



Virginia Department of Transportation

Interstate 66 Active Traffic Management (I-66 ATM)

State Project No.: 0066-96A-917, P101, N501

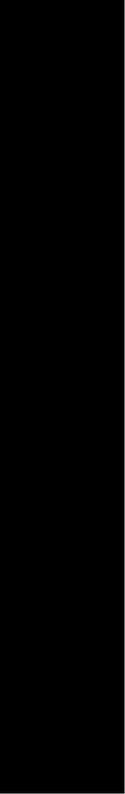
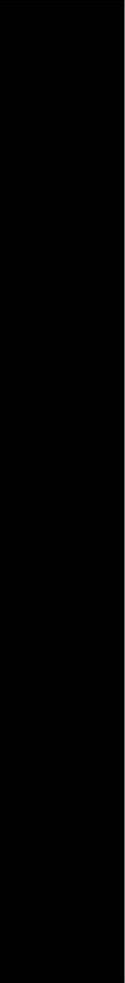
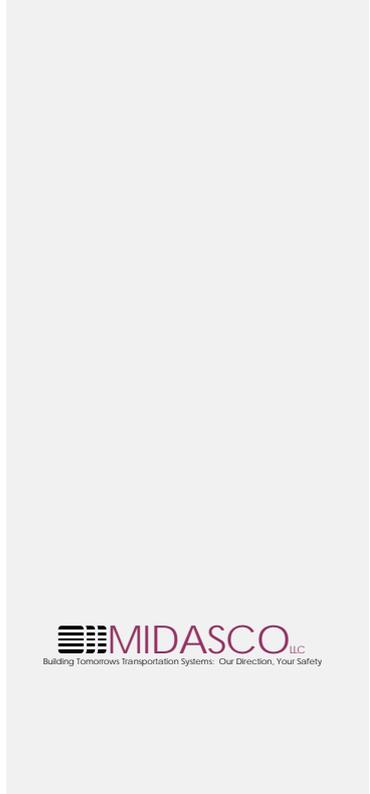
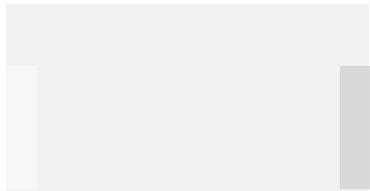
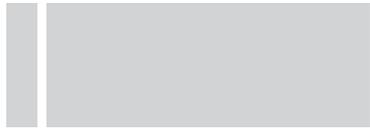
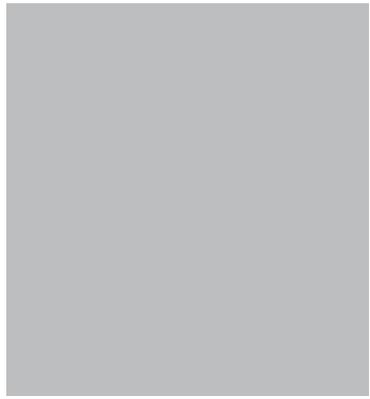
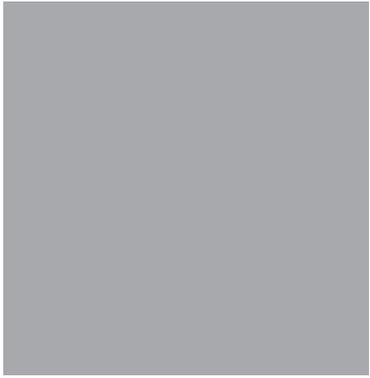
December 22, 2011

SUBMITTED BY:

Midasco, LLC
7121 Dorsey Run Road
Elkridge, MD 21075
410.579.6700

SUBMITTED TO:

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



ATTACHMENT 3.1.2

0066-96A-917, P101, N501

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	i
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	iv
Letter of Submittal (on Offeror's letterhead)				
Offeror's point of contact information	NA	Section 3.2.1	yes	1
Authorized Representative's signature	NA	Section 3.2.1	yes	1
Principal officer information	NA	Section 3.2.2	yes	1
Offeror's Corporate Structure	NA	Section 3.2.3	yes	1
Affiliated/subsidiary companies	NA	Section 3.2.4	yes	2
Debarment forms	Attachment 3.2.5(a) Attachment 3.2.5(b)	Section 3.2.5	no	Appendices A-1
Offeror's VDOT prequalification evidence	NA	Section 3.2.6	no	Appendices A-6
Evidence of obtaining bonding	NA	Section 3.2.7	yes	2

ATTACHMENT 3.1.2

0066-96A-917, P101, N501

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

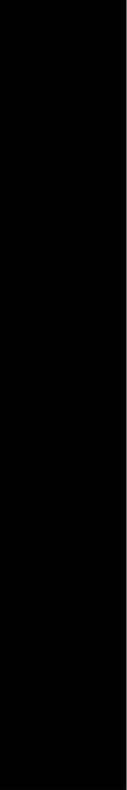
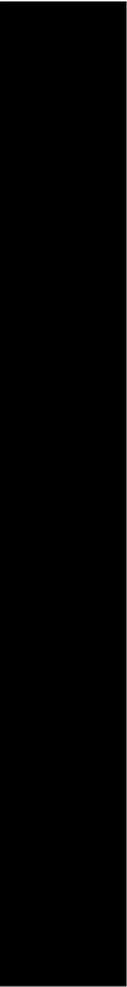
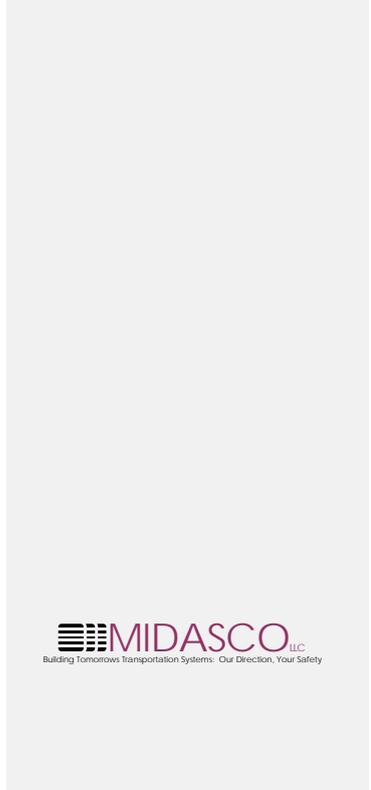
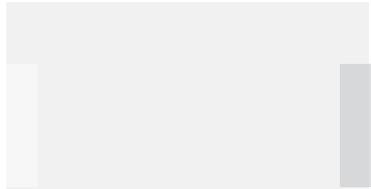
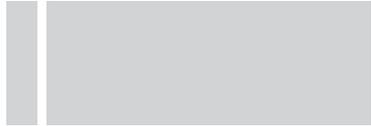
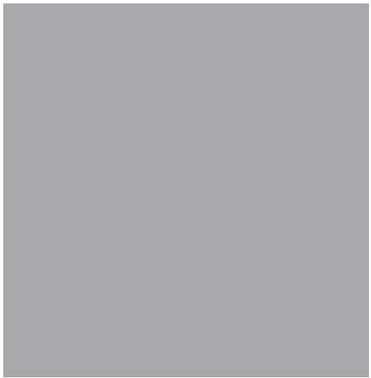
Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
Professional Services Evidence				
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.8	no	Registration & Licenses D-1
SCC Registration	NA	Section 3.2.8.1	yes	6
DPOR Registration (Offices)	NA	Section 3.2.8.2	yes	6
DPOR Registration (Key Personnel)	NA	Section 3.2.8.3	yes	6
DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.8.4	yes	6
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.9	yes	6
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	7
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	R-1
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	R-2
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	R-3
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	R-4
Key Personnel Resume – Lead Designer	Attachment 3.3.1	Section 3.3.1.5	no	R-5
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.6	no	R-6
Key Personnel Resume – Electrical/ITS Supervising	Attachment 3.3.1	Section 3.3.1.7	no	R-7

ATTACHMENT 3.1.2

0066-96A-917, P101, N501

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
Technician				
Organizational chart narrative	NA	Section 3.3.2	yes	8
Organizational chart	NA	Section 3.3.2	yes	9
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	W-1
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	W-4
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	10



ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00098017DB46
PROJECT NO.: 0066-96A-917, P101, N501

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:

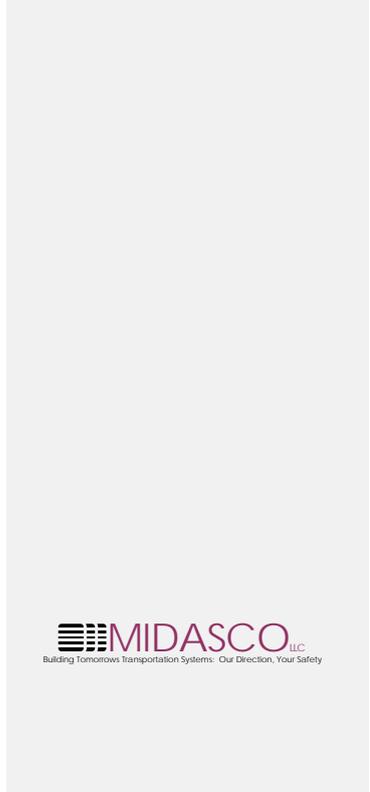
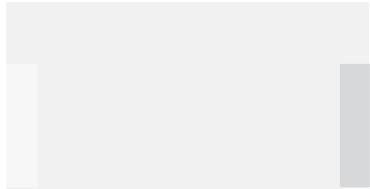
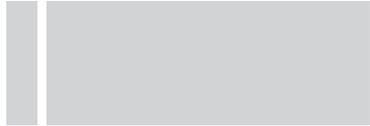
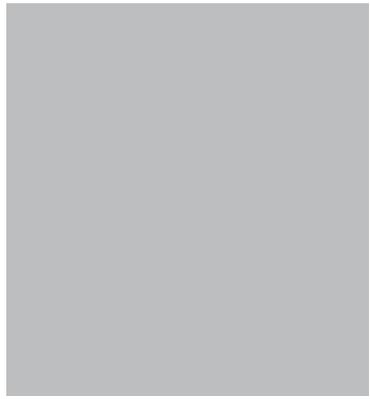
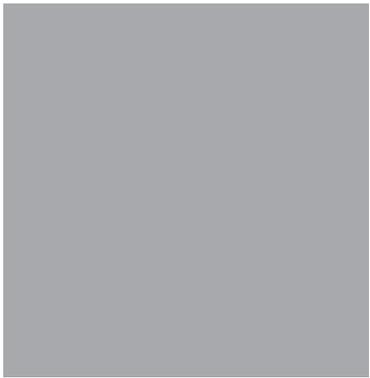
1. Cover letter of RFQ 10/25/2011
(Date)
2. Cover letter of RFQ Addendum No. 1 12/13/2011
(Date)
3. Cover letter of _____
(Date)



SIGNATURE

12/15/11

DATE



3.2: LETTER OF SUBMITTAL

December 22, 2011

Joseph A. Clarke, P.E.
Alternative Project Delivery Office
Virginia Department of Transportation
1221 East Broad Street, 4th Floor
Richmond, VA 23219

**RE: Interstate 66 Active Traffic Management RFQ
State Project No.: 0066-96A-917, P101, N501
Federal Project No.: IM-5A01(253) & IM-5A01(274)**

Dear Mr. Clarke;

The Midasco team is pleased to provide a fully responsive proposal to Virginia Department of Transportation (VDOT) to provide services for the Interstate 66 Active Traffic Management project. Midasco, teamed with Dewberry & Davis LLC for their accomplished engineering expertise, is a local team comprised of industry leaders from the Mid-Atlantic region who are eager to address the construction and engineering services requested by VDOT.

This isn't the first time Midasco has teamed with Dewberry on notable design-build projects. The combination has worked closely and succeeded on numerous other projects, including Maryland SHA's InterCounty Connector and VDOT's Telegraph Road. The open communication network that exists between the two companies is a valuable asset in an industry where issues between contractor and engineer typically exist.

3.2.1: Offeror's Point of Contact: The official representative and main point of contact for the Midasco team relative to the SOQ will be Michael Filipczak. His contact information is listed below:



Michael Filipczak, President / CEO
7121 Dorsey Run Road, Elkridge, MD 21075
(410) 579 – 6719 (Direct) / (410) 579 – 6795 (Fax)
mfilipczak@midasco.net

3.2.2: Principal Officer: Michael Filipczak is the principal officer of Midasco, the legal entity with whom a design-build contract with VDOT would be written.

3.2.3: Offeror's Corporate Structure: Midasco is structured as a limited liability company and will undertake the financial responsibility for this design-build project. Midasco will also be

responsible for all required bonding and will accept the risks and liabilities for the performance of the work. Midasco has no liability limitations.

3.2.4: Affiliates and Subsidiaries: The following is a list of Midasco’s affiliates in accordance with the RFQ specifications:

- **Api Movilidad, S.A.** Avda. De Manoteras, 26. Edificio Orion. 28050 Madrid, Spain.
- **ImesAPI.** Avda. De Monoteras, 26. Edificio Orion. 28050 Madrid, Spain.

Midasco has no subsidiaries.

