

STATEMENT OF QUALIFICATIONS  
GLOUCESTER PARKWAY EXTENSION  
FROM LOUDOUN COUNTY PARKWAY  
TO PACIFIC BOULEVARD  
LOUDOUN COUNTY, VA  
JUNE 27, 2013  
A DESIGN-BUILD PROJECT



STATE PROJECT NO.:  
2150-053-052

CONTRACT ID NUMBER:  
C00104418DB68

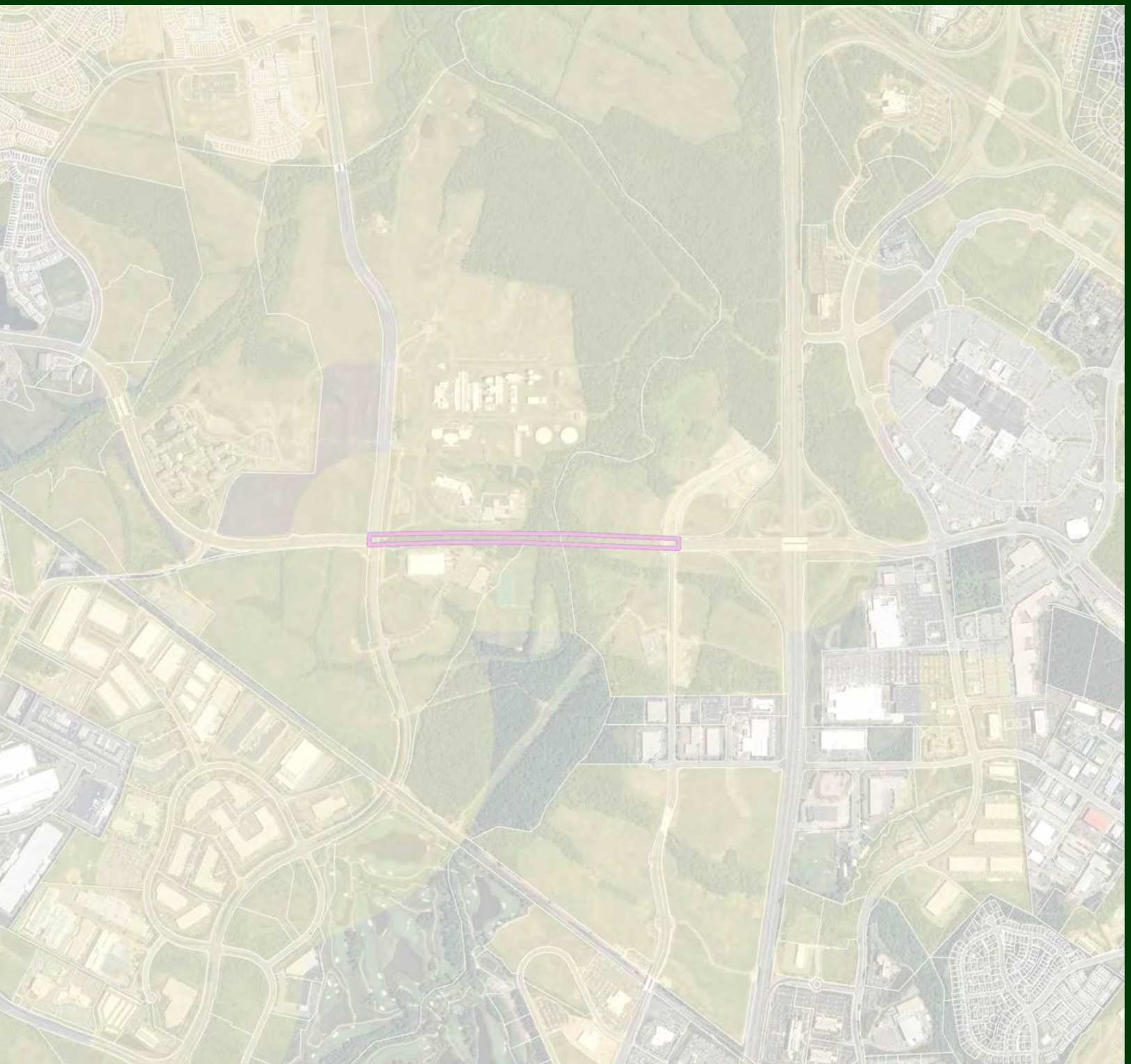


Submitted by:





# LETTER OF SUBMITTAL





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

June 27, 2013

**RE: Gloucester Parkway Extension, a Design-Build Project**  
State Project No.: 2150-053-052  
Contract ID Number: C00104418DB68

Dear Mr. Reichert:

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

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

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

LANE and Pennoni, in conjunction with hand-selected specialty firms experienced with VDOT processes and procedures, will provide design and construction of roadway, structure and bridge, environmental, geotechnical, hydraulics, right of way, utilities, public involvement and relations, quality assurance and control, construction engineering and inspection, and project management. We are confident in our team structure and experience, and have elaborated on our distinctive qualifications in the subsequent sections. The LANE team has assembled committed personnel, with proven delivery of VDOT's requirements to meet the quality, safety and schedule demands of this Project.

**3.2.2 Offeror's Point of Contact Information:**

**Mr. Richard A. McDonough** is the authorized representative and point of contact for the LANE team for all matters associated with this qualifications submittal.

**Richard A. McDonough, District Manager**

14500 Avion Parkway, Suite 200

Chantilly, VA 20151

Tel: (703) 222-5670 Fax: (703) 222-5960

Cell: (703) 898-3811

Email: [RAMcdonough@laneconstruct.com](mailto:RAMcdonough@laneconstruct.com)

**3.2.3 Offeror's Principal Officer Information:**

**Mr. Mark A. Schiller** is a principal officer of The Lane Construction Corporation and the legal entity with whom a design-build contract with VDOT will be written.

**Mark A. Schiller****Regional Vice President, Mid-Atlantic Region**

14500 Avion Parkway, Suite 200

Chantilly, VA 20151

Tel: (703) 222-5670 Fax: (703) 222-5960

Email: [MASchiller@laneconstruct.com](mailto:MASchiller@laneconstruct.com)

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

**3.2.5 Lead Contractor and Lead Designer:** LANE is the Offeror and the Lead Contractor. Pennoni is our Lead Design Consultant. As the Offeror and lead contractor, LANE will be responsible for administering the contract, providing the bond, scheduling, quality control, supervising construction, safety, maintenance of traffic (MOT) implementation, and coordination of all subcontractors and trades. Alpha Corporation will provide the QAM and QA support, and will be under direct contract to LANE. Pennoni will also be under direct contract to LANE for all project design efforts. Additional subconsultants required by Pennoni in its design efforts, will be under a direct subcontract to Pennoni.

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

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

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

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

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

**3.2.11 DBE Statement (6% Commitment):** LANE supports the Disadvantaged Business Enterprise (DBE) program and is committed to meeting the 6% goal on both the design and construction of this Project utilizing Virginia certified DBEs. LANE will also take all necessary and reasonable steps to ensure that SWaM firms have the maximum opportunity to compete for and perform services on this Design-Build contract.

