), DDOT, CFA (Commission of Fine Arts), and NCPC (National Capitol Planning Commission), all of which had a part in the review process.	
Project: **Route 50/Courthouse Road/ 10th Street Interchanges, Arlington County, VA**	
Name of Firm: **TAMS Incorporated**	***Role:*** **Deputy Project Manager**
Beginning Date: **September 1999**	***End Date:*** **June 2004**
Specific Responsibilities: Mr. Flournoy was Deputy Project Manager for the design of improvements to two interchanges that dated to the 1950s and had become functionally obsolete and unsafe. The selected alternative utilizes the existing Route 50 eastbound roadway for through traffic while providing a new eastbound collector-distributor (CD) road in the median for traffic to and from 10th Street and Courthouse Road. Traffic on the eastbound CD road was designed to be controlled by traffic signals. Both interchange bridge structures were designed to be maintained during construction with the ultimate build-out providing full access to and from the new CD road. Improvements to Route 50 westbound included relocated ramps and the addition of a CD road for entering and exiting movements.	
Project: **Seven Bridges on Smart Road, Montgomery County, VA**	
Name of Firm: **TAMS Incorporated**	***Role:*** **Deputy Project Manager**
Beginning Date: **January 1997**	***End Date:*** **May 1999**
Specific Responsibilities: As Deputy Project Manager, Mr. Flournoy managed the design of seven bridges on the easternmost section of the Smart Highway from the test bed to the interchange at I-81. Bridge structures included three ramp structures at the I-81 Interchange (one with integral abutments), and four mainline viaducts with piers more than 164 feet tall and spans of 295 feet. Plate girders and box girder sections were considered in the design of the superstructures, and precast, post-tensioned pier segments were considered for the piers. The use of high-performance steel, stainless steel clad reinforcing bars, MSE walls, jointless design, and a life-cycle cost analysis considering a number of issues were just some of the challenging aspects of the project undertaken by the design team.	

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **JAN A. SHERMAN | PROJECT MANAGER**

b. Project Assignment: **CONSTRUCTION MANAGER**

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

d. Years experience: With this Firm **13** Years With Other Firms **0** 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, June 1998 – Present: Mr. Jan Sherman has over 13 years of construction experience on a wide assortment of projects ranging in value from several thousand to over $100 million. The projects have included asphalt plant operations in Sterling, Virginia, construction of a new asphalt runway, taxiway and apron in Stafford, Virginia, a new remote administration modular building and 13 acre parking lot at Dulles Airport, a new cut & cover pedestrian tunnel at Dulles Airport, a new security check point facility at Dulles Airport, replacement of an active centerline lighting circuit at Dulles Airport, a new underground automated people mover station at Dulles Airport and Runway. The scopes of the projects have included dirt excavation, rock excavation, blasting, and support of excavation, micro-piles, caissons, underground utilities, storm drainage, reinforced structural concrete, architectural concrete, concrete pavement, asphalt pavement, milling, traffic control, site electrical, interior electrical, mechanical, and plumbing, terrazzo, precast concrete, elevators, escalators, moving walkways and various finishes. Throughout his career with Lane, Mr. Sherman has performed various roles as an Estimator, Foreman, QC Technician, Quality Control Manager, Project Engineer and Project Manager. His responsibilities have included the management of office & field personnel, adherence to corporate safety policies, contract administration, including submittals, requests for information, payment requisitions, project scheduling, procurement, change order negotiations, management of resources and costs.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Clarkson University, Potsdam, NY/ B.S./1998/ Civil Engineering

Active Registration: Year First Registered/ Discipline/VA Registration #: **Erosion & Sediment Control Contractor Certification Program for VDOT: Certification #4934C (exp. 4/17/14)** ; Mr. Sherman shall hold a Virginia DCR Responsible Land Disturber (RLD) Certification prior to the commencement of construction.