3.2.5: Certifications Regarding Debarment Form(s): Attached within the Appendices section of the submittal are debarments forms (Attachment 3.2.5(a) and Attachment 3.2.5(b)) for Midasco, Dewberry, GeoConcepts Engineering, Inc., and Quinn Consulting Services.

3.2.6: VDOT Prequalification Certificate: Attached within the Appendices section of the submittal is a copy of Midasco’s VDOT prequalification certificate.

3.2.7: Bonding Capacity: On the following page is a letter from Midasco’s surety company, CNA Surety, regarding Midasco’s bonding capacity and ability to obtain 100% performance and payment bonds for the cost of construction.

CNA SURETY

*Baltimore Branch
1954 Greenspring Drive, Timonium, MD 21093*

*Telephone 410-720-3200
800-262-6437
Facsimile 410-720-3260*

December 22, 2011

Re: Midasco, LLC
7121 Dorsey Road
Elkridge, MD 21075

Project: Interstate 66 Active Traffic Management (I-66 ATM)
Estimated Contract Value: \$32,000,000

To Whom It May Concern:

As surety for Midasco, LLC, CNA Surety Company / Western Surety Company with an A.M. Best Financial Strength Rating A and Financial Size Category X 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 on behalf of the Contractor, in the event that such firm is the successful bidder and enter into a contract for this project.

Any arrangement for bonds required by the contract is a matter between Midasco, LLC and the surety and we assume no liability to you or your third parties, if for any reason we do not execute these bonds.

If you have any questions or require additional clarification of the above, please feel free to contact us. We do not hesitate to offer our recommendation of Midasco, LLC.

Sincerely,

CNA Surety Company / Western Surety Company



Dayna M. Betz
Attorney-In-Fact

Western Surety Company

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

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

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

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

- In Unlimited Amounts -

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

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

In Witness Whereof, WESTERN SURETY COMPANY has caused these presents to be signed by its Senior Vice President and its corporate seal to be hereto affixed on this 12th day of August, 2011.

WESTERN SURETY COMPANY



Paul T. Bruflat
Paul T. Bruflat, Senior Vice President

State of South Dakota }
County of Minnehaha } ss

On this 12th day of August, 2011, before me personally came Paul T. Bruflat, to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is the Senior Vice President of WESTERN SURETY COMPANY described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said corporation and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said corporation.

My commission expires
November 30, 2012



D. Krell
D. Krell, Notary Public

CERTIFICATE

I, L. Nelson, Assistant Secretary of WESTERN SURETY COMPANY do hereby certify that the Power of Attorney hereinabove set forth is still in force, and further certify that the By-Law of the corporation printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said corporation this 22nd day of December, 2011.



WESTERN SURETY COMPANY

L. Nelson
L. Nelson, Assistant Secretary

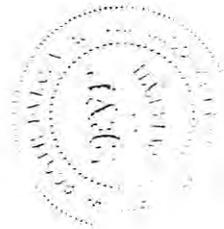
Form F4280-09-06

Authorizing By-Law

ADOPTED BY THE SHAREHOLDERS OF WESTERN SURETY COMPANY

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

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



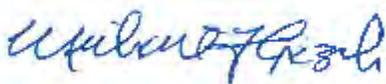
3.2.8: Evidence of Professional Licensure: The table below provides information related to the evidence of professional licensure for the Midasco team. Documentation of all registrations, including SCC certifications and DPOR Registrations, are represented below:

<i>Company Name</i>	<i>Company Location</i>	<i>SCC Registration</i>	<i>DPOR (Offices)</i>	<i>DPOR (Key Personnel)</i>	<i>DPOR (Other)</i>
Midasco, LLC	7121 Dorsey Run Road Elkridge, MD 21075	T0294167 Type: Limited Liability Company Status: Active	2705103916A Class A Contractors License 3/31/2012	Craig Hoffman, (2710053650 Master Electrician 1/31/2012)	N/A
Dewberry & Davis, LLC	8401 Arlington Blvd. Fairfax, VA 22031	S044733-6 Type: Limited Liability Company Status: Active	0407003966 12/31/2013	Mark Unterkofler (0402024309 7/31/2013) Steve Kuntz (0402039440 6/30/2012) Steve Shapiro (0402015489 2/28/2013)	N/A
Quinn Consulting Services	4094 Majestic Lane #281 Fairfax, VA 22033	0492551-7 Type: Corporation Status: Active	0407003733 12/31/2013	John Vicinski (0402026380 8/31/2013)	N/A
GeoConcepts Engineering, Inc.	19955 Highland Vista Drive, Suite 170 Ashburn, VA 20147	0516767-1 Type: Corporation Status: Active	0407004404 12/31/2013	N/A	N/A

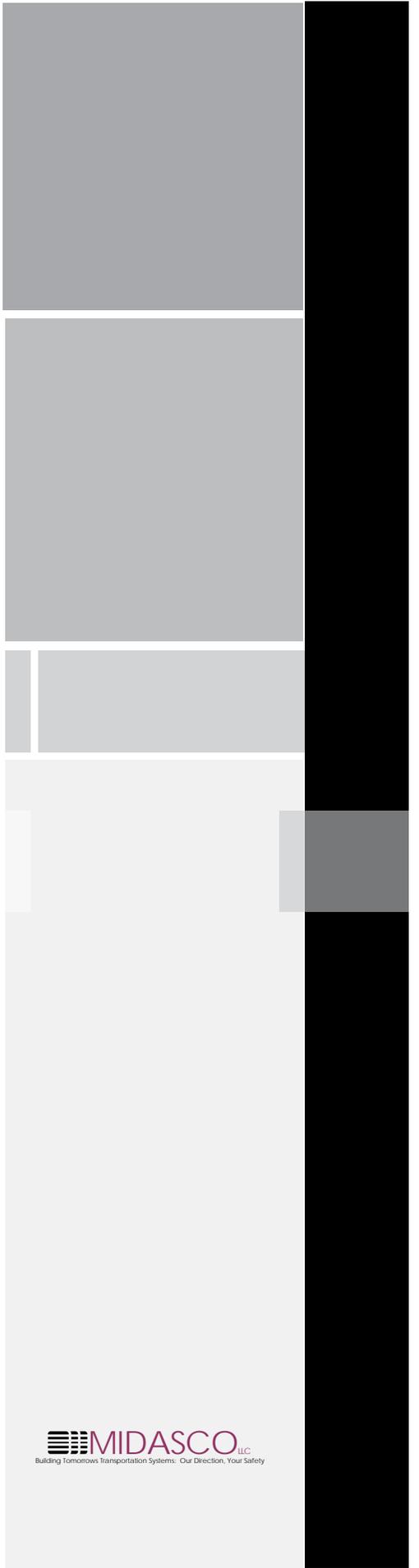
3.2.9: Disadvantaged Business Enterprise: The Midasco team is committed to achieving a fifteen percent (15%) DBE participation goal for the entire value of the project. We intend to reach this goal by subcontracting certain tasks to local DBE contractors, using DBE suppliers in the area, and acquiring the services of geotechnical and quality assurance engineers. Midasco and our team have never failed to meet a DBE goal, as we're aware of the importance of achieving these goals. At this time, Midasco has confirmed the addition of two sub-consultants to the team: GeoConcepts Engineering, Inc. for their superb QC testing and Quinn Consulting Services, Inc. for their QA role. Additional subcontractors and suppliers have yet to be determined and will be identified prior to RFP submittal.

As president of Midasco I can assure you that our team is dedicated to providing a high standard of performance and support to VDOT and look forward to the opportunity to participate in this project. You have our commitment, and my promise, that the full resources of the Midasco team will be available to deliver a world class service to VDOT.

Best Regards,
Midasco, LLC



Michael Filipczak
President / CEO



3.3: Offeror's Team Structure: The composition of skilled consultant partners within Midasco's design-build team possesses valuable expertise and considerable knowledge of VDOT processes and the project corridor. Dewberry will lead the design effort of this project.

Section 3.3.1: Key Personnel: Midasco will lead the design-build team comprised of the finest industry leaders in the Mid Atlantic region. Midasco's efficient construction methods teamed with Dewberry's cutting edge design practices is aimed to create value for VDOT and all project shareholders. The Midasco team understands the goals and objectives for this VDOT project and recognizes the importance of keeping a project of this nature under a watchful eye. By incorporated some of the most knowledgeable and talented staff on a single team, Midasco is looking forward to creating one of the finest projects VDOT has ever come across. Our Team stands ready and eager to meet the challenges and exceed VDOT's expectations related to these goals.

- **Design-Build Project Manager** – Gerry Grier, Senior Project Manager
- **Quality Assurance Manager (QAM)** – John Vicinski, P.E., Quinn Consulting Services
- **Design Manager** – Steven Kuntz, P.E., DBIA, Dewberry & Davis LLC
- **Construction Manager** – John Mallinson, Midasco, LLC.
- **Lead (ITS) Designer** – Steve Shapiro, P.E., PTOE, Dewberry & Davis LLC
- **Lead Structural Engineer** – Mark Unterkofler, P.E., Dewberry & Davis LLC
- **Electrical/ITS Supervising Technician** – Craig Hoffman, Midasco, LLC

Design-Build Project Manager (Gerry Grier): The Design-Build Project Manager (DBPM) has the full and complete authority over all of Midasco's team responsibilities, including subcontractors and suppliers. The DBPM is responsible for the overall project design and coordination, construction quality management, and contract administration for the project. The DBPM also serves as the primary point of contact between VDOT and the Project Team.

Quality Assurance Manager (John Vicinski, PE): The Quality Assurance Manager (QAM) is from an independent firm and has no involvement in construction operations for the project. The QAM will monitor the construction quality control (QC) program and shall be responsible for the Quality Assurance (QA) inspection and testing of all materials used, including ITS and power/communication network, and work performed on the Project. The QAM will ensure all materials, testing, and sampling is in conformance with contract requirements. The QAM is a registered, licensed Professional Engineer in the Commonwealth of Virginia.

Design Manager (Steven Kuntz, PE, DBIA): The Design Manager (DM) reports directly to the DBPM and has the responsibility for coordination of all design disciplines including ITS, and ensuring the overall Project design is in conformance with the Contract Documents. The DM will establish and oversee the QA/QC program for design activities including internal reviews with design staff and constructability reviews with construction staff to include the working plans, shop drawings, and specifications. The DM is a registered, licensed Professional Engineer in the Commonwealth of Virginia.

Construction Manager (John Mallinson): The Construction Manager (CM) reports directly to the DBPM and will be continually on the project site to have the responsibility of all construction operations. The CM will establish and oversee the QC program to ensure that the materials and work meet contract requirements and specifications. The CM has Virginia Erosion and Sediment Control Certification and

Responsible Land Disturber (RLD) certifications. The CM also has VDOT Erosion and Sediment Control Contractor Certification (ESCCC). The CM will complete OSHA training in electrical safety for Arc Flash Protection and Lockout/Tagout in January 2012.

Lead (ITS) Designer (Steve Shapiro, P.E., PTOE): The Lead (ITS) Designer reports to the DM and will be responsible for ITS Architecture, System Engineering, and design including device selection, power/communication systems, network diagrams, cable/wiring, fiber optic splicing, configuration/integration plans, implementation sequence, devices/systems acceptance tests, standard operating procedures (SOP), training programs for maintenance/operation before and after Project acceptance, and preparation of working drawings and specifications. The Lead (ITS) Designer is a registered, licensed, Professional Engineer in the Commonwealth of Virginia.

Lead Structural Engineer (Mark Unterkofler, PE): The Lead Structural Engineer (LSE) reports directly to the DM and has the responsibility for the structural design of support structures and foundations for ITS devices and overhead signs. The LSE will be available to review designs and to verify and modify designs based on field conditions and construction activities related to dismantling and removing portions of existing structures, installing foundation structures, handling and erecting luminaries, poles, cantilevers, overhead spans, gantries, and repairs to existing structures. The LSE is a registered, licensed Professional Engineer in the Commonwealth of Virginia.