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

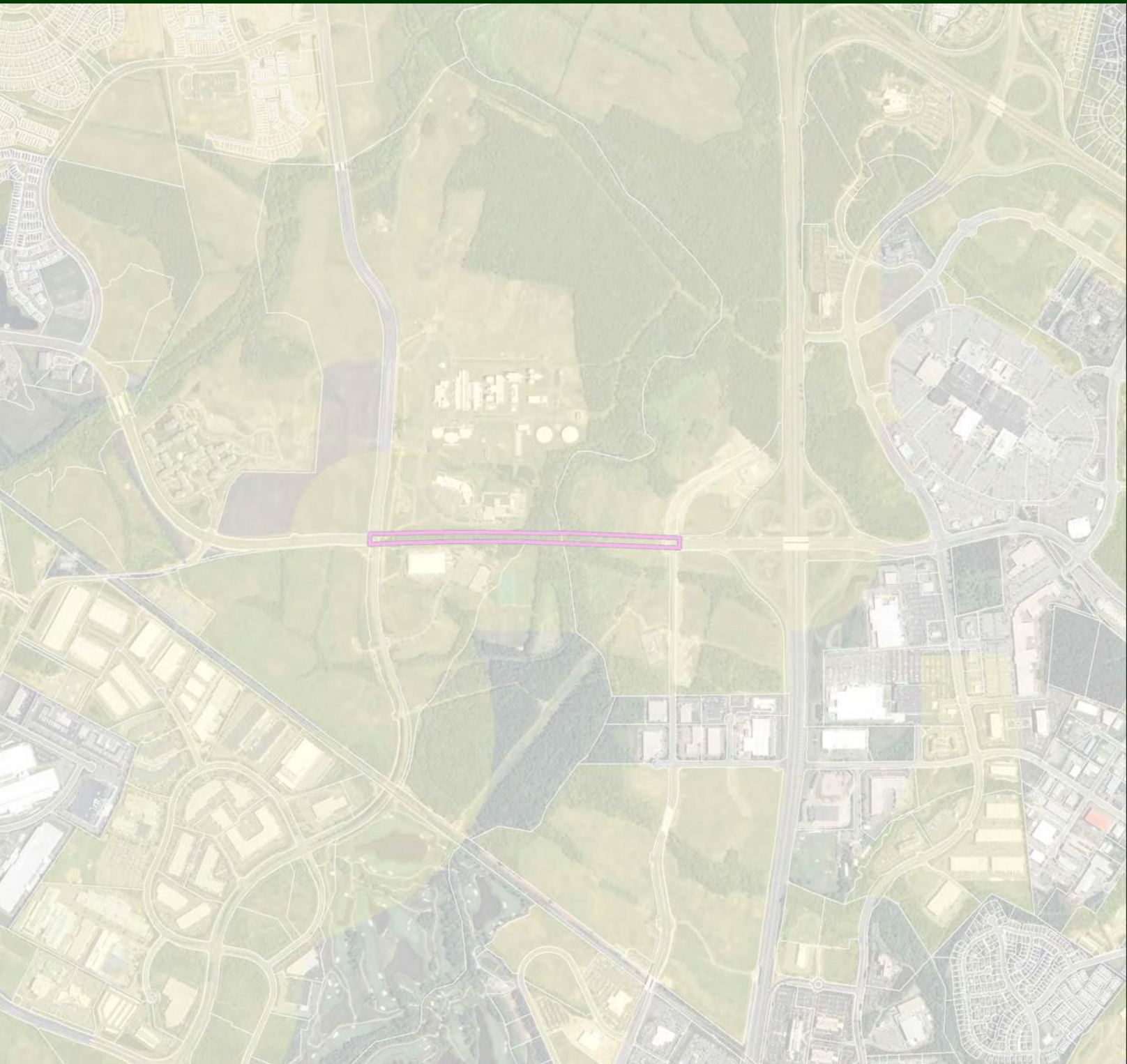
Respectfully submitted,



Richard A. McDonough  
District Manager



# OFFEROR'S TEAM STRUCTURE



### 3.3 Offeror's Team Structure

**LANE** The Lane Construction Corporation (LANE) will serve as the lead contractor of the D-B team for the Gloucester Parkway Extension D-B Project. LANE's role will include managing the entire project, supervising the construction and performing major work elements. LANE's proven experience on more than 60 PPTA and D-B projects ranging in scope and value from \$13M to the \$1.5B Capital Beltway Express Lanes project in Northern Virginia demonstrates LANE's ability to tackle the region's most challenging infrastructure projects. LANE is one of the Virginia's leading contractors in the D-B segment of transportation and heavy civil projects. Currently recognized nationally by *Engineering News Record (ENR)* as the 4<sup>th</sup> largest highway contractor, 6<sup>th</sup> largest transportation contractor, and 38<sup>th</sup> among the top 100 Design-Build Firms. LANE typically self-performs up to 70 percent of the critical work items with an experienced and knowledgeable staff of 4,000. LANE has successfully completed projects for VDOT and other State, Federal and local agencies in the Commonwealth of Virginia for over 40 years.

LANE's use of a Task Force comprised of VDOT and the Lane team's leadership to address specific elements of design and construction on this Project will be a predominant contributing factor to its successful delivery.

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An open forum of discussion among partners at regularly scheduled meetings clearly defines project criteria and promotes design collaboration, ensuring VDOT's goals and objectives are met by addressing constructability issues before they become points of conflict.



LANE has selected **Pennoni Associates Inc. (Pennoni)** as the Lead Designer. Pennoni, established in 1966, is a multidisciplinary engineering and design consulting firm that provides personalized services and solutions to meet the needs of our diverse clients. Pennoni is nationally recognized by *ENR* as a Top 100 design firm (#92) and employs 950 professional, technical, and administrative personnel in 28 offices throughout the mid-Atlantic region. With six offices throughout Virginia, including Leesburg, Pennoni employs more than 100 full-time employees in Virginia alone. Pennoni, including former Patton Harris Rust and Associates staff, has a successful track record evidenced by delivery of over 300 civil infrastructure and transportation improvement projects in Loudoun County since 1982 ... Pennoni's design experience in Loudoun County is unmatched.

Pennoni has also successfully completed bridge replacement and roadway improvement projects for VDOT, DelDOT, PennDOT, Maryland SHA, Maryland Transportation Authority, NAVFAC and USACE. Pennoni has been involved with over 30 successful D-B projects in the Mid-Atlantic region ranging from \$1M to \$25M. They also have direct design experience adjacent to the proposed project footprint associated with floodplain modifications on Broad Run at two locations, as well as roadway design for Loudoun County Parkway.

Pennoni's bridge engineers have successfully completed more than 120 bridge projects in the past 10 years.

**Construction Subcontractors** – LANE will self-perform a majority of the heavy civil activities for the Gloucester Parkway Extension project. As subcontractors are required before and during the construction phase, LANE supports and provides ample opportunity to include DBE and SWaM firms. Construction Quality Assurance Management will be provided by **Alpha Corporation**. **DMY Engineering Consultants, LLC (DMY)** will provide the Construction QA laboratory services to the QAM, and **GeoConcepts Engineering Consultants, Inc. (GeoConcepts)** will provide the Construction QC laboratory services.

**Design Subconsultants** - Pennoni has assembled a comprehensive design team that is able to skillfully address and resolve the specific needs of the Gloucester Parkway Extension project. Under subcontract to Pennoni and reporting to the Design Manager, Mr. Doug Kennedy, PE, the subconsultants include: **Wetland Studies and Solutions Inc. (WSSI)** for environmental and permitting services and **GeoConcepts** for geotechnical services. Each subconsultant has been assigned a role that utilizes their strengths and expertise. Each of the team members have experience working with VDOT and understand the specific project development process.



### 3.3.1 Qualifications of Key Personnel [Resumes may be found in the Appendix]

Leading the LANE team is the **Design-Build Project Manager, Mr. Jan Sherman (LANE)**, who is responsible for the overall project, construction quality management, and contract administration. Mr. Sherman is an experienced Project Manager as evidenced by his performance on the I-495 Express Lanes project as the I-66 Interchange (Area 2) Project Manager responsible for overall construction activities, scheduling, estimating, and conformance to contract, plans, and specifications as well as interacting with the designer.