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

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

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

Project: **I-495 Capital Beltway High Occupancy Toll (HOT) Lanes, Fairfax County, Virginia DESIGN-BUILD**	
Name of Firm: **Lane Construction**	***Project Role:*** **Project Manager (Area 2)**
Beginning Date: **Jan 2011**	***End Date:*** **Present**

Specific Responsibilities: Mr. Sherman is currently working on the $1.5 billion HOT Lanes project, a joint-venture partnership of Fluor-Lane in which two new lanes are being constructed 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 $260 million of aging infrastructure, including more than 50 bridges and overpasses. As the Project Manager, he is responsible for oversight of construction activities, assisting in estimating quantities, reviewing construction plans and general conduct of the project in Area 2. In addition, he assists with the maintenance and updating of the project CPM schedule using Primavera Scheduling software as well as scheduling and assuring continued inspection of all materials and construction for conformance to the contract plans and specifications.

Project: **Ronald Reagan Washington National Airport Runway 15-33 Overlay and Taxiways Rehabilitation Crystal City, VA**	
Name of Firm: **Lane Construction**	***Project Role:*** **Project Manager**
Beginning Date: **2009**	***End Date:*** **Present**

Specific Responsibilities: As the Project Manager: Responsible for all aspects ofthe project, including but not limited to the management of office and field personnel, safety, schedule, costs, equipment, material, subcontracts, compliance with contract and client relations. Scope of work includes coordination with the owner, FAA, airport operations, airlines and subcontractors; to rehabilitate the existing runway 15-33 and taxiways. This multi phase fast paced project includes full depth (30") pavement reconstruction, partial depth (8") pavement restoration and surface mill and overlay. The

Phases of work were either limited to a 5-hour nighttime work window or performed in a 36-hour weekend closure, which both required precise planning and coordination with all stakeholders to ensure the reopening of the airfield after each work window. Quantities include 60,000+ tons of P-401 asphalt, 8,000+ cubic yards of excavation, 250,000+ square yards of asphalt milling and 10,000+ tons of sub-base stonework. This work is being performed for the Metropolitan Washington Airports Authority. Approximate Contract Value for this project: $13+ m.	
Project: **APM Package 6 - Dulles International Airport, VA**	
Name of Firm: **Lane Construction**	***Project Role:*** **Project Manager**
Beginning Date: **April 2003**	***End Date:*** ***August*** **2009**
Specific Responsibilities: The $103 million Automated Airport Train System replaced most of the current Mobile Lounges that transport passengers between the Terminal and concourses. The Package 6 Automated People Mover Main Station is an integral part of the airports train system connecting all the gates into one underground system. The train systems Main Station is adjacent to the Dulles Main Terminal and involves a vertical cut 50' below ground at the base of the Dulles Main Terminal and Air Traffic Control Tower. Both structures are underpinned with an extensive micro-pile shoring system. The support of excavation system includes drilled piles, grouted and post-tensioned tiebacks, grouted rock-bolts, split sets and shot-crete. More than 300,000 CY of rock excavation was required, some of which was blasted adjacent to the existing terminal building. The concrete work took 36 months involving 50,000 CY of cast in place structural/architectural concrete along with eleven million pounds of rebar, one million square feet of formwork and 250,000 square feet of falsework was erected. Completed in September 2009, this structure is 4 stories high with structure dimensions of 1200' long by 100' wide by 50' high. The bottom level of this structure is similar to a subway station and the top floor having a very complex post-tensioned cast in place roof structure with enormous skylights. Site work included 1500 lf of water and sewer lines along with 10,000 square yards of concrete paving and surface restoration and numerous utility relocations. Mr. Sherman began working on this project as a Project Engineer and was promoted to Assistant Project Manager in 2005 and then Project Manager in 2009.	
Project: **Gate 313 – Dulles International Airport, VA**	
Name of Firm: **Lane Construction**	***Project Role:*** **Assistant Project Manager In Charge**
Beginning Date: **1/2005**	***End Date:*** **7/2005**
Specific Responsibilities: Work on the $3 million Dulles Gate 313 Project consisted of constructing a new security checkpoint entrance to be used primarily by construction vehicles that required access to the Airport's Security Perimeter. New pavement roadways, milling and overlay of existing roadways were some of the items in Lane's construction contract with MWAA. The new checkpoint also included a six-lane inspection stations with queuing area, facilities for security personnel, weather protection canopy CCTV system, roadway and under canopy lighting sufficient for the inspection of vehicles, suspect vehicle pull off area and a lighted employee lot.	
Project: **Washington Dulles International Airport Task Order, Dulles, VA**	
Name of Firm: **Lane Construction**	***Project Role:*** **Project Engineer**
Beginning Date: **3/2004**	***End Date:*** **3/2005**
Specific Responsibilities: Work included on this $6 million task project included coordination with mechanical, electrical and other subcontractors; to perform various projects involving minor site development, soil stockpile management, site grading, site utilities, pavement marking, interior electrical & mechanical utilities, etc. This work was performed for the Metropolitan Washington Airports Authority. Responsibilities included: • The construction of various construction tasks as directed by the owner. Manage Lane's field supervision & subcontractors • Field coordination with the owner and subcontractors to discuss the scope for each construction task • Record quantities and analyze the costs for all aspects of the project • Coordinate and schedule all deliveries and subcontractor's work to maintain the owner's requested schedule	