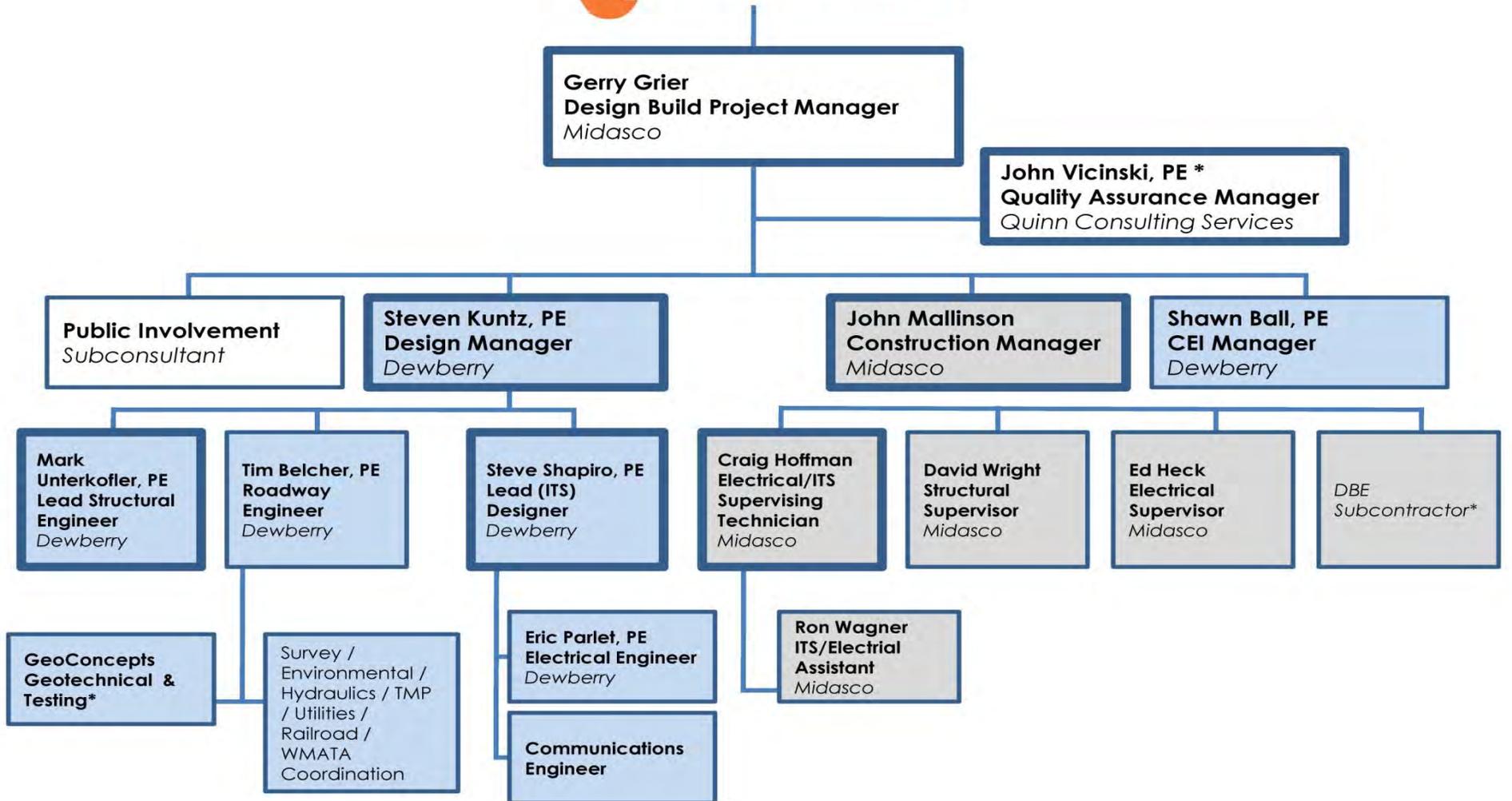
Electrical/ITS Supervising Technician (Craig Hoffman): The Electrical/ITS Supervising Technician (EST) reports to the CM and will be responsible for all electrical and ITS supervision throughout the life of the project. The EST will also be responsible for wiring, splicing, ITS device installation, inspection, and testing. The EST is a certified Master Electrician, licensed by the Virginia Department of Professional and Occupational Regulation Board for Contractor Tradesman. The ETS will complete OSHA training in electrical safety for Arc Flash Protection and Lockout/Tagout in January 2012.

Section 3.3.2: Offeror's Team Structure: The Midasco Team understands VDOT's goals and objectives for this project. Our project approach will be to establish and implement design and construction processes by fully integrating the project's goals, maintaining high quality, and meeting the schedule. Our team has established the specific responsibilities for each element of our organizational structure. We have structured our Team to ensure construction and design documentation is performed in accordance with sound, prudent, and accepted engineering practices conforming to VDOT, FHWA, and other federal, state and local standards. Our Team stands ready to meet these challenges and exceed VDOT's expectations related to these goals. A graphic depiction of our team's structure is on the following page.

Legend

— Key Personnel

* - DBE Subconsultant



Design

Construction

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Gerry Grier – Senior Project Manager
b. Project Assignment:	Design Build Project Manager
c. Name of Firm with which you are now associated:	Midasco LLC
d. Years experience: With this Firm: 4 Years , Years With Other Firms: 20 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.):	<ul style="list-style-type: none"> • Midasco LLC – Senior Project Manager, 2008 - Present <ul style="list-style-type: none"> ○ Responsible for complete project management of installing hard-wire, fiber systems, VMS, CCTV, and ITS systems on Midasco’s \$30 million contract on the I-495 HOT Lanes project. • MasTec ITS – Area Manager, 2001 – 2008 <ul style="list-style-type: none"> ○ Managed multiple FDOT projects; tasks include scheduling, budgeting, project documentation, ordering materials, and complete oversee of project. • Gator Construction – Project Manager, 2000 – 2001 <ul style="list-style-type: none"> ○ Managed large-scale traffic projects; tasks include scheduling, budgeting, and oversee of project. • Hypower, Inc. – Project Manager, 1998 – 2000 <ul style="list-style-type: none"> ○ Managed numerous FDOT Traffic projects from top to bottom with complete oversee of projects. • Traffic Control Devices – Project Manager, 1992 – 1998 <ul style="list-style-type: none"> ○ Managed numerous FDOT Traffic projects with complete oversee of projects, subs, and materials.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	IMSA Work Zone, Level 1 and 2, Training / 2009 / Certified Work Site Supervisor Training Course / American Traffic Safety Services Association / 2010 / Certified NEMA TS02 Training Course / 2010 / Certified
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	<ul style="list-style-type: none"> • Intelligent Transportation Society of Virginia / Active Member / 2009 - Current • Virginia Transportation Construction Alliance / Active Member / 2009 – Current • ITS America / Active Member / 2001 – Current
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)	<ol style="list-style-type: none"> 1. VDOT I-495 HOT Lanes - Midasco LLC, Senior Project Manager, 2008 – Present Responsible for complete project management of installing Vehicle Message Signs (VMS) and other extensive highway signage structures. Also responsible for material and equipment ordering, scheduling subcontractors and team crews, negotiating change orders, and project documentation for this multi-million dollar project – the largest project Midasco has ever had. Uses skills and education obtained through the 30+ years of the communication and traffic industry project management. 2. FDOT I-4 from SR46 to Lake Mary Boulevard – MasTec ITS, Project Manager, 2006 – 2008 Responsible for project management of large scale highway widening project. Personal tasks included signing change orders, ITS design, project submittals and implementation, ordering material, scheduling equipment / personnel, and resolving daily issues. 3. FDOT Dash IV I-95 from US1 to CR208– MasTec ITS, Project Manager, 2006 – 2008 Responsible for project management of ITS deployment project along I-95 in Florida. Tasks included signing change orders, ordering material, scheduling equipment / personnel, ITS design, submittals and implementation, and resolving daily issues.

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: John K. Vicinski, P.E., Quality Assurance Manager
b. Project Assignment: Quality Assurance Manager
c. Name of Firm with which associated: Quinn Consulting Services, Incorporated
d. Years experience: With this firm: 3 Years With Other Firms: 25 Years Please list chronologically your employment history, position and general experience of fields of practice for the last 15 years: Quinn Consulting Services, Incorporated – June/2008 to Present As quality assurance manager (QAM), worked exclusively on design-build projects in lead QA and QC roles. Projects included: Fairfax County Pkwy (Phase III), Waxpool Road and Loudoun County Pkwy Interchange Improvements, I-495 HOT Lanes, Pacific Blvd, Battlefield Pkwy, and Gilberts Corner projects. Alpha Corporation – September 1995 to June 2008 As vice president and director of transportation services in Virginia, managed up to simultaneous 25 contracts, primarily providing CEI services on design-build, district-wide, and project specific projects for VDOT and other transportation clients. <ul style="list-style-type: none">• January 2008 to June 2008 – QAM projects included Battlefield Parkway, and Gilberts Corner Project• 2007- 2008 – Client: QAM on \$56 million rail and roadway design-build project in Portsmouth, VA for Virginia Port Authority• 1995-2008 – Project Director or Inspector Coordinator in charge of providing CEI inspectors and support services on projects throughout VA. Clients included: VDOT, APM Terminals, Prince William and Fairfax counties, and others
e. Education: Location of Institution/Degree(s)/Year/Specialization: University of Pittsburgh @ Johnstown / BS / 1982 / Civil Engineering Technology
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1992 / Civil Engineer / 0402 026380 Also registered as professional engineer in the State of Maryland and the Commonwealth of Pennsylvania
g. Document the extent and depth of experience and qualifications relevant to the Project <ol style="list-style-type: none">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 ending dates of each assignment. (List at least (3), but no more than (5) relevant projects for which you have performed a similar function). <ol style="list-style-type: none">1. I-495 HOT Lanes Design-Build Project, November 2008 – Present, Quinn Consulting Services, - Area Quality Control Engineer on the design-build widening of 14 miles of I-495. The \$1.5 billion project adds two-lanes in each direction, replaces more than 50 bridges and overpasses, and upgrades 10 interchanges. Responsible for managing teams of inspectors to provide QC inspection and testing services in accordance with the QA/QC plan and VDOT's <i>Minimum Quality Control & Quality Assurance Requirements for Design Build & Public-Private Transportation Act Projects</i>. Responsibilities also include interacting with project design engineers on RFI's, field design changes, and non-compliance reports, and daily coordination with QA and project personnel.2. Battlefield Parkway Design-Build Project, January 2008 – November 2008, Quinn Consulting Services – Quality Assurance Manager (QAM) on construction of Battlefield Blvd. extension East of the Town of Leesburg. Project elements include: right-of-way acquisition, utility relocation, new roadway and bridge construction, erosion and sediment control, MOT, and drainage work. Responsible for overseeing quality assurance activities, reviewing and approving monthly pay estimates, and verifying that contractor and QC personnel perform work in accordance with contract documents, project specific QA/QC plan and VDOT's <i>Minimum Quality Control & Quality Assurance Requirements for Design-Build & Public-Private Transportation Act Projects</i>.3. Gilberts Corner Design-Build Project, January 2008 – November 2008, Quinn Consulting Services and Alpha Corporation – QAM on construction of four new traffic circles installed as part of the Rt. 50 traffic calming initiative at and near the intersection of Rt. 15 and Rt. 50 in Loudoun County. Responsible for overseeing all QA and QC activities and assuring work was performed in accordance with the project QA/QC plan and VDOT's <i>Minimum Quality Control & Quality Assurance Requirements for Design Build & Public-Private Transportation Act Projects</i>. Helped write the QA/QC plan and recruit QA inspectors and QC technicians with experience and certifications required to implement the plan and track project documentation. Reviewed and signed monthly pay estimates after comparing pay requests with actual progress and compliance with minimum QA/QC technical standards.4. Commonwealth Railway Maintenance Safety Design-Build Project, March 2007 – June 2008, Alpha Corporation – QAM on this \$56 million, 5.6 mile, rail and roadway design-build project in Portsmouth, VA. The project was constructed in the median of I-164 and included rail, one new bridge, MSE walls, utility installation, and roadway/drainage improvements. Responsible for assembling and overseeing the QA team and reviewing contractor and QC personnel for compliance with the QC plan and VDOT's <i>Minimum Quality Control & Quality Assurance Requirements for Design Build & Public-Private Transportation Act Projects</i>. Attended weekly meetings with VPA, design engineer, design-build contractor, VDOT, and QC/QA personnel to discuss project progress and QA/QC plan compliance.