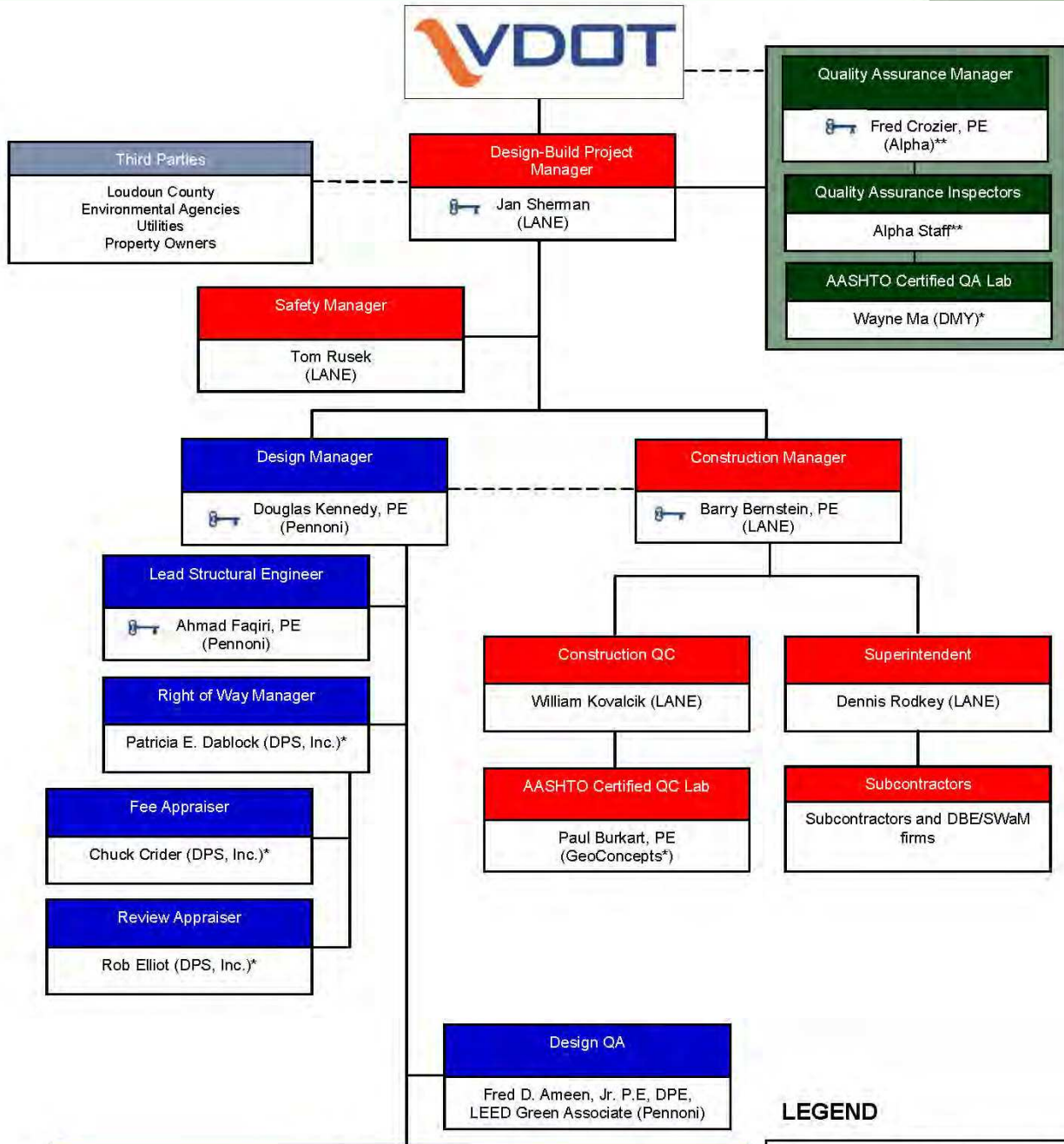
**Quality Assurance Manager – Mr. Fred Crozier, PE (QAM)** will ensure that the construction quality of this project exceeds the *VDOT Minimum Quality Control and Quality Assurance Requirements for D-B projects, January 2012 (VDOT QA/QC Guidelines)* and all construction activities are in compliance with contract documents. He understands *VDOT QA/QC Guidelines* and has extensive experience in implementing QA/QC Plans as well as the required inspections/documentation necessary to assure performance standards. With over 34 years of experience, Mr. Crozier has served as QAM on multiple VDOT projects including the Route 28 Interchange Design-Build Project and US 50 Traffic Calming Improvements Design-Build Project at Gilberts Corner in Loudoun County.

**Design Manager – Mr. Douglas Kennedy, PE (Pennoni)** will be responsible for overall management of the QA/QC programs for design. He is responsible for overseeing all QA/QC activities associated with multi-discipline design elements of this project. Mr. Kennedy has over 25 years in roadway improvement projects, traffic operations and traffic impact studies. He has worked in Loudoun County on intersection improvements and corridor studies, having developed the conceptual Access Management Plans for the Dulles Greenway/Loudoun County Parkway vicinity. He analyzed the Loudoun County Parkway corridor from the Route 7 interchange to the Broad Run crossing, having worked on over 20 different intersections. Mr. Kennedy developed the turn lane requirements for Loudoun County Parkway through the Beaumeade community south of the subject road link and recently worked at the Gloucester /Loudoun County Parkways intersection. He has excelled at coordinating with VDOT and Northern Virginia localities to implement road improvements, design waivers, install signal control and pedestrian enhancements including Loudoun County Parkway, and has taught ESI intersection design courses for the last 6 years. Mr. Kennedy collaborated with LANE on the Dulles Greenway/Route 607 project.

**Construction Manager - Mr. Barry Bernstein, PE (LANE)** is responsible for day-to-day construction operations of the project. Mr. Bernstein has over 30 years of successful design and construction experience in the greater Washington Metropolitan area. He currently serves as the VDOT I-95 Express Lanes D-B Construction Manager which includes the construction of nearly 29 miles of High Occupancy Toll Lanes, bridge construction, ITS installation, and Signage. Mr. Bernstein was also the Construction Manager of the I-495 Widening at Arena Drive and the Sudley Manor Drive D-B projects. Mr. Bernstein holds a Virginia Department of Conservation and Recreation (DCR) Responsible Land Disturber (RLD) Certification and a VDOT Erosion and Sediment Control Contractor Certification (ESCCC).

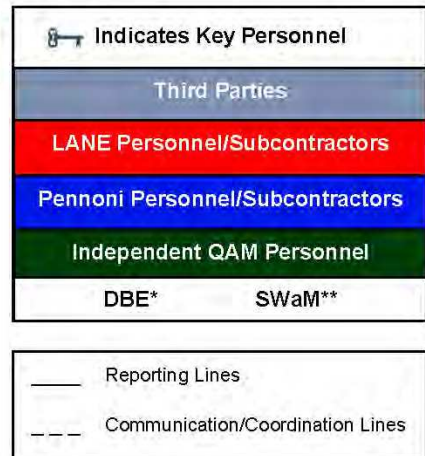
**Lead Structural Engineer – Ahmad Faqiri, PE (Pennoni)** will be responsible for structural design of the bridges and retaining walls, reviewing and verifying all designs. Mr. Faqiri has over 20 years of experience in design of bridge projects for bridge owners throughout the Mid-Atlantic. As the lead structural engineer, Mr. Faqiri he has been responsible for design and delivery of several multi-span and viaduct type bridges such as Penn's Landing Viaduct, Paulsboro Marine Terminal Access Road Bridge, the McNair Road Bridge and US 301 Strawberry Lane Bridge. He is well versed in the LRFD design methodology associated with the construction of multi-span steel plate girder and prestressed concrete bridges.

**3.3.2 Organizational Chart** The LANE team is structured to provide VDOT with a single point of contact who is responsible for all design and construction activities. The LANE team organization has a straight-forward chain of command, with individual tasks, responsibilities, and functional relationships clearly identified. Further, a distinct separation and independence is shown between construction and QA.



Design Services Lead Personnel	
<b>Roadway Design</b> Craig Eddy (Pennoni)	<b>TMP Plans/MOT</b> Douglas Kennedy, PE (Pennoni)
<b>Survey</b> Bruce Frederick, LS (Pennoni)	<b>Geotechnical</b> Paul Burkart, PE (GeoConcepts*)
<b>Structural</b> Ted Januszka, PE (Pennoni)	<b>Permitting</b> Mark Headley (WSSI)
<b>Environmental</b> Michael Rolband, PE, PWS, PWD, LEED AP (WSSI)**	<b>Hydraulics</b> B.T. Nivas, PE (Pennoni)
<b>Public Involvement</b> Thomas Rust, PE, AICP (Pennoni)	<b>Utility Engineer</b> Michael Baker (Pennoni)

**LEGEND**





## Reporting and Functional Relationships of Key Personnel

**Design-Build Project Manager, Mr. Jan Sherman (LANE) will report to VDOT and serve as VDOT's central point of contact.** He will be responsible for the overall project, construction quality management, and contract administration. He will facilitate communication among team partners and adjacent projects, monitor design efforts to proactively eliminate potential constructability issues prior to breaking ground, and delegate resources to deliver the project on time. His responsibility is working with the designer to ensure that the design is on time and exceeds all owner requirements. Mr. Sherman's interaction from design through construction will include leading Task Force meetings, design meetings, and construction meetings to discuss all aspects of the project development. It is his responsibility to ensure and address any project issues with the designer, the construction team, and the owner. Interaction with the Quality Assurance Manager (QAM) will be continuous to ensure that the project is compliant with the specifications.