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

Name & Title: **RONALD C. BRIGGS, P.E. | PROJECT MANAGER**

a. Project Assignment: **LEAD STRUCTURAL ENGINEER**

b. Name of Firm with which you are now associated: **STV**

c. Years experience: With this Firm **27** Years With Other Firms **10** 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.):

STV/Ralph Whitehead Associates, 2005 –Present: Transportation Group Leader/Project Manager, Structural Engineer – Responsibilities include all aspects of bridge design including design, plan development, quality control and project management of numerous bridge projects ranging from single span structures to complex multiple-span structures.

STV/Ralph Whitehead Associates, 1997 - 2005: Richmond Office Manager, Structural Engineer – Responsible for bridge design and project management. (Ron has worked for STV since 1985.)

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

University of Virginia, Charlottesville / Master of Science / 1981 / Civil Engineering

Virginia Polytechnic Institute/State University, Blacksburg, VA / Bachelor of Science / 1975 / Civil Engineering

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

1979 / Professional Engineer / #0402 011415

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

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

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

Project: **Route 1 Bridge over CSXT Rail Corridor, Main St., & Slaters Lane Ramp, City of Alexandria, VA DESIGN-BUILD**	
Name of Firm: **STV**	***Role:*** **STV Project Manager**
Beginning Date: **2005**	***End Date:*** **2007**
Specific Responsibilities: Project Manager for major highway curved steel girder bridge (840 feet long, with spans up to 241 feet) as part of a Developer Design-Build project with Shirley Contracting . Bridge construction cost estimated at $15 million. Provided alternative design concepts for the pedestrian connection to the new Route 1 (Monroe Avenue). Plans included extensive aesthetic detailing, enhanced pedestrian walkways, lighting and staged construction.	
Project: **VDOT Hampton Boulevard, Norfolk, VA,**	
Name of Firm: **STV**	***Role:*** **STV Project Manager**
Beginning Date: **1996**	***End Date:*** **Present**
Specific Responsibilities: Project Manager for design of railway bridge, highway bridge, depressed roadway including retaining walls, pump station and ballfield relocation plans. Conducted citizen workshops during public participation phase. Coordinated with VDOT, City of Norfolk, Navy, VA Port, NPBL Railroad and Norfolk Southern Railroad during design. The $38 million project is currently under construction.	
Project: **VRE/CSXT over Quantico Creek, Quantico, VA**	
Name of Firm: **STV**	***Role:*** **STV Project Manager**
Beginning Date: **1999**	***End Date:*** **2007**
Specific Responsibilities: Project Manager for both design and construction of a 1,753-foot-long, two-track bridge carrying freight and commuter rail traffic. The bridge is a multi-span prestressed concrete beam bridge with steel shell piles ranging from 30' to 120' in length. Bridge construction cost was $15.8 million.	
Project: **VDOT Southwest Suffolk Bypass/Suffolk, VA**	
Name of Firm: **STV**	***Role:*** **STV Project Manager**
Beginning Date: **1994**	***End Date:*** **1998**
Specific Responsibilities: STV Project Manager for design of five structures including 1,000-foot +/- dual prestressed concrete beam bridges carrying the bypass over Lake Kilby, dual curved steel girder bridges carrying the bypass over NS Railroad and widening plans for the Route 58 bridge over NS and CSXT Railroads on both sides. Construction cost estimate (all bridges) was $12.1 million.	