**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Steven Kuntz, P.E., DBIA, Senior Associate
b. Project Assignment: Design Manager
c. Name of Firm With Which you are now Associated: Dewberry & Davis LLC
d. Years experience: With this Firm: 12.5 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.): Dewberry & Davis LLC Road Design Lead, 1999 to Present <ul style="list-style-type: none"> • Project/Design Manager <ul style="list-style-type: none"> ○ Fairfax County Parkway Phase III Improvements - 2009 to Present ○ Waxpool Road/Loudoun County Parkway Intersection Improvements - 2010 to 2011 ○ Pacific Boulevard Extension - 2011 to Present • Lead Roadway Engineer <ul style="list-style-type: none"> ○ Route 50 Widening - 2011 to Present ○ Route 27/244 Interchange - 2011 to Present ○ Route 28 PPTA - 2002 to Present ○ Battlefield Parkway - 2007 to 2009 ○ Pacific Boulevard - 2008-2010 <p>Responsible for coordinating all sub-consultant work on each of these projects, including aerial mapping, utility designations and test pits, and geotechnical engineering; ensuring proper maintenance of with other design disciplines such as lighting and electrical plans, structural plans, stormwater management designs, and signing and marking plans. Steve has worked closely with all divisions of VDOT, and is currently serving on the VTCA Design-Build Committee.</p>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Tech, Blacksburg, VA / BS Civil Engineering / 1999 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <ul style="list-style-type: none"> • 2004 / Professional Engineer / VA (Also: MD) • 2010 / Design Build Institute of America • 2011 / Advanced Work Zone Traffic Control Training
g. Document the extent and depth of experience and qualifications relevant to the Project <ol style="list-style-type: none"> 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 ending dates of each assignment. <p>(List at least (3), but no more than (5) relevant projects for which you have performed a similar function)</p> <p>1. Inter County Connector – Contract C, MD, 2008 - 2011 Lead Roadway Designer for 3.7 miles of new roadway from just west of US 29 to just east of I-95 and includes 1.9 miles of collector-distributor lanes on I-95 to MD 212. This design/build project includes construction of new multi-level interchanges at US 29, Briggs Chaney Road, and I-95 while maintaining existing traffic on them. Also responsible for coordination of roadway design features with DMS, Toll Rate Signs, CCTV cameras, toll rate gantries conduits constructed on the ICC, US 29, and I-95.</p> <p>2. Route 29/Linton Hall Road Interchange, Prince William County, VA, 2009- 2010 Project Manager since 2008 for the design of the phased improvements to construct a single point urban interchange (SPUI) and railroad grade separation at the existing Route 29 intersection with Linton Hall Road. Responsible for all elements of roadway design including horizontal vertical geometry, drainage design, and temporary traffic control and detour designs in preparation for phased right-of-way plan approvals in 2007 and 2008. As Project Manager, oversaw the completion of the roadway plans and coordinated the design with the four bridge plan packages. Also oversaw the design of the communications conduits installed to support the future ITS elements. Served as the single point of contact for VDOT for the completion of parcel demolition plans, advance detour construction plans, and the overall interchange plans.</p> <p>3. I-66 Mainline Widening and HOV Extension, Prince William County, VA, 1999 - 2010 Assistant Project Manager responsible for the design of 4.5-miles of interstate highway widening from Route 234 Business in Manassas to Route 29 in Gainesville. Responsible for all aspects of horizontal and vertical alignment design, drainage design, and temporary traffic control design. Responsibilities also included oversight of completion of two separate construction plans sets, including bid items list and cost estimates, and coordination of roadway plans with the designs of six bridges, stormwater management facilities, and lighting and electrical plans and ITS plans for the installation of DMS and CCTV units and communications plant.</p> <p>4. Route 28 PPTA Corridor Improvements, Fairfax & Loudoun Counties, VA, 2000 - Present Assistant Design Manager for the design of 10 interchanges. Responsible for completion of conceptual interchange configurations for four of the interchanges and for final design of six of the interchanges. Also coordinated the design of each of the interchange bridges, stormwater management facilities, and utility relocation designs, and oversaw the design of all aspects of horizontal and vertical geometric design, drainage design, lighting design, signing and marking design and temporary traffic control plans.</p>

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: Name & Title:	John Mallinson – Construction Manager
b. Project Assignment:	Construction Manager
c. Name of Firm with which you are now associated:	Midasco LLC
d. Years experience: With this Firm: 10 Years , Years With Other Firms: 21 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.):	<ul style="list-style-type: none">• Midasco LLC – Construction Manager, 2005 - Current<ul style="list-style-type: none">○ Responsible for completely overseeing construction of projects to include preparing project for crews, organizing documentation, scheduling and supervising work on a daily basis. Experienced in fiber optic installation, highway infrastructure installation, general construction practices, maintenance of traffic procedures, and erosion and sediment control measures.• Midasco Inc. – Construction Manager, 2001 – 2005<ul style="list-style-type: none">○ Responsible for complete overseeing construction of projects to include preparing project for crews, organizing reports, scheduling, and supervising work on a daily basis.• Transportation Safety Contractors – Foreman, 1990 – 2001<ul style="list-style-type: none">○ Responsible for maintenance and installation of highway lighting systems, traffic signals, sign erection concrete footers, and underground infrastructure. Experienced in fiber optic installation, lighting and signal installation, and installation of electrical components.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Tidewater Community College – Virginia / 1988 – 1990 / Management IMSA Training (Level 1 Signal Tech, Work Zone Safety) / 2008 ACI Concrete Testing Course / 2009 / Certified
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	<ul style="list-style-type: none">• VDOT Erosion and Sediment Control Contractor Certificate / 2010• DCR Responsible Land Disturber Certificate / 2010• NCCCO Certified Crane Operator / 2007
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)	<ol style="list-style-type: none">1. Inter County Connector (ICC), Segment C – Midasco LLC, Construction Manager, 2007 – 2011 Responsible for daily operations supervision of lighting, signing, and ITS work on the largest project in the history Maryland. Tasks included scheduling work and personnel, equipment supervision, and coordination with client to perform tasks on schedule and in line with other contractors on site. Vast experience in best practices of construction methods, allowing for the best utilization of all resources. helped make this project one of the best for Midasco.2. VDOT Telegraph Road – Midasco LLC, Construction Manager, 2007 – Current Responsible for daily operations supervision of large-scale signing job along I-495 in Virginia. Tasks include scheduling labor, equipment, and materials, coordinating with other contractors on site, and creating a work schedule that was efficient and economical for all crews. Experiences in general construction practices helped the team on a daily basis by acting as a natural teacher for crew.3. VDOT G-63 Battlefield Boulevard Improvements – Midasco LLC, Construction Manager, 2005 – 2009 Responsible for supervision of daily operations of crews for large signing, lighting, and communications project in Virginia. Tasks include scheduling labor and equipment, operating heavy machinery, and performing numerous construction tasks throughout the life of the project.

**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Mark Unterkofler, P.E., Senior Associate
b. Project Assignment: Lead Structural Engineer
c. Name of Firm With Which you are now Associated: Dewberry & Davis LLC
d. Years experience: With this Firm: 19 Years With Other Firms: 3 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.): Dewberry & Davis LLC – Senior Bridge Designer and Manager, 1993 to Present Mr. Unterkofler has over 20 years of experience in the management and design of bridge and highway projects. He currently serves as the Design Manager for the NB Route 29 over Tye River Bridge Replacement project (VDOT Design-Build) and Deputy Project Manager for the I-95/Telegraph Road Interchange which is the largest single construction contract VDOT has ever awarded. Mr. Unterkofler has extensive experience in all types of bridge design including curved and straight steel girders, and prestressed concrete girders. He has experience in the design of interchange bridges, bridges over major waterways, vehicular and pedestrian bridges, and other civil structures.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute & State University, Blacksburg, VA/MS / 1989 / Civil Engineering Virginia Polytechnic Institute & State University, Blacksburg, VA/BS / 1987 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1993 / Professional Engineer: VA
g. Document the extent and depth of experience and qualifications relevant to the Project 1. Note your specific responsibilities and authorities for each assignment, not those of the firm. 2. Note whether experience is with current firm or with other firm. 3. Provide beginning and ending dates of each assignment. (List at least (3), but no more than (5) relevant projects for which you have performed a similar function) 1. I-95/Telegraph Road Interchange (Portion of Woodrow Wilson Bridge Improvement Project), Dewberry & Davis LLC, Fairfax County, VA 2005 - 2011 Deputy Project Manager and Bridge Design Manager responsible for preliminary and final bridge design services for major interchange modifications at Telegraph Road, and widening of I-95/I-495 in the Washington metropolitan area. The design includes ten new or replacement bridges, one existing bridge widening, and a combination of loop ramps, semi-directional flyover ramps, and local roadway network improvements. Bridges include pre-stressed concrete bulb-tees and straight and curved structural steel superstructures. Two bridges are over major engineered COE channel. Responsibilities include coordination with client (VDOT) and the General Engineering Consultant's Project Manager and technical review staff, coordinating geotechnical sub-consultant work and recommendations, bridge design staffing assignments, and designing and checking of design calculations and drawings. 2. Route 29/Linton Hall Road Interchange, Dewberry & Davis LLC, Prince William County, VA 2009 - 2010 Bridge Project Manager overseeing design for bridges and retaining walls which included the design of phased improvements to construct a single point urban interchange (SPUI) and railroad grade separation at the existing Route 29 intersection with Linton Hall Road. Bridges consisted of single- and two- span prestressed concrete beam superstructures and jointless design details. One structure carries US Route 29 over the NS Railroad at an 85 degree skew angle requiring special analysis and details. The end supports (abutments) for this bridge are over 1000 feet long. 3. I Phase III - I-66 Mainline Widening and HOV Extension, Dewberry & Davis LLC, Prince William County, VA 2008 – 2010 Project Engineer, As Project Engineer, Mr. Unterkofler was responsible for the design of the 92.5-meter, two-span continuous steel plate girder bridge over Groveton Road. The bridge utilized integral backwalls at abutments. Bridge plans were prepared on a fast-track design schedule in order to replace a structurally and functionally obsolete bridge with substandard vertical clearance and major structural damage. Project scope required the widening of I-66 from a four-lane to an eight-lane facility from just east of Gainesville to west of Route 29 in Gainesville for a distance of 1.8 miles. This phase of the project included the reconstruction or replacement of four existing bridges, one new bridge, design of stormwater management facilities, retaining walls, lighting, and TMS facilities. 4. I-66/Route 28 Interchange Improvements, Dewberry & Davis LLC, Fairfax County, VA 2008 - 2010 Structural Engineer, Structural Engineer. Provided comprehensive planning, traffic analysis, and environmental and engineering design services to increase the capacity and improve operation of the existing I-66/VA Route 28 partial cloverleaf interchange. Included were improvements to the geometrics, widening of the eastbound I-66 on-ramp of two lanes, widening VA Route 28 and the bridges over I-66 from a four-lane to a six-lane divided typical section, and addition of a new access ramp from I-66 westbound to VA Route 28 northbound. 5. Fairfax County Parkway Phase III Design-Build Project, Fairfax County, VA 2009 – Present Bridge Design Manager responsible for design of the bridge associated with Phase III of the Fairfax County Parkway Improvements, approximately 0.7 miles in length between the Franconia-Springfield Parkway Interchange and the newly constructed FBNA Interchange.