**Quality Assurance Manager – Mr. Fred Crozier, PE (QAM) will report directly to the D-B Project Manager** and ensure that the construction quality of this project exceeds the VDOT QA/QC Guidelines and all construction activities are in compliance with contract documents. Although Mr. Crozier reports directly to the D-B Project Manager, he maintains independence from the construction and construction quality control to oversee Quality Assurance matters including QA testing. This independence is imperative throughout the entire construction process so that each phase of construction progresses with the highest standards of quality. As the QAM, Mr. Crozier has the full authority to implement the QA/QC process, including project shutdown.

**Design Manager – Mr. Douglas Kennedy, PE (Pennoni) will report directly to the D-B Project Manager.** Mr. Kennedy will maintain close communication with the D-B Project Manager and shall ensure the Project is completed in accordance with the requirements of the contract documents. He will be assisted by Mr. Fred Ameen, PE who will provide an independent design QA review; Mr. Ameen is not part of the day to day production team. Mr. Kennedy will perform all of the design oversight reviews along with Mr. Ameen. Design QC will be performed at the office where the work is conducted by a qualified independent staff person of each team member (per section 4.1.4 of the current minimum requirements) but will also be technically reviewed by Mr. Ameen for QA. Mr. Kennedy will provide VDOT with draft design plans for review and approval to confirm that the design work complies with the requirements of the Contract Documents, prior to initiation of construction activities on the Project.

**Construction Manager - Mr. Barry Bernstein, PE (LANE) is responsible for day-to-day construction operations of the project and reports directly to the D-B Project Manager.** His daily duties include: safety, coordination of all project personnel including subcontractors, QC and QA. He holds ultimate responsibility for managing the project schedule with his staff engineer and to coordinate daily with the adjacent projects underway. He will coordinate daily meetings with the QA Inspector as well as the Quality Assurance Manager (QAM) to discuss all actions being taken. He will also review all reports and lab results. Anything that is not meeting standards will be addressed immediately with the Project Inspector and QAM with corrective actions mandated that same day.

**Lead Structural Engineer – Ahmad Faqiri, PE (Pennoni) will report directly to the Design Manager.** Mr. Faqiri will be responsible for the structural design of the bridges and retaining walls. If necessary, Mr. Faqiri will be available to review, verify, and/or modify designs based on field conditions and construction activities related to dismantling and removing portions of existing structures, installing foundation structures, handling and erecting bridge girders, and making superstructure and substructure repairs.

**Other Functional Relationships.** The following personnel, albeit not prescribed as Key Personnel, will play integral roles in the successful delivery of this project.

**Design QA – Fred Ameen, Jr., P.E., DPE, LEED Green Associate (Pennoni) will report directly to the Design Manager.** Mr. Ameen has over 35 years of experience in roadway engineering including 20 years in Loudoun County ranging from supervising/designing construction plans with significant public street roadway improvements, including over 20 miles of new roads in Loudoun County, to reviewing plans for compliance with jurisdictional requirements, constructability and value engineering. He is a Designated Plans Examiner for Loudoun County and knows the study area having supervised the engineering design for access to Loudoun County Parkway and Pacific Boulevard in the Beaumeade and Paragon Park areas south of Gloucester Parkway. Mr. Ameen has reviewed/developed roadway infrastructure plans in Lovettsville, Tysons, Purcellville, the Dulles/Route 606 corridor, and developed construction plans for over 2,900 linear feet of 4-lane divided roadway in a 120ft wide reservation area in Ashburn west of the study area. He also participated in VDOT-sponsored value engineering of Pacific Boulevard between the W&OD Trail and Severn Way, which provided recommendations resulting in savings of \$10M to the adjacent landowner and \$3M to VDOT.

**Right of Way Manager – Patricia Dablock, SR/WA, R/W-RAC (Diversified Property Services, Inc.) will report directly to the Design Manager.** Ms. Dablock has decades of experience as a project manager, coordinator, ROW agent, and Relocation Specialist. She has worked on numerous relocation projects in the Commonwealth of Virginia. She is experienced in transportation impacts with regard to ROW requirements. Ms. Dablock participated in numerous VDOT D-B projects including the Atlantic Boulevard Extension, Pacific Boulevard Phase 1, 2, and 3, Route 28 PPTA, and Route 50 Widening. Ms. Dablock, also a utilities relocation specialist, has managed DPS's contracts with VDOT and numerous other public agencies.

**Structural Engineer – Ted Januszka, PE (Pennoni) will report directly to the Lead Structural Engineer.** He will be responsible for supporting the structural design of the bridges and retaining walls. In consultation with the Lead Structural Engineer and Design Manager, he will modify any designs based on field conditions and construction activities related to dismantling and removing portions of the existing structures, installing foundation structures, handling and erecting bridge girders, and making superstructure and structure repairs. Mr. Januszka brings more than 20 years of transportation improvements and structural engineering experience including Design-Build projects. As a team, Mr. Januszka and Mr. Faqiri (Lead Structural Engineer) developed the structural designs of the award-winning McNair Road Bridge and the Paulsboro Marine Terminal Access Road and Bridge projects.

**Geotechnical – Paul Burkart, PE (GeoConcepts) will report directly to the Design Manager.** Mr. Burkart, will serve as Geotechnical Engineering Project Reviewer for this contract. He has over 28 years of experience working in the geotechnical engineering design and materials testing providing project management and design for roadways in accordance with Virginia Department of Transportation (VDOT) standards. Mr. Burkart's VDOT design-build experience includes the Pacific Boulevard Extension the Battlefield Parkway Extension in Leesburg, Waxpool Road and Loudoun County Parkway Intersection Improvements, and the Fairfax County Parkway Extension Phase III. In total, Mr. Burkart has served in this role on 27 VDOT projects, seven of which are in Loudoun County. Through his experience completing over 120 projects within Loudoun County, Mr. Burkart has developed an in depth understanding of the geologic conditions and problem soils in the County such as dealing with issues such as the high plasticity clays of the Diabase geology and rock excavation.

**Permitting – Mark Headley (Wetland Studies and Solutions, Inc.) will report directly to the Design Manager.** Mr. Headley has over 35 years of experience in all aspects of environmental monitoring, reporting, assessment, and analysis with an emphasis on wetlands, streams, floodplains, water quality, and watershed management - this extensive experience has made him an expert in complex and technical field investigations. Mr. Headley is an expert in the regulatory programs of the U.S. Army Corps of Engineers, Environmental Protection Agency, and state agencies in Virginia and Maryland, as well as local government water quality and



resource protection initiatives. Mr. Headley is responsible for wetland delineation, environmental planning, and site selection analysis, in support of land development, utility, and transportation construction activities. He has been responsible for wetland delineations, permit acquisition and coordination, and mitigation design and monitoring for both public and private sector projects throughout Loudoun County and the Mid-Atlantic region.