Project: **VDOT Route 30 over North Anna River, Caroline County, VA**	
Name of Firm: **STV**	***Role:*** **STV Project Manager**
Beginning Date: **2005**	***End Date:*** **2006**
Specific Responsibilities: Project Manager for the design of a four-span prestressed concrete bulb T-beam bridge continuous for live load. Design utilized drilled shafts to minimize impacts to river during construction. Bridge construction cost estimated at $2.0 million.	

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

Name & Title: **CHRISTOPHER R. REED, CSI**
DIRECTOR OF SPECIAL PROJECTS

a. Project Assignment: **PUBLIC RELATIONS/INVOLVEMENT**

b. Name of Firm with which you are now associated: **RINKER DESIGN ASSOCIATES, P.C.**

c. Years experience: With this Firm **4** Years With Other Firms **40** 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.):

Rinker Design Associates, P.C., 2010–Present: Director of Special Projects – Duties include assisting project managers in Public Involvement, Quality Control/Quality Assurance (QA/QC) and management of the Right of Way Acquisition Section. Projects include VDOT transportation projects, locally-administered transportation projects by cities, towns and counties, and design-build projects.

ATCS, PLC, 2009–2010: Roadway Design Manager – Managed the roadway design for the QA/QC review of the I-495 HOT Lanes project at the request of the VDOT Project Manager (PM). Special assignments from the VDOT PM included coordination with local officials and citizen groups for landscaping and noise wall construction.

Rinker Design Associates, P.C., 2006–2009: Director of Special Projects– Provided QA/QC oversight of roadway design and construction administration. Advised project managers in dealings with elected officials and citizen groups.

Virginia Department of Transportation, 1997–2006: Program Manager – Served as Assistant Location and Design (L&D) Engineer in the NOVA District and was promoted to District L&D Engineer responsible for all design of VDOT facilities in the NOVA District. Managed more than 100 public hearings and numerous meetings with elected officials from the local to the national level. Served as the Project Manager for the Design Phase of the Woodrow Wilson Bridge Reconstruction when he managed the Public Involvement Program that included 7 Citizen Working Groups.

d. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
West Virginia Institute of Technology (Montgomery, WV) / BA / 1970 / Mathematics

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

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

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

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

Project: **James Madison Highway (Route 15) PPTA/Design-Build, Prince William County, VA DESIGN-BUILD**	
Name of Firm: **Rinker Design Associates, P.C.**	***Role:*** **Public Relations Manager**
Beginning Date: **July 2006**	***End Date:*** **October 2009**

Specific Responsibilities: Provided the Public Involvement plan and coordination with elected officials and private citizens during the design and construction of this $55M Design-Build project performed under the Virginia PPTA Act of 1995. This project included the widening of approximately 2 miles of Route 15, the realignment of approximately 1,500 LF of Waterfall Road, the 1,500-LF extension of Heathcote Boulevard from Old Carolina Road to Route 15, and the widening of approximately 3,000 LF of Old Carolina Road. This PPTA project, designed on an accelerated schedule for Prince William County, required advance grading and erosion/sediment control plans, horizontal/ vertical alignment, pedestrian facility design, 2 bridge replacements, H&HA analyses and major culvert design, stormwater management and maintenance of traffic plans.