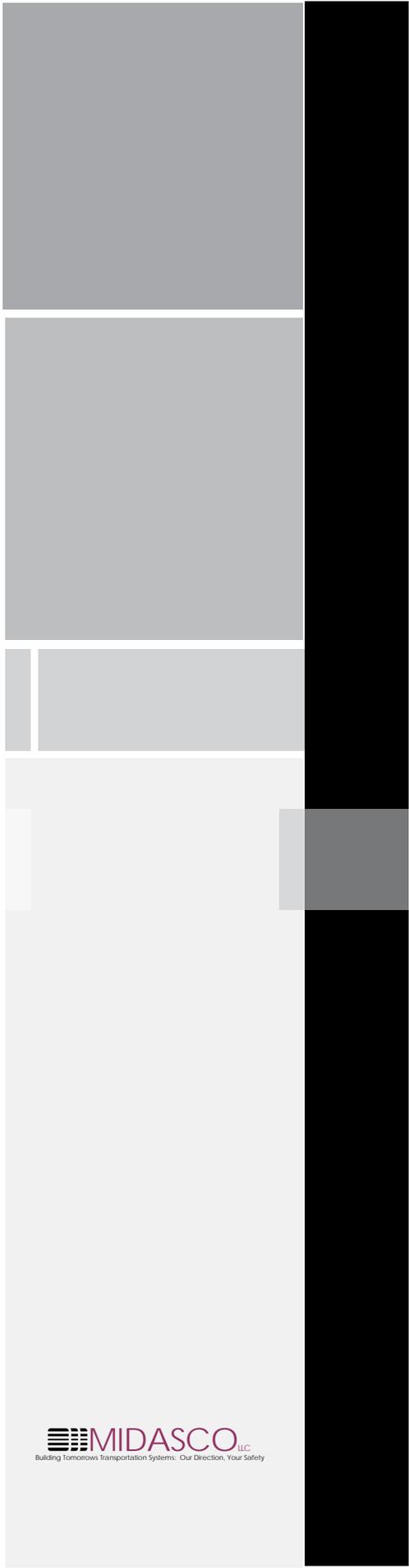
ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Steven R. Shapiro, PE, PTOE
b. Project Assignment:	Lead Designer
c. Name of Firm with which you are now associated:	Dewberry
d. Years experience: With this Firm 6 Years With Other Firms 30+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.	<ul style="list-style-type: none"> • Dewberry & Davis LLC, October 2005 to December 2011, ITS Design, Traffic Operations, Traffic Engineering, • Frederic R Harris, Inc., July 1994 to October 2005, ITS Design, ITS Architecture, Traffic Operations, Traffic Engineering
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Polytechnic Institute of Brooklyn / MS / 1972 / Transportation Polytechnic Institute of Brooklyn / BS / 1969 / Systems Science
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	1985 / Civil / 0402015489
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)	<ol style="list-style-type: none"> 1. Inter-County Connector, Dewberry & Davis, LLC Contract C – MSHA, Montgomery and Prince Georges Counties, MD, 2008 – 2011 Principal Designer of ITS and ETC elements of 3.8 mile section of new roadway. Responsibilities on this design-build project included development and delivery of: 30% ITS & ETC Concept Plan showing proposed locations of devices and toll gantries; Semi-Final, Final and RFC ITS & ETC Plans for the ITS & ETC equipment site locations, more than 80,000’ of communications plant, equipment cabinet layout, CCTV and DMS installation details, fiber-optic splice plans, ETC gantry area layout, and coordination with electrical designers. Also responsible for the preparation of ITS Architecture and Acceptance Test Plan documents for Section C. Monthly meetings were held with the contractor and electrical subcontractor (Midasco), client, and Toll System Integrator to coordinate the design with the equipment requirements. 2. Route 29/Linton Hall Interchange, Dewberry & Davis, LLC, Virginia Dept of Transportation, Prince William County, VA. 2009- 2010 Lead ITS designer responsible for plans for ITS communications and power conduits to accommodate future ITS devices to be installed at the interchange. Coordinated with the Department on the identification of locations for the future devices to be supported by the Conduit Plan. 3. I-95 / Telegraph Road Interchange, Dewberry & Davis, LLC, Virginia Dept of Transportation, Fairfax and Alexandria Counties, VA 2005 - 2011 Coordinated the design of ITS features and communications designed by a subconsultant with the ITS communications plans prepared for the I-95/Route 1 interchange. Currently assisting the GEC with the resolution of RFIs related to construction of the ITS features at the interchange. Recent assignments have included resolution of locations and specifications for RWIS equipment and interchange underpass lighting. 4. I-64 and Route 44 Smart Traffic Center Extension, Frederic R. Harris, Inc., Virginia Beach, VA. 2002 - 2004 Project Manager for FRH as a Subconsultant to URS. Assisted in the development of plans and specifications for the Phase II, 30-mile expansion of the TMS. Task Manager for the preparation of plans and specifications for the CCTV system and modifications within the control room. Also assisted in the identification of DMS and Traffic Detector locations. 5. Pennsylvania Turnpike Phase III ATIS Design Project, Frederic R. Harris, Inc., PA(1999 - 2002 ITS Designer responsible for the research and development of plans and specifications for a variety of ITS field improvements including: HAR Alert Signs, DMS, CCTV, RWIS, Traffic Flow Detectors, and a Truck Rollover Warning System.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Craig Hoffman – Chief Electrical Technician / Estimator
b. Project Assignment:	Electrical / ITS Supervising Technician
c. Name of Firm with which you are now associated:	Midasco LLC
d. Years experience: With this Firm: 17 Years , Years With Other Firms: 13 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.):	<ul style="list-style-type: none"> • Midasco LLC – Chief Electrical Technician / Estimator, 2005 – Current <ul style="list-style-type: none"> ○ Chief technician / estimator on numerous ITS, electrical, lighting and signal work in Mid-Atlantic region. Vast experience in low to medium voltage work, ITS cabinets, and lighting installation. • Midasco Inc. - Electrical Technician / Project Manager / Estimator, 1994 – 2005 <ul style="list-style-type: none"> ○ Technician / estimator on numerous ITS, electrical, lighting and signal work in Mid-Atlantic region. ○ Technician for all electrical related projects, including multi-million dollar jobs • Simpson Electric Company – Superintendent, 1986 – 1994 <ul style="list-style-type: none"> ○ Oversight and quality assurance of several electrical crews ○ Projects involved highway lighting, traffic signal, and airport electrical work
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	<ul style="list-style-type: none"> • RETS Technical Center, 1981 / Drafting • ARTBA P.M. Crucible, 2008 / Safety Training • P.M. Academy, 2007 / Project Manager Certification • Project Management Academy, 2007 / Business Ethics and Management Skills
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	<ul style="list-style-type: none"> • Virginia Master Electrician. 1/20/2010 / License # 2710 053650
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)	<ol style="list-style-type: none"> 1. Inter County Connector (ICC), Segment C - Midasco LLC, Estimator / Chief Technician, 2007 – 2011 Responsible for estimating all electrical and ITS component of project as well as coordinating and problem solving any major electrical issues on the project. Also responsible for installing all specialty hardware for ITS, lighting components, and other major electrical systems as well as laying out all circuits and electrical hardware for project managers prior to construction for best practices methods. Expertise in ITS and electrical components helped add-value for the entire project. 2. VDOT I-66 Spot Improvements Project – Midasco LLC, Estimator / Chief Technician, 2010 – 2011 Responsible for electrical work coordination, performing electrical installations, servicing and maintaining electrical components, and estimating bid quantities for project. Also responsible for designing proposed electrical systems prior to construction to allow for most efficient system. 3. Woodrow Wilson Bridge Projects - Midasco LLC, Technician, 2004 – 2007 Responsible for resolving electrical issues and installing all major electrical components for this multi-million dollar project as well as estimating project electrical items, installing and servicing electrical hardware and software. Expertise on electrical systems helped project managers build the project more efficiently and more time affectively. 4. Fourth Lane Widening in Woodbridge – Midasco Inc., Superintendent / Technician, 2003 Responsible for managing daily operations of construction team, working alongside client for technical support, and assisted in estimating budget on monthly basis. Also responsible for laying out and designing entire electrical system prior to construction.



**ATTACHMENT 3.4.1(a)
LEAD CONTRACTOR – WORK HISTORY FORM**

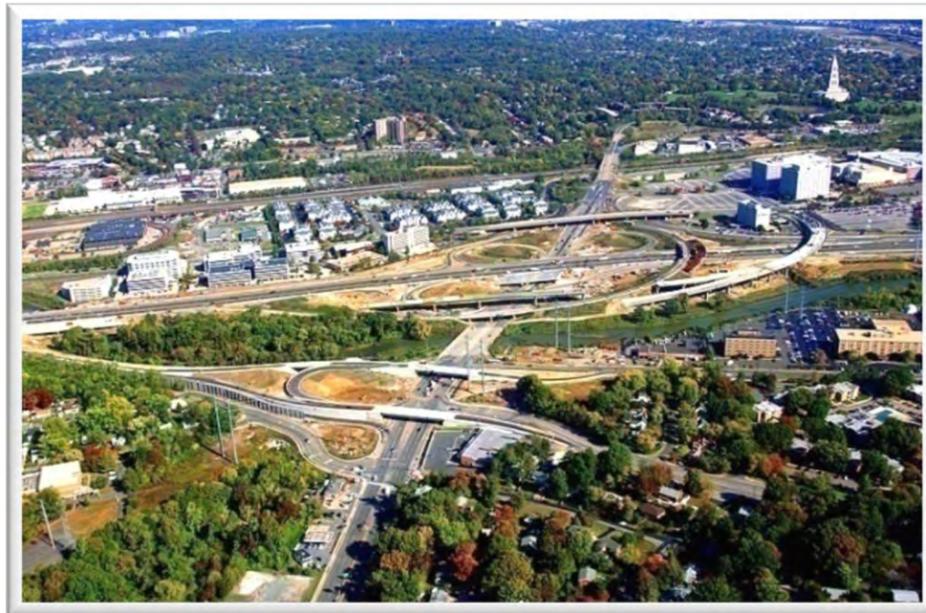
Work by Lead Contractor – three (3) projects which best illustrates current qualifications relevant to this Project.

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number	d. Contract Completion Date (original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Cost (in Thousands)					
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible			
<p>Inter County Connector (ICC), Segment C Laurel, MD</p>	<p>Maryland's InterCounty Connector (ICC) will link existing and proposed development areas between the I-270/I-370 and I-95/US 1 corridors within central and eastern Montgomery County and northwestern Prince George's County with a state-of-the-art, limited access, east-west highway.</p> <p>Midasco worked as a specialty contractor under the IC3 joint venture through their contract with Maryland State Highway Administration. Midasco was responsible for performing the lighting and intelligent transportation systems, two key elements along this toll road highway.</p> <p>Throughout the project, Midasco installed over 60 miles of underground cable, 21 ITS cabinets, 7 Dynamic Message Sign (DMS) structures, 10 CCTV cameras, and 2 emergency backup power systems for the tolling gantries, among other electrical devices.</p> <p>Midasco's expertise and skilled workforce was a vital part in the large scale design-build operation to incorporate cutting edge technology, such as new LED sign lighting on structures and intelligent gantry tolling structures. Midasco worked continuously with the engineers at Dewberry to construct the most value-added infrastructure possible.</p>	<p>ICC Constructors (IC3) 11700 Beltsville Drive Beltsville, MD 20705 Mr. Greg Johannes Project Manager P: 301.586.4804</p>	2011	2011	\$ 18,500	\$20,415	\$20,415			
		<p><i>Scope and Complexity: This project is of similar scope and complexity as it involves the installation of state-of-the-art intelligent transportation systems in a highly congested region. In addition, the project involved the installation of many cutting edge technologies and remarkable highway structures, making it a large-scale project on many different levels.</i></p> <p><i>Successful Delivery: This project was delivered successfully within the contract time. Both the client (IC3) and the owner (MDSHA) were pleased with the overall outcome of Midasco's installation and professional approach.</i></p> <p><i>Good Performance: The good performance on this project is evidenced by the fact Midasco was selected by the IC3 to work on the next segments of the ICC - D and E – which suggest that they were satisfied and pleased with Midasco.</i></p> <p><i>Lessons Learned: There were two main lessons learned that came about from this project. The first was to design the electrical services concurrently with the lighting and ITS to minimize utility company delays and design conflicts, rather than design one – begin construction, and then design the other. The second lesson learned was to coordinate and install any and all conduit for surrounding projects at the time of this construction to allow for efficient installation and to minimize conflicts with future construction.</i></p> <p><i>An Integrated Team: Midasco was a vital part of the IC3 team – consisting of Shirley Contracting, Clark Construction, Facchina Construction, and Trumbell. Midasco also worked closely with the design engineer, Dewberry, integrating effective construction methods into their design.</i></p>								
										

**ATTACHMENT 3.4.1(a)
LEAD CONTRACTOR – WORK HISTORY FORM**

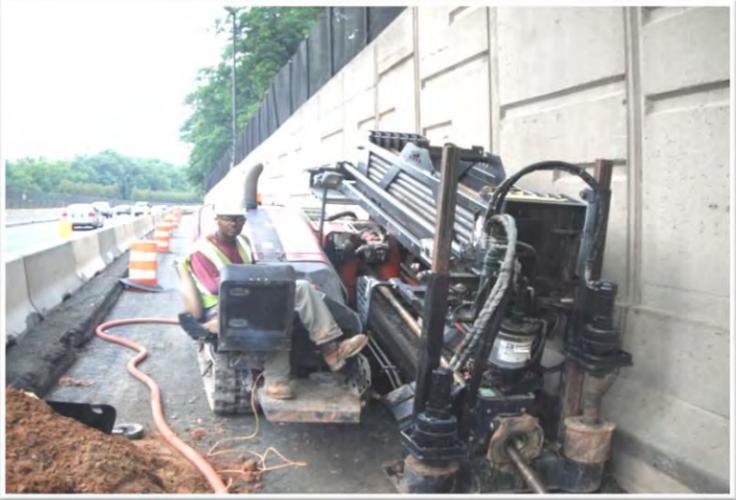
Work by Lead Contractor – three (3) projects which best illustrates current qualifications relevant to this Project.

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number	d. Contract Completion Date (original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Cost (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
<p>VDOT Telegraph RD. Interchange Alexandria, VA</p>	<p>This Virginia Department of Transportation (VDOT) Telegraph Road Interchange project involves the complete reconstruction of the existing interchange to include ramp improvements, bridge widening / lengthening and widening of the I-95/I-495 mainline roadway section from 2.1 miles west of Telegraph Road to 0.5 miles to the east.</p> <p>Midasco is performing the signing, lighting, and communication installation work, which includes extensive overhead sign structures and foundations. Midasco is also responsible for temporary relocation of existing fiber optics networks and installing side-fired vehicle detectors, CCTV systems, dynamic message signs, new communication infrastructure, and all associated underground work.</p> <p>Throughout the life of the contract, Midasco is responsible for installing 28 overhead traffic signs, over 50 miles of underground cable, 191 light structures, 31 Traffic Monitoring System (TMS) cabinets, 20 miles of fiber optic cable, and 20 microwave vehicle detectors.</p> <p>This project allowed Midasco to work alongside the engineers at Dewberry to create the most constructible project possible. Midasco is also working diligently and efficiently with C.K. Contractors and VDOT to construct the finest product at the best value.</p>	<p>C.K. Contractors 2901 Eisenhower Avenue Alexandria, VA Mr. Peter Bernatt Project Manager P: 703.317.8601</p>	2013	2012	\$14,655	\$16,200	\$16,200
		<p><i>Scope and Complexity: This project is similar to the proposed I-66 ATM project in that it involves the installation of specialty highway structures and equipment in a heavily congested area. By working in tight corridors under a strict schedule, this project easily classifies as a substantial project for Midasco.</i></p> <p><i>Successful Delivery: The project is currently on time and under budget. Having a project in such a highly congested area, safety is always a major concern. To date, there have been no serious injuries or accidents by any of Midasco's crews.</i></p> <p><i>Good Performance: Being a subcontractor, the hardest part of this project has been coordinating scheduling. Midasco has been working alongside C.K. and their other subs to work as efficiently as possible. Having a project of this complexity on schedule speaks volumes.</i></p> <p><i>Lessons learned: The major lessons learned on this project were to the methods to effectively construct and build sign and lighting structures and ITS components along a very busy expressway. Also keeping all stakeholders informed with adequate coordination of all issues with all parties involved on this massive project are the keys to keeping a progressive schedule from slipping. Lastly, successful installation of the fiber optic network plays a vital role in integrating all components within the confines of the project.</i></p> <p><i>Integrated Team: C.K. Contractors is a Joint Venture between Corman Construction and Kiewit Construction. Working alongside C.K. on a daily basis, Midasco has proven to be a vital subcontractor in this complex project. Midasco is also working alongside engineers at Dewberry for their design expertise.</i></p>					