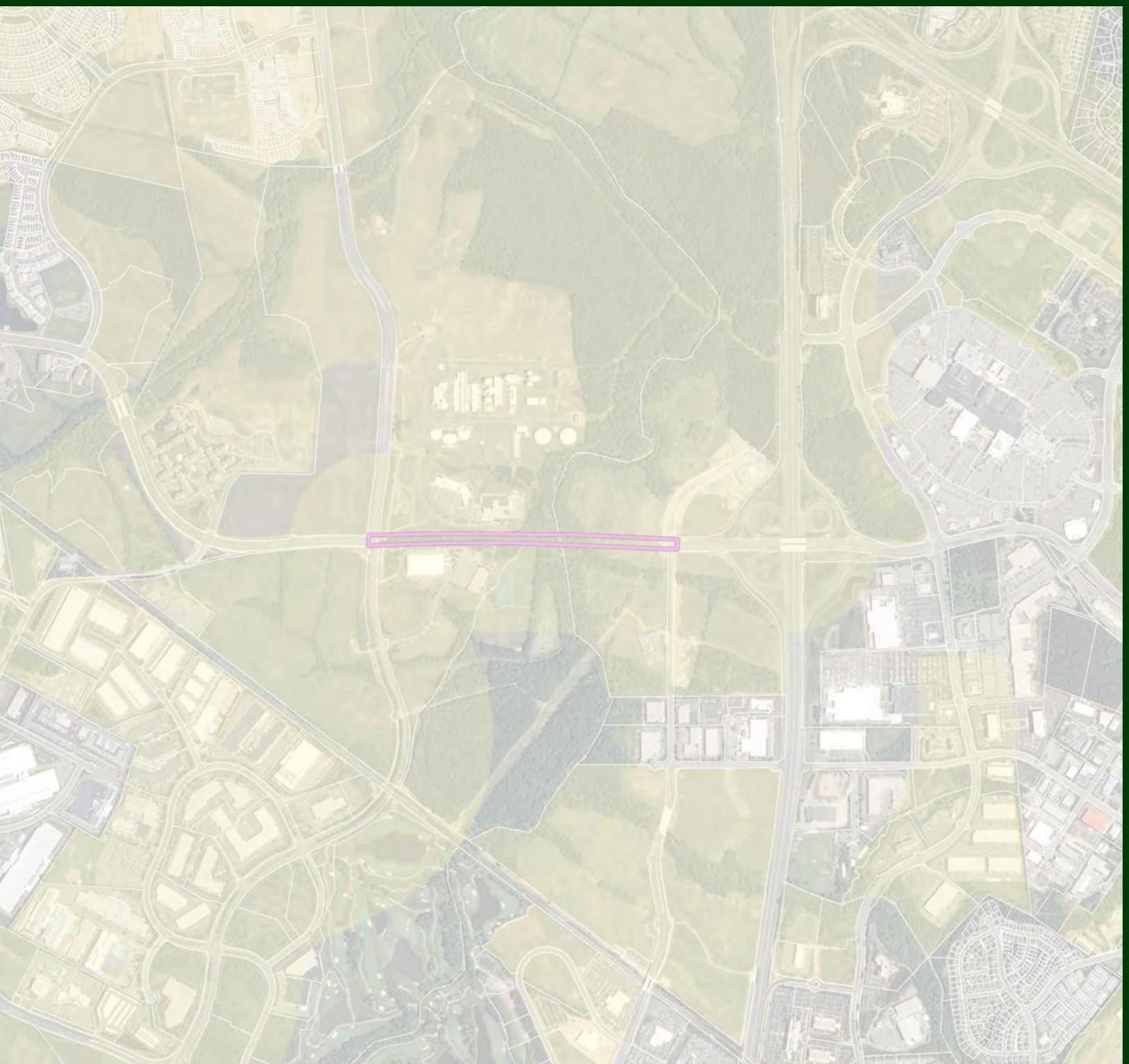
**Environmental – Michael Rolband (WSSI) will report directly to the Design Manager.** Mr. Rolband is a recognized leader in the natural and water resources regulatory arena, including Chesapeake Bay Preservation Act issues, Wetland Delineation, Clean Water Act Permitting, Stormwater Regulation, and Wetland and Stream Restoration Design and Banking. Mr. Rolband's current focus is on new stormwater regulations, the Chesapeake Bay TMDL requirements and implications, local environmental ordinance and comprehensive plan changes, and compensatory mitigation project design. Mr. Rolband has testified before the U.S. Congress, and lectured to numerous organizations on stormwater management, mitigation, wetlands and stream regulatory policy, and Chesapeake Bay Act Regulations on many occasions. In addition, Mr. Rolband was instrumental in developing Virginia's wetlands laws and was a member of the technical advisory committee that developed the subsequent regulations. Under Mr. Rolband's supervision, WSSI has studied over 77,000 acres for 585 projects in Loudoun County (more than 23% of the entire County's land area). Mr. Rolband has formed a close working relationship with County staff and currently, serves as the Co-chair of Loudoun County's Phase II WIP Technical Advisory Committee and is a member of Loudoun County's Environmental Advisory Committee.

**Hydraulics – B.T. Nivas, PE, CFM, LEED Green Associate (Pennoni) will report directly to the Design Manager.** Mr. Nivas, a Certified Floodplain Manager, has 16 years of experience in roadway engineering performing infrastructure design and construction administration. He has played a vital role in the preparation of engineering plans that are constructible and cost-effective and in obtaining approvals from Loudoun County and VDOT. Mr. Nivas has considerable experience in stormwater management and floodplain analysis and has performed revisions on the Broad Run floodplain, including storm water management enhancement facilities along the Loudoun County Parkway. He is well versed in collector road hydrologic and hydraulic studies, floodplain studies and alterations, planning and design of Best Management Practices, water quality ponds, low impact development practices and stormwater detention and retention ponds. He has developed drainage plans for Vint Hill Parkway as well as over 15 miles of roadway design in Loudoun County.

**Public Involvement – Thomas Davis Rust, PE, AICP (Pennoni) will report directly to the Design Manager.** Mr. Rust will work with the D-B Project Manager and the Design Manager to facilitate collaboration with third party agencies and VDOT. Mr. Rust offers a diversified engineering and planning background as well as extensive community and civic involvement including representing the study area in the Virginia House of Delegates for over 10 years. As current member and former Chairman of the Northern Virginia Regional Commission and member of the Northern Virginia Transportation Authority, Mr. Rust has extensive experience working with all levels of Loudoun County government. This familiarity will help facilitate and promote effective communication with involved project stakeholders.

**Utility Engineer – Michael Baker (Pennoni) will report directly to the Design Manager.** Mr. Baker has over 23 years of experience in the telecommunication/energy utility field. He has managed the design and construction inspection of numerous large scale utility construction projects, including serving as lead utility coordinator on the Maryland State Highway Intercounty Connector Project. He has experience working directly for private utility companies such as Verizon, AT&T, BGE, and DVP. Mr. Baker also has experience working in northern Virginia and specifically working in Loudoun County. For 24/7 MidAtlantic Network, Mr. Baker provided utility engineering design plans and coordination with Loudoun County for placement of the fiber optic cabling and infrastructure; this project was located a mile from the Gloucester Extension project site. Mr. Baker also served as project director on a Verizon open-end contract for utility engineering design providing fiber optic overlay for their FIOS service at multiple central office wire centers throughout Loudoun County.

# EXPERIENCE OF OFFEROR'S TEAM





### 3.4 Offeror's Team Experience

LANE's successful delivery methods consistently rank us among the top 10 transportation contractors in the nation. LANE has successfully participated in over 60 Design-Build (D-B) projects ranging in scope from \$13 million to \$1.5 billion. LANE understands the importance of partnering to make the D-B process a success and has led D-B teams that have constructed nearly \$3 billion in projects over the last decade.

#### LANE's Projects in the Commonwealth

LANE is fully committed to the Commonwealth of Virginia as is evidenced by our full-time presence and employment of a workforce in excess of 900 craftsmen as well as a longstanding, regional headquarters office in Chantilly. Additionally, LANE operates a large-volume asphalt plant in nearby Sterling, VA. As residents, we understand the issues that drive the Commonwealth and recognize the transportation investment that VDOT is making with this D-B project. Our experienced Virginia workforce is very familiar with the stakeholders that need to be represented and kept informed to ensure successful delivery of this project.

*Engineering News-Record* currently ranks LANE as the nation's 6th largest transportation contractor and was recently ranked 38<sup>th</sup> in ENR's new list of Top 100 Design-Build Firms.



I-495 Express [Hot] Lanes – Area 2

LANE has been an active leader on numerous high profile D-B projects for VDOT and others over the last 30 years, including the I-495 Express Lanes D-B project, which has garnered national attention for our on-budget, early delivery of one of Virginia's largest and most complicated transportation projects. The I-495 Express Lanes D-B project included new roadway and existing roadway rehabilitation, and 50+ bridges. This project has won numerous awards for safety and public outreach including the achievement of 5,000,000 consecutive safe work hours.