Project: **Jermantown Road Improvements, Phase 2, City of Fairfax, VA**	
Name of Firm: **Rinker Design Associates, P.C.**	***Role:*** **Public Involvement Liaison**
Beginning Date: **February 2012**	***End Date:*** **March 2012**

Specific Responsibilities: Provided coordination with City Staff and elected officials and coordinated project with affected property owners to alleviate concerns regarding the widening of Jermantown Road from Lanier Middle School to Providence Elementary School (approx. 1,500 LF) and intersection improvements at Jermantown Road/Route 50. This project increased mobility through the congested Jermantown Road corridor by providing improved geometry at the intersection of Jermantown Road/Route 50 and additional turn lanes at Orchard Street.

Project: **Kamp Washington Intersection (Route 29) Spot Improvements, City of Fairfax, VA**	
Name of Firm: **Rinker Design Associates, P.C.**	***Role:*** **Public Involvement Liaison**
Beginning Date: **March 2012**	***End Date:*** **Present**
Specific Responsibilities: Public Involvement Liaison for the design of improvements to this locally-administered project which will increase mobility through the existing intersection by providing improved geometry to enable concurrent dual left turn movements. Additionally, pedestrian facilities throughout the intersection area will be improved. Design includes horizontal/vertical geometry, maintenance of traffic plans, utility relocation coordination, drainage design, traffic analysis, signal design, and environmental permitting. Provided coordination with City Staff and elected officials and coordinated project with affected property owners to alleviate concerns.	
Project: **Northfax Redevelopment Centers Planning and Design, City of Fairfax, VA**	
Name of Firm: **TAMS Incorporated**	***Role:*** **Public Involvement Liaison**
Beginning Date: **March 2012**	***End Date:*** **Present**
Specific Responsibilities: Public Involvement Liaison for this project which involves the advancement of the Fairfax Boulevard Master Plan for the "centers" of Northfax and Kamp Washington to provide planning level designs for the proposed street networks required to make the Master Plan Vision a reality. Scope of services includes: transportation design and planning and site analysis. Tasks include independent feasibility analyses and review of proposals for consistency and compatibility with the Master Plan. Provided coordination with City Staff and elected officials and coordinated project with affected property owners to resolve concerns.	

Work History Forms

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location **LANE PROJECT #1**	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement. (in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: **I-77 Widening** **DESIGN-BUILD** Location: Mecklenburg County, NC	Name: STV Incorporated	Name of Client/Owner: NCDOT-Alternative Delivery Unit Phone: (919) 733-2520 Project Manager: Rodger Rochelle Phone: (919) 707-6601 Email: rdrochelle@ncdot.gov	December 2003	December 2005	$70,900	$84,000* * at NCDOT request, change orders were issued to accommodate new HOV lane design and construcution.	$84,000

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

Relevant Categories of Work:

- Bridges
- Limited Access Hwy/ Interstate interchanges
- Retaining walls
- D-B
- ROW
- Utility relocation
- Extensive MOT
- Public Involvement

PROJECT SCOPE

Lane Construction completed a bridge and roadway for the widening of an 8.1-mile segment of I-77 in Mecklenburg County, NC, as part of a design-build team for the North Carolina Department of Transportation (NCDOT). Extensive ITS was included in the contract ($5.4 mil), CEI, as well as guardrails, seeding, erosion control, pavement markings and over $4 million in signage. Lane was also responsible for excavation, grading, drainage, construction of bridge, box culverts, stream alignments, sound walls, highway, MOT and asphalt paving.

Engineering services provided by STV included hydraulic design, erosion control, coordination of additional surveys, and coordination of structures during construction. Lane selected a compressed schedule strategy as part of the team's best value approach to the project. STV also provided hydraulic and structural services, including bridge plans, for the widening of the Harris Boulevard Bridge over I-77, the northbound I-85 ramp bridge over I-85 at the I-77/I-85 interchange, the I-77 bridge over southbound I-77 HOV lane, and various noise and retaining walls.