**ATTACHMENT 3.4.1(a)
LEAD CONTRACTOR – WORK HISTORY FORM**

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

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number	d. Contract Completion Date (original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Cost (in Thousands)		
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<p>VDOT I-66 Third Lane Widening – Spot Improvements Project Alexandria, VA</p>	<p>This Virginia Department of Transportation (VDOT) Westbound I-66 Spot Improvement project involved the extension of the existing acceleration lane from George Mason Drive to Sycamore Street off-ramp. Work calls for the westbound acceleration/deceleration lane between Fairfax Drive and Sycamore Street will be extended to form a continuous lane between the two ramps. A new 12 foot shoulder will also be constructed. Midasco is working under Lane Construction as a specialty subcontractor.</p> <p>Midasco was selected for constructing variable and static message signs and traffic management systems. Work also included installing microwave vehicle detectors, fiber optic cable, electrical cable, electrical cabinets, and various other electrical systems. All work was performed within the existing right-of-way, leaving maintenance of traffic along I-66 an early project risk; one that the Midasco team was able to efficiently mitigate.</p> <p>Specifically, Midasco is responsible for installing 7 microwave vehicle detectors, over 6 miles of underground cable, 3 telemetry stations, and numerous other electrical tasks along I-66 just inside the Beltway.</p> <p>This project allowed Midasco to recognize and solve the complexities of working along a crowded I-66 with its congested roadways and tight corridors, inside one of the busiest corridors in the Nation.</p>	<p>Lane Construction Company 3601 Stonecraft Boulevard Chantilly, VA 20151 Mr. James Vogt Project Manager P: 703.572.8285</p>	2011	2011	\$1,115	\$1,155	\$1,155
 <p align="center"><small>http://www.virginia.gov/VDOT/Projects/Northern_Virginia/asset_upload_file374_47631.jpg</small></p>		<p>Scope and Complexity: <i>This project of installing vehicle detection systems along I-66 allowed Midasco to become familiar with working in tight areas along highly congested areas at a fast-pace. These types of projects can typically only be handled by an experienced contractor if they're to be completed successfully.</i></p> <p>Successful Delivery: <i>Midasco's section of work is considered to be on time and under budget, leaving Lane to be satisfied with Midasco performance.</i></p> <p>Good Performance: <i>Having a project of this intricacy requires the use of a safe, qualified team. Midasco has taken their expertise and provided a safe and secure project site for their workers as well as Lane's. Providing a safe workplace along the crowded roadway is a value that cannot be overlooked as a performance measure.</i></p> <p>Lessons learned: <i>The major lessons learned on this project were to adequately construct and implement ITS components around existing infrastructure along a major artery of Washington Metropolitan area. Midasco also learned very important lessons with the implementation and integration of ITS components into the VDOT Fiber Optic Network.</i></p> <p>Integrated Team: <i>The success of this project would not be possible without an integrated team of all members. This component builds the fact that Lane relies on an integrated team to successfully complete projects, a method Midasco is accustomed to following.</i></p>			 		

**ATTACHMENT 3.4.1(b)
LEAD DESIGNER – WORK HISTORY FORM**

Work by Lead Contractor – three (3) projects which best illustrates current qualifications relevant to this Project.							
a. Project Name & Location	b. Narrative describing nature of Firm’s Responsibilities	c. Client/Owner/Project Manager who can verify Firm’s responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
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<p>Inter County Connector Contract C</p> <p>Montgomery and Prince George Counties, Maryland</p>	<p>Dewberry in the role of the Lead Designer as part of the design-build team, provided the design, construction inspection, and overall QA/QC for Contract C on the InterCounty Connector (ICC) Project. Contract C is a \$513 Million contract, one of the five contracts for this \$2.28 billion facility. This design-build project includes 3.8 miles of mainline ICC, a six lane freeway facility, with interchanges at Rt. 29, Briggs Chaney Road, and I-95. The interchanges at Rt. 29 and I-95 are three-level interchanges with semi-directional ramps (3 curved girder bridges, each over 1,300 l.f. in length) and included on the project are twenty (20) bridges (bridge construction alone was in excess of \$100M), sixteen (16) retaining walls, five (5) noisewalls, fourteen (14) stormwater management ponds, multiple phases of erosion and sediment control, low-level and high-mast lighting, ITS and ETC components associated with toll collection facilities, extensive landscaping, utility relocations at a number of cross-roads, and significant ground improvements using wick-drain processes. Dewberry was responsible for all preliminary and final roadway and interchange design, bridge design, intelligent transportation systems and electronic toll collection (ITS/ETC) design, temporary traffic control and transportation management plans, quality assurance and quality control. Dewberry was also responsible for construction inspection and testing. The ICC project involves significant environmental commitments from the Record of Decision (ROD), which our design-build team incorporated into our final design and construction plans. The team completed the required post-ROD processes to document any changes and obtain the required approvals. In addition, the team worked with many adjacent communities, as well as individual landowners, to provide advance notice of upcoming construction activities and worked hard to minimize impacts to these owners. Existing access to properties was maintained at all times, including the detour phases.</p> <p>As part of the competitive Request for Proposal (RFP) process, our design-build team proposed significant re-designs of the Rt. 29 and I-95 interchanges from the preliminary designs developed by SHA. Using a proposed shift in the ICC mainline, our Team was able to modify the I-95 interchange layout to change one of the proposed semi-directional ramps (with significant length of bridge structure) to a loop ramp. This ICC alignment shift also enabled our Team to modify the major connections to northbound I-95 mainline and the collector distributor (CD) roadway, once again, eliminating significant lengths of bridge structures. Our design-build team was also able to eliminate the need for the proposed northbound CD road along I-95, reducing project costs, as well as property and environmental impacts. Our Team also proposed the use of ground improvement techniques to cross two major “wash pond” areas previously used for mining operation, which are now filled with unsuitable materials. These ground improvement techniques eliminated the need for bridge structures and enabled us to propose lowering the ICC profile in this area. Lowering of the mainline profile also eliminated the need to relocate three overhead transmission towers previously identified as needing to be relocated, providing a project cost savings of approximately \$3 million. These various design changes resulted in the elimination of approximately 322,000 square feet of bridges and reduced overall right-of-way acquisition by fourteen (14) acres. Submitted as Alternative Technical Concepts (ATCs), they were reviewed by SHA and the Federal Highway Administration (FHWA) and were ultimately approved, resulting in a project savings of \$100 million.</p> <p>The Team worked diligently to identify the critical path design and construction items in order to advance certain design packages which would allow utility relocations to proceed, detours to be constructed, and overall project construction to take place as early in the schedule as possible. Examples of advance packages include: advance detour packages, bridge foundation packages, steel packages, utility relocations packages, and erosion and siltation packages.</p> <p>The experience from the design and construction of this ICC project will be used to assure expedited delivery of the Charlottesville Bypass Project. The knowledge of how to assess the critical path and prioritize items such as environmental permitting; utility easements, construction activities, and proper construction execution and delivery are all processes that our Team has worked through in coordination with SHA, as well as VDOT on other design-build projects. One of the specific issues on the ICC Project was the continued coordination with the adjacent property owners, in order to develop a design that minimizes impacts to their property and access points. Our Team also focused on constructing noise barriers early in the construction phase in order to shield the properties from not only the final roadway facility, but also the on-going construction phases. The design team also worked extensively with the MSHA to provide advance notice to the public on upcoming pattern changes, roadway closures, etc. Another key item on this large scale, multi-disciplined project, was the necessity of continued coordination between various disciplines from the early stages of design on through final plan development. Our Team accomplished the coordination of all disciplines through weekly coordination meetings with all the disciplines involved, along with participation from the construction personnel. Weekly meetings with the MSHA were also held to assure key issues were being resolved and the project schedule was being maintained.</p>	<p>Maryland State Highway Administration 707 N. Calvert Street Baltimore, MD 21202</p> <p>Ms. Melinda B. Peters, PE p. 301-586-9265 mpeters@sha.state.md.us</p>	<p>Nov. 11, 2011</p>	<p>Nov. 11, 2011</p>	<p>\$513M</p>	<p>\$525M</p>	<p>\$61M</p>



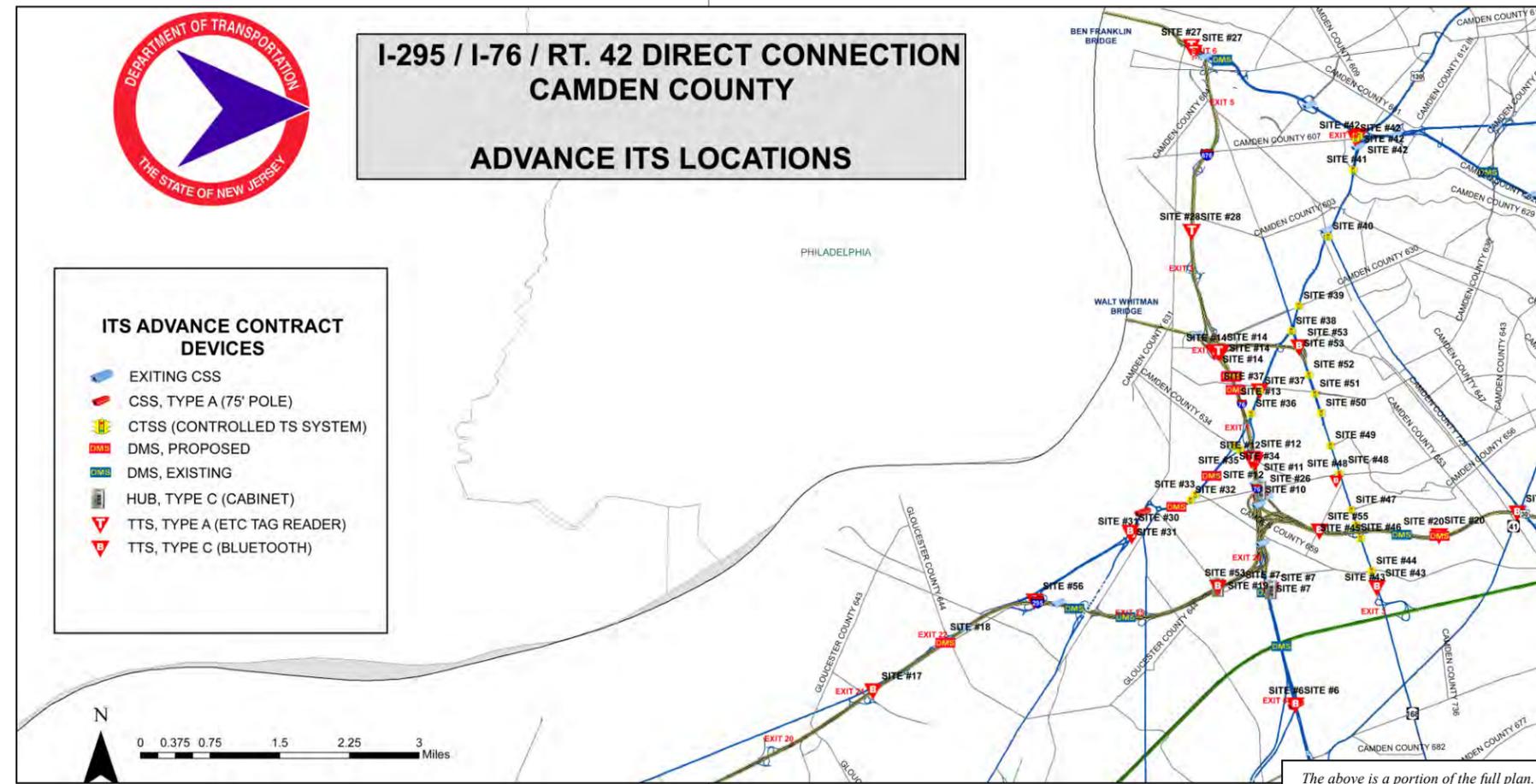
ATTACHMENT 3.4.1(b)
LEAD DESIGNER – WORK HISTORY FORM