Lane's D-B and related Virginia project list includes:

<ul style="list-style-type: none"> <li> <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">B</span> I-495 Express Lanes, \$1.5B                             </li> </ul>	<ul style="list-style-type: none"> <li> <span style="font-size: 1.2em;">✓</span> MWAA North Area Roads, \$19M                             </li> </ul>
<ul style="list-style-type: none"> <li> <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">B</span> I-95 Express Lanes, \$691M**                             </li> </ul>	<ul style="list-style-type: none"> <li> <span style="font-size: 1.2em;">✓</span> I-66 Spot Improvements, \$10M                             </li> </ul>
<ul style="list-style-type: none"> <li> <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">B</span> South Norfolk Jordan Bridge, \$73M                             </li> </ul>	<ul style="list-style-type: none"> <li> <span style="font-size: 1.2em;">✓</span> Purcellville Southern Collector Road, \$4M                             </li> </ul>
<ul style="list-style-type: none"> <li> <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">B</span> MWAA Dulles Corridor Metrorail Utility Relocations, \$112M                             </li> </ul>	<ul style="list-style-type: none"> <li> <span style="font-size: 1.2em;">✓</span> I-66 Arlington, \$28.5M                             </li> </ul>
<ul style="list-style-type: none"> <li> <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">B</span> I-581 Valley View Interchange, \$38M**                             </li> </ul>	<ul style="list-style-type: none"> <li> <span style="font-size: 1.2em;">✓</span> I-66 Glebe Road, \$41.4M                             </li> </ul>
<ul style="list-style-type: none"> <li> <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">B</span> Route 234 Prince William, \$21.6M                             </li> </ul>	<ul style="list-style-type: none"> <li> <span style="font-size: 1.2em;">✓</span> Dulles Access Road, \$19M                             </li> </ul>
<ul style="list-style-type: none"> <li> <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">B</span> Route 50 Traffic Calming Improvements at Gilberts Corner, Loudoun County, \$13.4M                             </li> </ul>	<ul style="list-style-type: none"> <li> <span style="font-size: 1.2em;">✓</span> I-95 Woodbridge, \$20M                             </li> </ul>
<ul style="list-style-type: none"> <li> <span style="font-size: 1.2em;">✓</span> Springfield Interchange, \$75M                             </li> </ul>	<ul style="list-style-type: none"> <li> <span style="font-size: 1.2em;">✓</span> Fairfax County Parkway, \$12M                             </li> </ul>
<ul style="list-style-type: none"> <li> <span style="font-size: 1.2em;">✓</span> Beulah Road Bridge, \$3.4M                             </li> </ul>	<ul style="list-style-type: none"> <li> <span style="font-size: 1.2em;">✓</span> Route 28, \$5.4M                             </li> </ul>
<ul style="list-style-type: none"> <li> <span style="font-size: 1.2em;">✓</span> I-66 Rosslyn, \$18M                             </li> </ul>	<ul style="list-style-type: none"> <li> <span style="font-size: 1.2em;">✓</span> Dulles Toll Road Ramps, \$5.9M                             </li> </ul>
<ul style="list-style-type: none"> <li> <span style="font-size: 1.2em;">✓</span> Route 7, Sterling, \$16M                             </li> </ul>	<ul style="list-style-type: none"> <li> <span style="font-size: 1.2em;">✓</span> Dulles 607 Interchange, \$2.8M                             </li> </ul>
<p>**Ongoing</p>	

## Pennoni's Projects in the Commonwealth

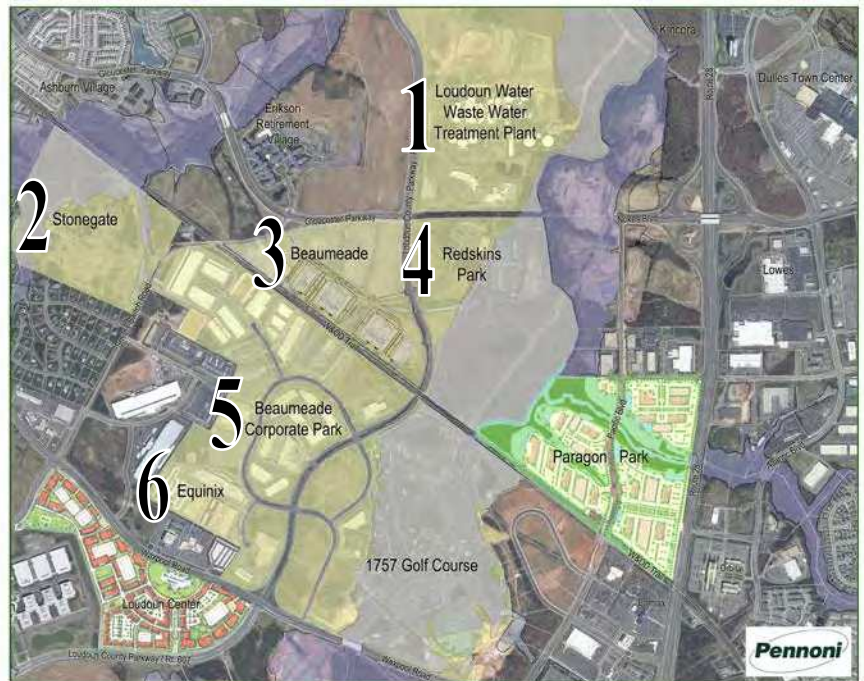
Pennoni offers VDOT a quality multi-disciplinary engineering firm that has successfully completed over 300 civil infrastructure, land development and transportation improvement projects in Loudoun County since 1982. Pennoni (PHRA) was the first consulting engineering firm to open an office in Loudoun County; their staff knows Loudoun County, its processes and personnel. Pennoni has more Loudoun County experience than any other design firm.

As the graphic to the right illustrates, Pennoni has completed six (6) civil infrastructure and development projects that are adjacent to the Gloucester Parkway Extension project site. The scope requirements of these completed projects, namely; permitting, flood plain analysis, geotechnical engineering and utility coordination, will be very similar to the scope of work associated with the final design of the Gloucester Parkway Extension project.

### 1. Loudoun Water/Wastewater Treatment Plant

Pennoni prepared the site plan for this 280 million dollar state of the art Waste Water Treatment Plant including the widening of Loudoun County Parkway to provide for left turn lanes into the plant.

2. **Stonegate** – Pennoni prepared the construction plans and profiles including the crossing of a major floodplain requiring preparation of a floodplain study and alteration study for the crossing.
3. **Beaumeade (Ashburn Campus North)** – Pennoni prepared development plans and traffic analyses to convert platted office activities for potential data center users and prepared road alignment plans for the Patriot Drive extension opposite Redskin Park. Also coordinated on Loudoun County Pkwy widening.
4. **Redskins Park** – Pennoni prepared original subdivision plan and floodplain delineation for Broad Run frontage, and designed frontage improvements for two lane extension north of W&OD Trail.
5. **Beaumeade Corporate Park** – Pennoni prepared construction plans for all of the roads in Beaumeade Corporate Park including Panorama Parkway (now known as Loudoun County Parkway).
6. **Equinix** – Pennoni prepared the construction plans for the road serving six (6) data centers for Equinix totaling 850,000 SF including the site plans for all facilities.



In addition, Pennoni has earned a stellar reputation in the D-B arena having designed numerous roadway, bridge and structure projects throughout the Mid-Atlantic. Pennoni has participated in over 30 design-build projects since 2001 in five different states. These D-B projects have ranged from \$1 million to \$25 million in construction value. One notable D-B project, in which Pennoni served as the lead designer, was the replacement of the McNair Road Bridge at the US Naval Academy. This fast-tracked project was completed on schedule in 2011 and received the PWD Annapolis Safety Excellence Award for 2011.



Pennoni's key personnel and the entire design team bring this proven knowledge of Loudoun County and evidence of successful design collaboration to the LANE team. This will ensure successful project delivery for VDOT.