The project required close coordination with the future I-485 interchange, which included revised ramp/loop alignments and profiles to match the mainline alignment and profile. To minimize impacts to traffic during construction, a special construction vehicle access ramp in the I-77 median to meet with Harris Boulevard Bridge provided access for construction vehicles to operate without impeding traffic on the interstate. The access ramp allowed hauling to 90% of the length of the project and 25,000 loads of material were moved into the median without impeding interstate traffic This safety measure significantly reduced construction traffic on this heavily traveled access route into the City of Charlotte.

This project represented the first major roadway design-build project undertaken by NCDOT.

Evidence of Performance: Winner of the National Asphalt Pavement Association 2006 Quality of Construction Award

The access ramp (above) earned both the 2002 NAPA National Work Zone Safety award and the 2002 ARTBA National Work Zone Safety Innovation award.

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location **LANE PROJECT #2**	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement. (in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: KNIGHTDALE BYPASS US 64 **DESIGN-BUILD** Location: Knightdale, NC	Name: STV Incorporated	Name of Client/Owner: North Carolina Department of Transportation Phone: (919) 707-6601 Project Manager: Rodger Rochelle Phone: (919) 707-6601 Email: rdrochelle@ncdot.gov	December 2006	December 2006	$131,000	$131,000	$131,000

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

Relevant categories of work:

- Bridges
- Limited Access Hwy/ Interstate interchanges
- Retaining walls
- D-B
- ROW
- Utility relocation
- Extensive MOT
- Public Involvement

PROJECT SCOPE
Joint venture partner for the complete design and construction of a new 15.51 kilometer limited access highway with 22 bridge structures, grading, drainage, erosion control, paving and relocation of utilities.

PROJECT DESCRIPTION
North Carolina Constructors (Joint-venture partners Lane and Flatiron) constructed a 6-lane freeway approximately 15.51 kilometers in length to bypass the busy route US 64 just east of Raleigh, NC. The work for the project included design, construction, construction engineering, and management of the new location 6-lane freeway project. Along with erosion and sediment control measures to protect the numerous wetland and waterways throughout the project, construction included moving more than three million cubic meters of earth, 220,000 cubic meters of rock excavation, 22 bridge structures over side roads and waterways and major drainage and utility coordination for the new highway alignment. Extensive traffic control measures were utilized at the east end of the project to stage construction around the busy interchange of the existing US 64.

Construction engineering and management included the QC/QA for the entire project. A major set of twin structures over the Norfolk-Southern Railroad required coordination and design considerations to build the permanent structures over the active line without interruption to rail traffic. The final pavement design included more than 89,000 cubic meters of 290mm jointed concrete pavement and 278,000 metric tons of bituminous asphalt mix for mainline and side road construction.

PROJECT BACKGROUND

- Construction of Raleigh's Outer Loop began in 2003
- Designed to reduce congestion on secondary local roads and provide unlimited access to the new I-540 outer loop and replace the outdated US 64

PROJECT BENEFITS

- Provided unlimited access to the new I-540 outer loop
- Relieved congestion on US 64
- Provided an alternate East/West route relieving local street congestion in the downtown Knightdale region

Evidence of Performance: The Knightdale Bypass was voted one of the "Top 10 Roadways" in the United States in 2006 by *ENR* Magazine.

The Knightdale Bypass was voted one of the "Top 10 Roadways" in the U.S. in 2006.

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location **LANE PROJECT #3**	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement. (in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: I-495 CAPITAL BELTWAY HOT LANES "495 EXPRESS LANES" **DESIGN-BUILD** Location: Fairfax County, VA	Name: HNTB	Name of Client/Owner: Virginia Department of Transportation Phone: (703) 383-8368 Project Manager: Mr. Garrett Moore Phone: (703) 259-1959 Email: garrett.moore@vdot.virginia.gov	December 2012	December 2012 (estimated) Project is on schedule	$1,500,000	$1,500,000	$500,000

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

Relevant Categories of Work:

- Bridges
- Limited Access Hwy/ Interstate interchanges
- Retaining walls
- D-B
- ROW
- Utility relocation
- Extensive MOT
- Public Involvement

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 will encompass the replacement of more than $260 million 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 Rte. 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.