Work by Lead Contractor – three (3) projects which best illustrates current qualifications relevant to this Project.								
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)			
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<p>Interstate-66 Improvements Manassas to Gainesville</p> <p>Manassas, Virginia (East of Exit / Mile Marker 47)</p> <p>Gainesville, Virginia (West of Exit / Mile Marker 43)</p>	<p>In 1997, Dewberry entered into contract with the Virginia Department of Transportation to design the widening of I-66 between Manassas (Exit 47, Route 234 Business) and Gainesville, VA (Exit 43, Route 29). The project widened the existing four-lane section to an eight-lane section, as well as ramp modifications to the Route 234 Business Interchange, ramp modifications to the Route 234 Bypass Interchange, and a complete reconstruction of the Route 29 Interchange in Gainesville. As part of the original contract, preliminary engineering and traffic studies were also completed to identify improvements to Route 29 which would also improve the flow of traffic along I-66. As part of those studies, Dewberry and their subconsultants completed traffic counts, projections, and analysis – all of which indicated the need for a new interchange at the existing intersection of Route 29 and Linton Hall Road, as well as grade separations of two at-grade railroad crossings along Route 29 and Gallerher Road. Additionally, to help the flow of traffic in the area, a new overpass of I-66 and Norfolk Southern Railroad was identified as a needed roadway network improvement. Dewberry completed an interchange justification report (IJR) for the new I-66/Route 29/Linton Hall Interchange, and final engineering services for both the University Boulevard and I-66/Route 29/Linton Hall Interchange were added to the contract. Dewberry served as the engineer of record for each of the roadway improvement projects. Services provided by Dewberry included:</p> <ul style="list-style-type: none"> • Completion of field surveys including aerial mapping, right-of-way and property boundary surveys, existing drainage surveys, utility designations and test pits, and project control • Traffic management system (TMS) design • Lighting and electrical design • Signing and pavement marking design • Traffic signal design • Transportation Management Plan (TMP) design • Public meeting/hearing preparation and attendance • Roadway design, including horizontal geometry and vertical geometry • Environmental permit drawings • Drainage design, including major hydraulic and hydrologic (H&HA) analysis • Structural design, including 9 new bridges, 1 bridge widening, and several retaining walls <p>Due to funding constraints, the design contract was separated into five (5) construction contracts: Phase I – I-66 Widening from Exit 47 (Route 234 Business) to Exit 44 (Route 234 Bypass), Phase II – University Boulevard over I-66; Phase III – I-66 Widening from Exit 44 (Route 234 Bypass) to Exit 43 (Route 29) and complete reconstruction of the I-66/Route 29 Interchange; Phase IV – Advance Detour and Access Road Construction for the I-66/Route 29/Linton Hall Interchange and Railroad Grade</p>	<p>Separation; and Phase V – I-66/Route 29/Linton Hall Interchange and Railroad Grade Separation. The total overall construction contract value for these five projects is approximately \$215M. The design of each of the five phases is complete, and more than \$140 million of the construction activities are complete, with only Phase V construction still ongoing.</p> <p>Dewberry's design contract included design of multiple complex elements. The Phase V improvements included two new bridge structures over Norfolk Southern Railroad. Both bridges were designed to accommodate future expansion of the railroad from one existing track to four future tracks. This accommodation of future expansion required design of significant crash walls on both bridges. On the Phase III contract, a significant retaining wall was added along an interchange ramp, and the geometry of two interchange ramps were adjusted to avoid impacts to Norfolk Southern Railroad. The widening of I-66 was designed to avoid impacts to the Manassas National Battlefield, as well as to an existing cemetery between I-66 and Norfolk Southern Railroad, and sequence of construction plans were developed to maintain flow of more than 100,000 vehicles through the project site on a daily basis.</p> <p>The Phase V improvements included designs of 10 significant retaining walls. The Phase V project required construction of a new detour facility, including two temporary at-grade railroad crossings of Norfolk Southern, to accommodate construction of the grade separations and interchange. Detailed plans, profiles, typical sections, signing and pavement marking plans, and temporary signal plans were developed for the temporary roadway, and the design was coordinated with Norfolk Southern to accommodate and properly function with the two temporary at-grade railroad crossings.</p> <p>Other challenging elements of the Phase V project were the required right-of-way acquisition and utility relocations. Overall, 16 properties were completely acquired and required relocations, and another 56 properties were impacted and required partial fee acquisition or easement acquisitions. Dewberry also worked with VDOT and approximately 10 utility owners, including power, water, sewer, electric, gas, telephone, and cable TV, to develop utility corridors and common easements which facilitated relocation of utilities around the interchange area. Right-of-way acquisition plans were separated into three phases so that "total take" acquisitions were advanced to allow for early acquisition, and so "partial take" properties could be acquired in a sequence to allow for phased relocation of utilities. This phased approach helped to accelerate the project by almost three years from the original advertisement date. Based on the accelerated schedule, Dewberry also worked with VDOT to develop the Phase IV plans, allowing for advance construction of the access roads and portions of the detour roads before utility relocations were complete.</p>	<p>Mr. Amir Salahshoor, PE Project Manager Virginia Department of Transportation Northern Virginia District 4975 Alliance Drive Fairfax, Virginia 22030 (703) 259-1957</p>	<p>2004</p>	<p>Phase I – 2004 Phase II – 2006 Phase III – August 2010 Phase IV – October 2011 Phase V – June 30, 2015 (per VDOT contract with awarded contractor)</p>	<p>\$3,609,750</p>	<p>\$10,007,127</p>	<p>\$8,098,872</p>



ATTACHMENT 3.4.1(b)
LEAD DESIGNER – WORK HISTORY FORM

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a. Project Name & Location	b. Narrative describing nature of Firm’s Responsibilities				Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
<p>I-295/42/I-76 Direct Connection, Advanced ITS Contract</p> <p>West/Central New Jersey</p> <p>Boroughs of Bellmawr and Mount Ephraim and Gloucester City</p> <p>Camden County</p> <p>UPC No. 113000</p> <p>DB No. 355B</p>	<p>The purpose of the project is to improve traffic safety, reduce traffic congestion and meet driver expectations by providing for the direct connection of the I-295 mainline to improve operating conditions at the I-295/I-76/Route 42 interchange in West/Central, New Jersey.</p> <p>The lack of a direct connection for the I-295 northbound and southbound through-movements through the interchange, significant weaving problems, deficient connecting ramps and high traffic volumes all result in accident rates higher than the Statewide average and operational deficiencies (i.e. congestion) within and near the interchange. The operational deficiencies on I-295/I-76/Rt 42, particularly the queuing of traffic and poor Levels of Service (LOS) that cause excessive delays, impact not only regional traffic and commuters using the highways, but local arterials and neighborhood streets as well. Excessive delays at the interchange result in highway traffic exiting onto surrounding local roads and streets further adding to congestion in the region. The diverted traffic, in turn, increases congestion on local roads, compromises traffic and pedestrian safety, increases noise levels, and lowers air quality in the community, all of which disproportionately affects the capacity and quality of life within the study area.</p> <p>The limits of the project are southerly on I-295 to Creek Road, northerly on I-295 to Route 168, southerly on Route 42 to Leaf Ave. and northerly on I-76 to Route 130. The project also includes improvements to several local streets, including Browning Road, Bell Road, and Creek Road.</p> <p>The Advanced ITS Contract, nearing completion by Dewberry, will prepare plans and specifications for the installation of Intelligent Transportation Systems (ITS) electronic and communications equipment along corridors that approach and leave the interchange. This equipment includes: nine DMS units, two CCTV cameras, and 23 “bluetoad” (Bluetooth-enabled) detectors. The intent is to have these devices in place and operational before any major road work commences under the upcoming Direct Connection Roadway Reconstruction Project so that existing NJDOT ITS devices and communication in this part of the state can continue to function without interruption.</p> <p>Besides maintaining the functional integrity of the statewide ITS and traveler information system, additional ITS devices will be included in the Advanced ITS Contract to provide services for the benefit of motorists traveling through; as well as intending to travel through the work zones. These services include: traffic monitoring and management; construction conditions traveler information; incident management; enhanced safety of both user and construction workers; increased throughput capacity; and enhanced work zone planning.</p>	<p>Further, in addition to devices that will be installed on limited access roadways, Dewberry is providing plans, specifications, and estimates for Adaptive Traffic Signals at 23 intersections along segments of Route 168 and Route 130 which can serve as alternate or diversion routes to I-295, I-76, and/or Route 42. Adaptive signal control allows a series of signalized intersections to operate in a coordinated manner so that through flow efficiency can be optimized based on actual (real-time) traffic demands. Because the proposed adaptive traffic signal system is wholly self-contained and automatically self-adjusts, travel on these parallel arterials will be optimized; even when significant increases in traffic volumes occur as a result of major incidents on the area freeways or, by design, due to construction staging requirements.</p>	<p>John McCleerey 609.530.2466 phone</p> <p>New Jersey Department of Transportation Department of Project Management 1035 Parkway Avenue Post Office Box 600 Trenton, NJ 08625-0600</p>	<p>Design: April 2012</p> <p>Design: April 2012</p>	<p>\$6,300 (constr. costs)</p> <p>\$950 (design fee)</p>	<p>\$6,300 (constr. costs)</p> <p>\$950 (design fee)</p>	<p>\$950 (design fee)</p>



Section 3.5.1: Project Risks: Critical Risk #1 - Maintenance of Traffic (MOT) Requirements

The two major MOT requirements on this project are: MOT for Vehicles on I-66 and MOT requirements for Washington Metropolitan Area Transit Authority (WMATA) trains on the rail lines in the center median. Requirements for both MOT components will necessitate extensive coordination with the operating agencies (VDOT and WMATA) and will limit the hours available for I-66 ATMS construction activities that need lane closures. This limitation will be a major determining factor for the overall project schedule and project cost.

The heavy traffic on I-66 will limit the hours that shoulders and travel lanes can be closed to perform foundation work for new sign structures and the installation of new communications conduits and cables. It also puts a severe constraint on the times the entire eastbound or westbound roadway can be closed at night (albeit for brief intervals) when full sign support structures are lifted and installed across the roadway.

MOT requirements for WMATA trains will also impact the hours activities can be performed near or over the tracks. The WMATA “*Adjacent Construction Project Manual*” governs activities adjacent to, and over existing WMATA rail lines. There are also requirements for coordination prior to performing the work, timeframe for when the work may be performed, and protective measures required when the construction work is performed near their facilities.

The Midasco team is familiar with MOT requirements and risks associated with work in the I-66 corridor because of our extensive construction and design experience on this roadway. Midasco is currently performing the relocation of various ITS field equipment along I-66 inside the Beltway for the Westbound I-66 Spot Improvement Project (Westbound from Fairfax Drive to Sycamore Street). Dewberry is familiar with the requirements for MOT work outside the Beltway through its extensive design experience working in the I-66 corridor for VDOT on eight individual projects from Route 50 to Route 29/Gainesville. These projects included design and detailed MOT for the widening and reconstruction of I-66.

Risk Mitigation

The Midasco team will mitigate the risks to the project schedule and budget due to the MOT requirements in the I-66 corridor through a series of design, construction, and public information actions including:

- Locating and designing foundations and sign structures to minimize lane closure requirements;
- Completing the attachment and wiring of signs on the sign support structures before they are erected into position above the roadway;
- Utilizing the industry’s most advanced installation technologies to maximize our time on the road (and minimize the time needed for lane closures);
- Using an experienced professional (Ron Jakominich, PE) to coordinate the ATMS construction activities with WMATA. (Mr. Jakominich recently completed his assignment of the Dulles Corridor Metrorail Phase 1 Project where he worked closely with his WMATA counterparts to expedite construction.)

- Working with VDOT public information staff to implement a Public Information Outreach effort to inform the community and commuters of upcoming lane closures and overall project progress.
- The MOT design experience in the corridor brought by Steven Kuntz, PE, Design Manager, who has been working on I-66 projects since joining Dewberry in 1999.

Critical Risk #2 – Coordinating Design of Future Facilities with Existing Facilities and Constraints

There are three design issues posing project risks when looking at existing facilities: location of signage, ROW constraints that impact design, and the usability of existing conduit.

Coordinating the locations of the new sign gantries with the locations of the existing roadway signage and design features, and future signage requirements of the I-495 HOT lanes project poses a schedule risk. The new ITS lane control concept is based on the placement of sign gantries that span all lanes at ½ mile intervals between US-29 in Centreville and the Beltway. These full sign gantries will support lane control signals above each lane and small Dynamic Message Signs (DMS) on the left and right sides of the roadway. Between Route 50 and the Beltway these sign gantries would be supplemented with “mini-gantries” supporting a lane control signal over the shoulder lane. (Thus the spacing of the lane control signal for the shoulder lane would be ¼ mile.) This mini-gantry might also support a small DMS or a full size DMS depending on its location. The design problem that creates the schedule risk is locating these new full size and mini- sign gantries so as to not interfere with the requirement for an 800’ unobstructed view of the overhead guide signs. Ideally these gantries would “fit in” between the existing overhead guide signs. However, it is anticipated that the ideal placement between existing signs may not exist everywhere, necessitating a relocation of some of the existing guide signs. This challenge of finding sufficient space between the existing guide signs is compounded by additional guide signs to be installed by the I-495 HOT lanes project.

ROW constraints along the roadway will further complicate the problem of finding suitable locations for new sign gantries. This is particularly true in the section between the Beltway and the Vienna Metro Station where the Metrorail envelope is right at the edge of the median shoulder. Some of the existing overhead signs in this area are mounted on very long and costly support structures that span the entire eastbound and westbound roadways and the Metrorail right of way. The ROW restriction resulted in many existing sign support columns being located outside of the sound barrier wall. In addition, the outside shoulder abuts a narrow barrier separating the main roadway from the collection distribution road at the Vienna Metro, further complicating the location and design of foundations for the required gantries and guide sign support structures.

The usability of the existing “empty” conduits installed in the western sections of I-66 also poses a major risk to both the schedule and costs of the project. Assuming that the conduits are usable, when they are not will result in additional costs and delays while conduits are unblocked or bypassed with new conduits. Assuming the conduits are not usable when in fact they are usable will result in a bid that is unnecessarily high. It is anticipated that new fiber optic cable will be installed on I-66 west of Business 234 to support the new devices planned for this segment. There is a major risk of assuming this new fiber can be easily installed in the “empty” conduits. Many factors may make this empty conduit unavailable for use such as the possibility of having installed incorrectly,

crushed by the installation of other roadway elements, or being blocked by an infestation of rodents or vermin.