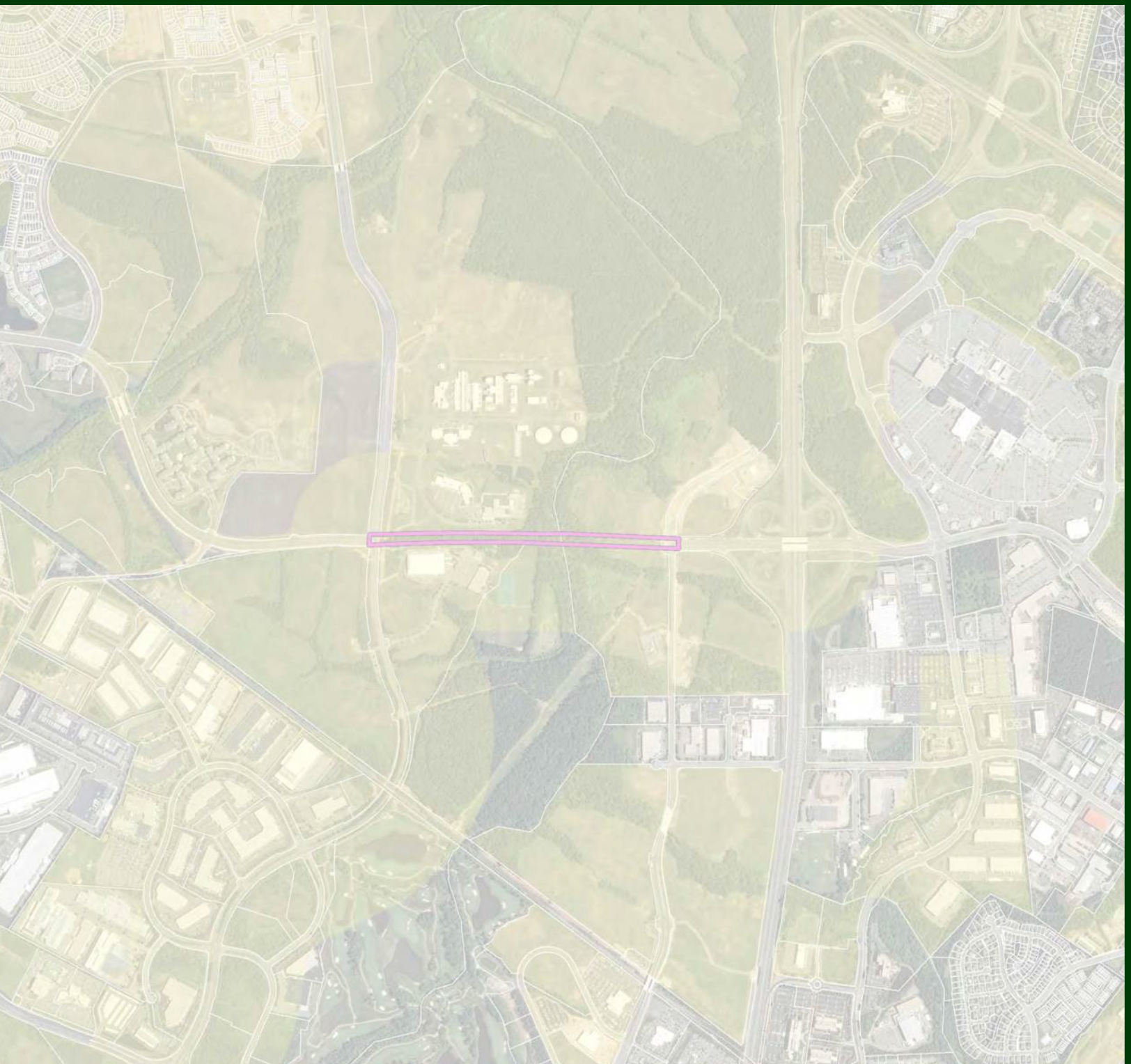
Pennoni's Design-Build and related Virginia project list includes:

<p>ⓑ McNair Road Bridge Replacement, US Naval Academy, Annapolis, MD</p>	<p>✓ Vint Hill Parkway/Watson Drive, Fauquier County, VA</p>
<p>ⓑ Route 29 Bridge Replacement, Chester County, PA</p>	<p>✓ East Broad Way, Lovettsville, VA**</p>
<p>ⓑ SR 224 Bridge Rehabilitations, New Castle, PA**</p>	<p>✓ Mine Road, Phases 1 – 3, Stafford County, VA**</p>
<p>ⓑ Russell Road to Route 1 Infrastructure – Phases I-III, MCB, Quantico, VA</p>	<p>✓ Riverside Parkway/Route 607 Extended, Loudoun County, VA</p>
<p>ⓑ I-95 Section ITB, ITS D-B, Philadelphia, PA</p>	<p>✓ Old Ryan Road, Loudoun County, VA</p>
<p>ⓑ Quantico Consolidated Elementary School, Quantico, VA**</p>	<p>✓ Vint Hill Parkway/Kennedy Road Design, Fauquier County, VA**</p>
<p>ⓑ US Route 202, Section 7IT Design-Build, Montgomery County, PA</p>	<p>✓ Ashburn Village Parkway/Route 772/Dulles Greenway, Loudoun County, VA</p>
<p>✓ Dulles Corridor Metrorail Project, Phase 2, Fairfax and Loudoun Counties**</p>	<p>✓ Moorefield Station Infrastructure Plan, Loudoun County, VA</p>
<p>✓ Loudoun County Parkway (Beaumeade Panorama Parkway), Loudoun County, VA</p>	<p>✓ Loudoun Water Broad Run Water Reclamation Facility Site Plan, Loudoun County, VA</p>
<p>✓ Mooreview Parkway, Loudoun County, VA</p>	<p>✓ Russell Branch Parkway, Loudoun County, VA</p>
<p>✓ Business Route 7, Town of Purcellville, VA</p>	<p>✓ Paragon Park, Loudoun County, VA</p>
<p>✓ Wynridge Drive Extended, Loudoun County, VA</p>	<p>✓ Airport Commerce Park Floodplain Study, Dulles, VA</p>
<p>**Ongoing</p>	

### 3.4.1 Work History Forms

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

# PROJECT RISKS





### 3.5 Project Risks

LANE and Pennoni have extensive experience in identifying, managing, and controlling risk on transportation projects in Virginia and throughout the United States. Every successful construction project is due to proper, early identification and mitigation of risk. The LANE team is comprised of specialists that are experts at recognizing potential problems, then applying their unique perspectives to mitigate and/or alleviate those risks, and, in turn, protect the Department's investment.

For the Gloucester Parkway Extension project, the LANE team has considered several factors in determining potential risks. After site visits and plan evaluations, we have concluded that the three predominant, critical risks are: Environmental/Permitting, Utilities, and Geotechnical. We have elaborated on these potential risks, our mitigation strategies, and VDOT's or other stakeholders' roles below.

#### 3.5.1 Risk Identification and Mitigation Strategy

##### Risk No. 1 – Environmental/Permitting

**Risk Identification:** Subject to the level of details in the RFP, the wetlands and archeological elements must be evaluated to pursue an efficient design implementation process. The environmental and permitting elements are grouped into two sub-areas:

1. *Natural Resources/Waters of the US – East of Broad Run* – Determining applicability of previous studies for public improvements is critical. The design team assumes that NA Dulles Real Estate Investor, LLC (parent owner of Kincora) will allow the design team to use their wetland and other Waters of the U.S. (WOUS) delineation (completed by WSSI). In the area where the proposed road enters the current Kincora property, the investigation has been approved by the U.S. Army Corps of Engineers (USACE) and a Jurisdictional Determination (JD) confirming the jurisdictional boundaries is still valid. Based on our team's analysis of available data, there appears to be wetlands and stream systems present on the western portion of the proposed road corridor. Since it appears the horizontal road alignment is fixed, wetland and stream impacts cannot be avoided. Therefore, the project will need to obtain a permit for the impacts and purchase the necessary compensatory mitigation.
2. *Archeological – Previous investigations by the Lane team noted a Mill Race east of Broad Run* – In 2001, Thunderbird Archeology (now WSSI), found documentary evidence for the presence of a mill on Broad Run in the vicinity of the project. Based on this information, a linear landscape feature that had been previously identified as a flood chute may be a historic mill race dating to the late 18th-early 19th century. Although the portion of the proposed project corridor located to the west of Broad Run has not been subject to a Phase I archeological investigation, one prehistoric archeological site (44LD0145) was recorded within this portion of the project in 1979. To our knowledge, no archeological excavations occurred on the site and it has not been evaluated for eligibility to the National Register of Historic Places (NRHP); rather, it was identified on the basis of artifacts recovered on the ground surface. As such, no details relevant to the subsurface conditions of the site is known, but are anticipated with the issuance of the RFP.

**Why This Risk Is Critical:** For the natural features, if a new delineation and survey is required for the Eastern portion of the proposed road project, the wetland survey would now be required to use both the *Corps of Engineers Wetlands Delineation Manual, Technical Report Y-87-1* (1987 Manual) and the new *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Eastern Mountains and Piedmont Region* (Version 2.0) dated April 2012. Based on our knowledge of this portion of the Kincora project site, there would most likely be more wetlands and jurisdictional areas based on the use of the new *Regional Supplement*. For the western section, currently, wetland mitigation typical costs are approximately \$80,000 per acre of wetland mitigation needed and approximately \$325 - \$375 per linear foot of impacted stream.