PROJECT BACKGROUND

VDOT began studying short and long-term solutions to growing traffic congestion on the Capital Beltway in the late 1980s. By 1994 it had concluded High Occupancy Vehicle (HOV) lanes were needed. A private developer submitted plans for High Occupancy Toll (HOT) lanes in 2002 to the Commonwealth, which resulted in selecting that alternative in 2005. The HOT Lanesd project is the most significant package of improvements to the Capital Beltway in a generation. When completed, they will provide drivers with the option of paying a toll for a faster, more predictable trip. Drivers using the 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**

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement. (in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
STV PROJECT #1							
Name: **I-395 Air Rights Environmental Assessment and Preliminary Engineering (Capitol Crossing)** Location: Washington, DC **DESIGN-BUILD (Developer)**	Name: Balfour Beatty plc	Name of Client/Owner: Sean Cahill Property Group Partners (202) 470-4880 scahill@pgp.us.com for District Department of Transportation Project Manager: Faisal Hameed Phone: (202) 671-4607 Email: faisal.hameed@dc.gov	December 2017	December 2017 (on schedule)	$150,000	$150,000 (estimated)	$6,000

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

Relevant Categories of Work:

- Bridges
- Limited Access Hwy/ Interstate interchanges
- Retaining walls
- D-B
- ROW
- Utility relocation
- Extensive MOT
- Public Involvement

STV Incorporated served as the **prime designer** for preliminary engineering and completion of an environmental assessment for an air rights deck to be constructed over I-395, which will create three city blocks for commercial and residential development in Washington, D.C. STV is providing civil/highway, roadway, traffic, structural, and tunnel engineering services, as well as transportation planning, during development and evaluation of alternatives. STV is also responsible for public involvement, inter-agency coordination and reviews, and management of all subconsultants.

Three alternatives were considered for final evaluation with a focus on maintaining interstate highway functions and operations while allowing economic development over the freeway. As part iof this evaluation, an Interchange Modification Report (IMR) was completed and submitted to DDOT and FHWA for review and approval. STV will serve as General Engineering Consultant (GEC) for the final design and construction documents which include two new ramp structures, modifications and realignment of the interstate highway, modifications of local roads and streets to accommodate the new development, two new bridges spanning the freeway at F and G Streets, and design of the new tunnel due to the over decking.

Evidence of Performance: "Completing the preliminary engineering for the air rights project over I-395 was not an easy challenge, involving multiple agencies and complex transportation solutions to successfully rebuild an existing urban interchange. STV performed admirably, effectively advancing the planning and engineering through the approval process, while introducing unique and innovative solutions that globally addressed a number of issues, allowing the project to be successful.
- Sean Cahill, Vice President Development, PGP Development

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement. (in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **Modification of the I-485/I-85 Interchange** Location: Charlotte, NC **DESIGN-BUILD**	Name: Lane Construction	Name of Client/Owner: **Lane Construction / North Carolina Department of Transportation** Phone: (704) 553-6500/(919) 212-3250 Project Manager: Rodger Rochelle (NCDOT Transportation Program Management Director) Phone: (919) 212-3250 Email: rdrochelle@ncdot.gov	June 2014 (estimated)	June 2014 (estimated)	$150,000 (estimated)	$150,000 (estimated)	$7,920

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

Relevant Categories of Work:

- Bridges
- Limited Access Hwy/ Interstate interchanges
- Retaining walls
- D-B
- ROW
- Utility relocation
- Extensive MOT
- Public Involvement

STV Incorporated is the **prime designer** working as a the **Engineer of Record** providing comprehensive design services for the modification of the I-485/I-85 interchange, which will replace the existing trumpet interchange with an innovative "turbine" interchange. The completed system will allow regional and interstate traffic to bypass heavily congested sections of I-77 and I-85 adjacent to uptown Charlotte and the US 74 Independence Boulevard Corridor. The Charlotte Outer Loop will also improve access to residential, commercial, and retail centers throughout the Metrolina region by relieving congestion on parallel east-west roadways.