Risk Mitigation

It is anticipated that the final agreement on the locations of the Guide sign support structures, full lane control gantries, and mini-gantries will require mutual agreement by the Midasco team and the following list of stakeholders:

- VDOT Traffic Engineering Office
- VDOT ITS /System Operations Group
- I-495 Hot Lanes Team
- FHWA, and
- WMATA

The Midasco team will mitigate the schedule problem caused by a potential delay in reaching agreement on the final locations for the relocated guide signs through a proactive series of design concept meetings. In preparation for these design concept meetings, the Midasco team will fully document the future signage of the I-495 HOT lanes project; perform a complete field reconnaissance to identify the existing locations of overhead and ground mounted guide signs; and obtain copies of the existing I-66 design plans. Using these materials the Midasco team will prepare a series of “straw man” concept plans around which the organizations will meet and provide comments as we have done on other projects. The key requirement of these straw man design concepts is that they reflect the actual field conditions where foundations would be required. Final agreement of the sign locations would be documented in a Memorandum of Understanding signed by senior managers of all participating organizations. This will assure that all agencies have the opportunity to provide input early and avoid delays in coordination and/or revisiting the signage scheme developed and agreed upon.

The Midasco team will mitigate the ROW problem by speaking with WMATA staff to determine if steps can be taken to incorporate a sign foundation into the concrete barrier between the rail and the roadway. We will also investigate the cost and schedule issues associated with the construction of new sign foundations inside or behind the existing sound walls.

The team will mitigate the uncertainties associated with the potential use of existing conduit through a field investigation to be conducted by the Midasco Team during the proposal stage of the project. These field investigations will examine the installed pull cords in the empty conduits to determine if they are still present and functional, or if necessary will “rod” the ducts to determine their continuity, or approximately where they are blocked.

Critical Risk #3 – Compatibility of Existing Systems with new Equipment and Requirements

Systems compatibility is a risk to the project schedule because new ITS field equipment (Ethernet Switches, CCTV Cameras, DMS units, detectors, lane control signals, etc.) may not be initially compatible with the hardware and software that control communications and operation of the

existing field equipment. There are two subsets of this compatibility risk. The first is the compatibility of the existing communications system equipment installed in the field cabinets (i.e.: Ethernet switches) and the existing IP communications equipment at the MPSTOC. These communications compatibility issues are expected to occur if the new equipment is from vendors that did not provide the existing equipment. A second risk of incompatibility exists between the ITS field equipment and the control software at MPSTOC. Ideally, the new field equipment will be immediately compatible with the existing field equipment and control software. However, we would not be surprised to find that, although NTCIP compliant, there may be some vendor specific attributes of the new field equipment that make it initially incompatible with the existing control software.

We anticipate VDOT staff will fully support our efforts to diagnose and resolve these compatibility issues – when the appropriate VDOT support staff is available at the MPSTOC. We also expect that on-line testing will be limited to times when the existing system is not being used to monitor and control the peak period traffic.

Risk Mitigation

The Midasco Team will mitigate the risks of incompatibility by setting up a bench test facility where the new field equipment can be powered-up and exercised with an offline duplicate of the existing control software and hardware. This should be done early in the project before the new field equipment is erected in its final field locations. A multi-step process is anticipated consisting of: first establishing the correct configuration settings on the Ethernet switches by using a “new” switch to communicate with an existing piece of equipment (for example: an existing “spare” CCTV Camera). After the switch configuration settings are established the testing would be conducted with a new CCTV camera to identify any required settings or adjustments needed to establish full control and operation of the new camera. After control and operation of the new CCTV camera are verified other types of new field equipment (DMS units, detectors, lane control signals, etc.) would be tested and exercised to identify any required settings or adjustments required of them.



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Midasco VA LLC (USED IN VA BY: Midasco, LLC)

SCC ID: T0294167
 Business Entity Type: Foreign Limited Liability Company
 Jurisdiction of Formation: DE
 Date of Formation/Registration: 12/28/2005
 Status: Active



Principal Office

7121 DORSEY RUN RD

ELKRIDGE MD 21075-0000

Registered Agent/Registered Office

CORPORATION SERVICE COMPANY

Bank of America Center, 16th Floor

1111 East Main Street

RICHMOND VA 23219-0000

RICHMOND CITY 216

Status: Active

Effective Date: 4/29/2011

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Dewberry & Davis LLC

SCC ID: S0447336
 Business Entity Type: Limited Liability Company
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 1/1/2000
 Status: Active

Principal Office

8401 ARLINGTON BLVD

FAIRFAX VA 22031-0000

Registered Agent/Registered Office

CORPORATION SERVICE COMPANY
 Bank of America Center, 16th Floor
 1111 East Main Street

RICHMOND VA 23219-0000

RICHMOND CITY 216

Status: Active

Effective Date: 4/29/2011

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GeoConcepts Engineering, Inc.

SCC ID: 05167671
 Business Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 2/25/1999
 Status: Active
 Shares Authorized: 5000

Principal Office

19955 HIGHLAND VISTA DRIVE
 SUITE 170
 ASHBURN VA 20147

Registered Agent/Registered Office

VIVIAN LEWIS
 19955 HIGHLAND VISTA DR
 #170

ASHBURN VA 20147
 LOUDOUN COUNTY 153
 Status: Active
 Effective Date: 11/24/2004

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QUINN CONSULTING SERVICES INCORPORATED

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

Principal Office

4607 MARBLE ROCK COURT

CHANTILLY VA 20151

Registered Agent/Registered Office

JOHN H QUINN JR
2208 S KNOLL ST

ARLINGTON VA 22202-2134

ARLINGTON COUNTY 106

Status: Active

Effective Date: 10/24/1997

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- Perform easy step-by-step online transactions for certain types of filings, such as registered agent changes
- Quickly access online filing history

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
03-31-2012

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

NUMBER
2705 103916A

BOARD FOR CONTRACTORS
CLASS A CONTRACTORS LICENSE

MIDASCO LLC
MIDASCO VA LLC
7121 DORSEY RUN ROAD
ELKRIDGE MD 21075



Jay W. DeBoer
Jay W. DeBoer, Director

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BOARD FOR CONTRACTORS - CLASS A
CONTRACTOR LICENSE - CLASSIFICATIONS: H/H
ELE

NUMBER: 2705 103916A EXPIRES: 03-31-2012
MIDASCO LLC
MIDASCO VA LLC
7121 DORSEY RUN ROAD



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EXPIRES ON
12-31-2013

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NUMBER
0407003966

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

PROFESSIONS: LA, LS, ARC, ENG

DEWBERRY & DAVIS LLC
8401 ARLINGTON BLVD
FAIRFAX, VA 22031



Gordon N. Dixon
Gordon N. Dixon, Director

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BOARD FOR APPLICANTS
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003966 EXPIRES: 12-31-2013
PROFESSIONS: LA, LS, ARC, ENG
DEWBERRY & DAVIS LLC
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FAIRFAX, VA 22031



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COMMONWEALTH OF VIRGINIA

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9960 Mayland Dr., Suite 400, Richmond, VA 23233
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BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
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BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG

GEOCONCEPTS ENGINEERING INC
1995 HIGHLAND VISTA DRIVE
SUITE 170
ASHBURN, VA 20147



Gordon N. Dixon
Gordon N. Dixon, Director

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

PROFESSIONS: ENG

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



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Gordon N. Dixon, Director

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QUINN CONSULTING SERVICES INC
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COMMONWEALTH OF VIRGINIA

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

NUMBER

0402026380

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

JOHN KEVIN VICINSKI
4609 MARBLE ROCK CT
CHANTILLY, VA 20151



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NUMBER: 0402026380 EXPIRES: 08-31-2013

JOHN KEVIN VICINSKI
4609 MARBLE ROCK CT
CHANTILLY, VA 20151



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

STEVEN KLINE KUNTZ
21035 EMERSON CT
STERLING, VA 20164



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9960 Mayland Dr., Suite 400, Richmond, VA 23233
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0402024309

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

MARK GERARD UNTERKOFER
6325 SOUTH SPRINGS CIRCLE
CLIFTON, VA 20124



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Gordon N. Dixon, Director

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0402015489

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

STEVEN R SHAPIRO
10909 CARTERS OAK WAY
BURKE, VA 22015



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Department of Professional & Occupational Regulation
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(804) 367-8500

BOARD FOR CONTRACTORS
TRADESMAN LICENSE

Card No. 2710 053650

Issue Date: 11-20-2010
Expire Date: 01-31-2012

CRAIG MICHAEL REEFMAN
449 NOAH COURT

WESTMINSTER MD 21157

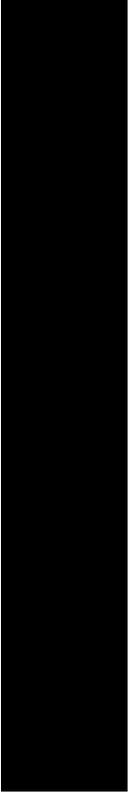
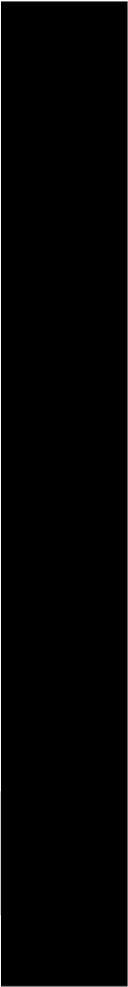
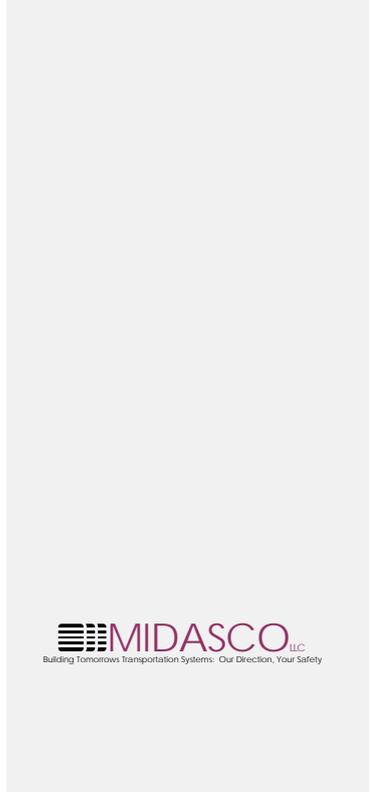
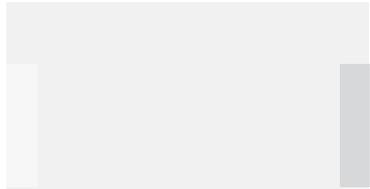
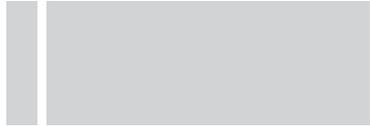
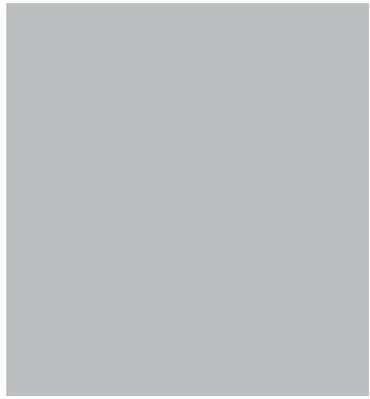
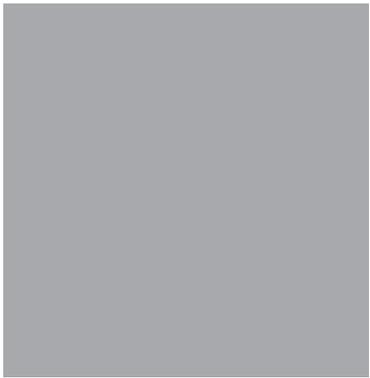


TRADE DESIGNATIONS
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Jay W. DeBoer, Director

Department of Professional & Occupational Regulation

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ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-96A-917, P101, N501

- 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.

	12/22/2011	Senior Vice President
Signature	Date	Title
<hr/>		
Dewberry & Davis LLC		
Name of Firm		

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-96A-917, P101, N501

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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.

	12/13/2011	President
Signature	Date	Title

GeoConcepts Engineering, Inc. _____
Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-96A-917, P101, N501

- 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.

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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.

 **December 13, 2011** **President**
Signature Date Title

Quinn Consulting Services, Inc.
Name of Firm



COMMONWEALTH OF VIRGINIA



CERTIFICATE OF QUALIFICATION

Midasco VA LLC (Used in VA by: Midasco, LLC)

Vendor Number: **M957**

In accordance with the Regulations of the Virginia Department of Transportation, you are hereby notified that the following Rating and Classifications has been assigned to you by the Commissioner:

PREQUALIFIED

Work Classes: Electrical Installation, Underground Utilities, Traffic Management Systems

Issue Date: July 31, 2011

This Rating and Classification will Expire: July 31, 2012

Suzanne FR Lucas Prequalification Officer

Don E. Silies, State Construction Contract Officer

page A-005