STV's design for the I-485/I-85 interchange employs an innovative alternative to the 4-level stacked interchange originally selected by the NCDOT. The planned 2-level turbine interchange provides semi-directional ramps throughout, with left-turn ramps that sweep around the center of the interchange. The design takes advantage of the natural topography to minimize borrow and waste on the job, in part due to flexibility in setting alignments and grades for the semi-directional ramps, thereby reducing cost and speeding construction. The turbine concept simplifies the project significantly by balancing the earthwork and eliminating the 80-foot high bridge construction, complex shoring, and splicing girders over traffic required for the original 4-level stack design. It also eliminates the need to provide an off-site detour from I-85 and I-485 to U.S. 29 during construction. Along with the resulting construction cost and schedule reductions, the design will benefit drivers. Site distances will be much improved, and the wide-sweeping left-turn loops will allow vehicles to safely maintain speed instead of experiencing the long climbs that would have been required for the 4-level interchange.

Evidence of Performance: The diverging diamond interchange is a first for North Carolina. "The turbine interchange will enable traffic to flow at freeway speeds, 60-plus miles per hour, without conflict."
- Barry Moose, Division Engineer for NCDOT Division 10

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location **STV PROJECT #3**	b. Name of prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement. (in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **I-85 over the Yadkin River** **DESIGN-BUILD** Location: Rowan and Davidson Counties, NC	Name: Flatiron-Lane Joint Venture	Name of Client/Owner: North Carolina Department of Transportation Phone: (919) 212-3250 Project Manager: Rodger Rochelle Phone: (919) 212-3250 Email: rdrochelle@ncdot.gov	January 2013 (estimated)	January 2013 (estimated)	$128,000 (estimated)	$128,000 (estimated)	$4,000

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

Relevant Categories of Work:

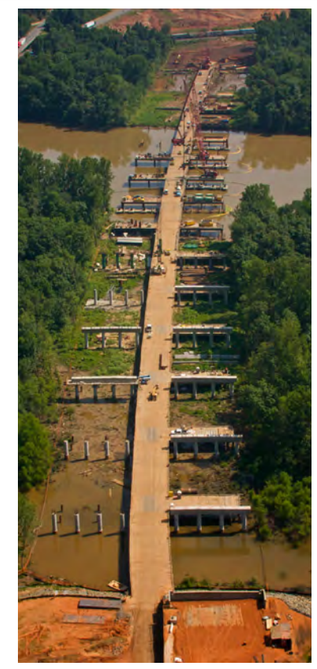
- Bridges
- Limited Access Hwy/ Interstate interchanges
- Retaining walls
- D-B
- ROW
- Utility relocation
- Extensive MOT
- Public Involvement

STV Incorporated is serving as **prime designer** and **Engineer of Record** for this major traffic capacity and safety improvement project for I-85, the most direct and heavily traveled route between Richmond and Atlanta, and plays a central role in regional, statewide and interstate mobility. The effort, which was awarded at nearly $44 million below the planning estimate and is funded in part by a TIGER-1 Grant, has been a long-stated need for NCDOT. A 2008 report showed the crash rate for the corridor was 77% higher than the statewide average. For this reason and its economic importance to the region, the project has a very aggressive completion date.

STV is managing the design effort to widen the 3-mile-long stretch of interstate from four to eight lanes with six new bridges, including 3,000-foot-long dual bridges spanning the Yadkin River, wetlands, and railroad tracks for Norfolk Southern and the North Carolina Railroad. The project also includes major reconstruction of the U.S. 29/70 and NC 150 interchange, relocating it from north of S.R. 2120 to south of the existing NC 150 flyover bridge. STV is responsible for the design of all bridges as well as retaining and noise walls, and the firm is using load and resistance factor design code.

Evidence of Performance: Currently executing the first phase of the project, which includes designing and constructing a new dual I-85 bridge using a single temporary work bridge, while causing minimal disruption to I-85 traffic.

Rendering



Under construction