For the cultural elements, historic mill races are potentially eligible for the NHRP if they are visible at ground surface. Prehistoric archeological site 44LD0145 is reportedly located on the floodplain of Broad Run and, as such, has a greater potential for NRHP eligibility if intact prehistoric deposits are present beneath original ground. However, this site produced few artifacts and these may be light density artifact scatter that would not be eligible for the NRHP. If this site is eligible for the NRHP, additional archeological work, such as Phase II archeological evaluation and possibly Phase III archeological mitigation would be necessary. Mitigation of an archeological site would also require the preparation of a Memorandum of Agreement (MOA).

**Risk Impact on the Project:** Mitigation measures necessitated with the preparation and execution of an MOA will result in increased time and cost to the overall project.

**Risk Mitigation Strategy:** We recommend the design incorporate a clear-span bridge to cross Broad Run and that it be built entirely outside of the stream and ordinary high water mark including the piers. This will demonstrate to the Virginia Marine Resources Commission (VMRC, as well as to the USACE and the Virginia Department of Environmental Quality [DEQ]) that the proposed bridge design is the Least Environmentally Damaging Practicable Alternative. Additionally, clear-spanning Broad Run will reduce impacts to potential aquatic species, including fish and mussels, and will reduce the likelihood of being required to conduct potential surveys for such species. For the wetlands assessment, we will coordinate with NA Dulles Real Estate Investor, LLC to use their approved wetland and WOUS delineation and survey of the Kincora property.

The LANE team does not foresee any significant natural or cultural resource issues associated with this project in regards to obtaining the necessary Clean Water Act Section 404/401 or Virginia Water Protection Permits with the risk mitigation strategies outlined below. However, schedule coordination for the Design Builder will be required to delineate the extent of stream and wetland impacts.

**Role of VDOT and Other Agencies:** VDOT’s role in the Environmental/Permitting process will be one of owner oversight; we do not anticipate any additional role for VDOT unless unforeseen outside influences such as soil conditions or other environmental restrictions alter the permitting process or the contract.

**Risk No. 2 –Utilities**

**Risk Identification:** The location of the existing and planned utilities within the project corridor will require relocation and/or design mitigation to minimize disruptions to facilities and utility customers. The major utilities can be characterized as either wet or dry.

**Wet Utilities**

- The Dulles Potomac Interceptor Sewer
- Broad Run Interceptor-Parallel Potomac Interceptor
- Loudoun Water

**Dry Utilities**

- Gas
- Overhead Electric (Loudoun County Parkway)
- Underground Communication Lines

Impacted utilities are concentrated primarily along the termini of the project corridor adjacent to Loudoun County Parkway, Pacific Boulevard, and Nokes Boulevard. Multiple overhead electric and communication wires and cables are located on the western edge of the project at Loudoun County Parkway. They transition from overhead to underground circuits at this point, and join up with multiple additional underground cables in this area. An underground gas main and service to both Loudoun Water and the Redskins facility is impacted along this western edge as well. At a minimum, one (1) underground communication cable runs longitudinally along the majority of the project corridor from Loudoun County Parkway east of the Broad Run Stream and will require a total relocation.



The eastern edge of the project corridor has the majority of wet utility impact with the Dulles Potomac Interceptor Sewer and the Broad Run Interceptor-Parallel Potomac Interceptor. It is anticipated that there will be some underground communication cables in this area running along Pacific Boulevard.

**Why This Risk Is Critical:** In order to provide an accurate utility relocation/mitigation design, all utilities impacted by the project must be identified early in the process. The high profile Redskins practice facility and the Loudoun Water facility have service cables and pipes which will be directly impacted by construction activities. Additionally, the multiple underground communication cables in the area are high speed and long distance fiber optic carriers which have a high degree of risk associated with service disruptions to their commercial customers. The underground electric cables along the western edge of the project potentially serve more than 5,000 residential and business/commercial customers.

The wet utilities concentrated on the eastern edge of the project are major municipal water and sewer carriers and any construction damage to these facilities would have a tremendous negative impact on municipal services within the County.

**Risk Impact on the Project:** The risks identified above could negatively impact the schedule, project costs, and cause major utility service disruptions in the project corridor. Any disruption to the underground long distance fiber optic lines could create serious service disruptions and subsequent costs associated with same. Any impact to the large wet utility structures could have serious to calamitous effects for thousands of municipal customers served by the facilities.

**Risk Mitigation Strategy:** All existing utilities within the project corridor must be accurately identified and located to produce a thorough design relocation/mitigation plan. Identification of these utilities will be accomplished by a thorough review of all available as-built documentation which can be provided by most of the local utilities, and by a comprehensive field audit of any structures and identifying characteristics associated with underground obstructions. Early identification of these facilities will allow for effective coordination with the utility owners for relocation and best option risk management strategies. We will perform extensive right of way research to determine if prior rights, franchise and/or private agreements impact the responsibility for costs of the relocation of the utilities.

**Role of VDOT and Other Agencies:** We do not anticipate any additional role for VDOT unless unforeseen circumstances arise. VDOT's role in the utility coordination process for this project will be simply one of oversight, e.g., should the utility companies fail to cooperate; we will request assistance from VDOT to mitigate.

### Risk No. 3 –Geotechnical

The Lane Team geotechnical engineer, GeoConcepts, is an expert in the area of this project having provided the geotechnical data reports for the following VDOT projects: three phases of Pacific Boulevard Extension, Waxpool Road and Loudoun County Parkway Intersection Improvements, Route 7 and Loudoun County Parkway interchange. Based on their in-depth experience in this region, the data files referenced, and on our designer's wealth of experience within this project's footprint, we have identified Geotechnical issues as a top concern. The details of each geotechnical risk and their mitigation are presented and discussed in the following narratives.

#### **Risk Identification:**

- Settlement and stability of structures, retaining walls and fill embankments is a key concern for the success of the project. The construction of bridge foundations, retaining walls and embankments over the potentially soft or unsuitable (i.e., CH or MH soil classification, CBR values less than 5) existing

soils may result in excessive settlement under the weight of the new structures and fills. If the design does not accommodate the soil conditions, structure failures and earthen global instability are likely.

- Bridge substructure (piers and abutment foundations) located within a floodplain as is this project will be subject to scouring of foundation material, which may lead to undermining. If the bridge foundation design does not account for the effects of scour, substructure instability and failures are possible.

**Why This Risk Is Critical:** Risk of foundation failure for a structure or an earthen embankment will occur if the shear strength of the foundation materials is exceeded. Soils that are unsuitable as described above are very low in shear strength. Settlement magnitude and duration may require staged/surcharged embankment construction, and hence, lengthening overall construction schedules.

Structure foundations in these unsuitable soil conditions will likely require pile or caissons to stabilize the structure and to prevent scour and undermining.

**Risk Impact on the Project:** The primary risk impact for failure to accommodate the in place soil conditions is unduly lengthening the construction duration. Impacts related to such a failure are construction costs for re-work or maintenance; safety if a global failure occurs and a structure and/or embankment is seriously compromised; right of way impacts if the global failure causes a “mud wave” that extends beyond the limits of the project and damages private property and utilities could incur serious damage if the supporting soils fail and cause the pipes, conduits, or wires to break or rupture. Plus, public perception and ridicule are a concern if the project is completed late with safety and quality issues.

**Risk Mitigation Strategy:** Data collection and site reconnaissance activities will be performed by the team to gain an understanding of the in situ soil conditions. In order to verify the consistency of the existing soil, we will drill test borings to obtain samples and identify areas of concern as well as depths to good material for which to base our design parameters. Further, during the construction phase of this project, test pits will also be excavated in the vicinity of the test borings to verify the horizontal and vertical extent of existing soft soils.

The global stability of the embankments and proposed retaining walls will also be evaluated. If necessary, the global stability will be enhanced by the use of geogrid fabrics, or by lowering a wall footing, or undercutting and placing a wedge of suitable granular soils to improve sliding resistance along the potential failure plane.

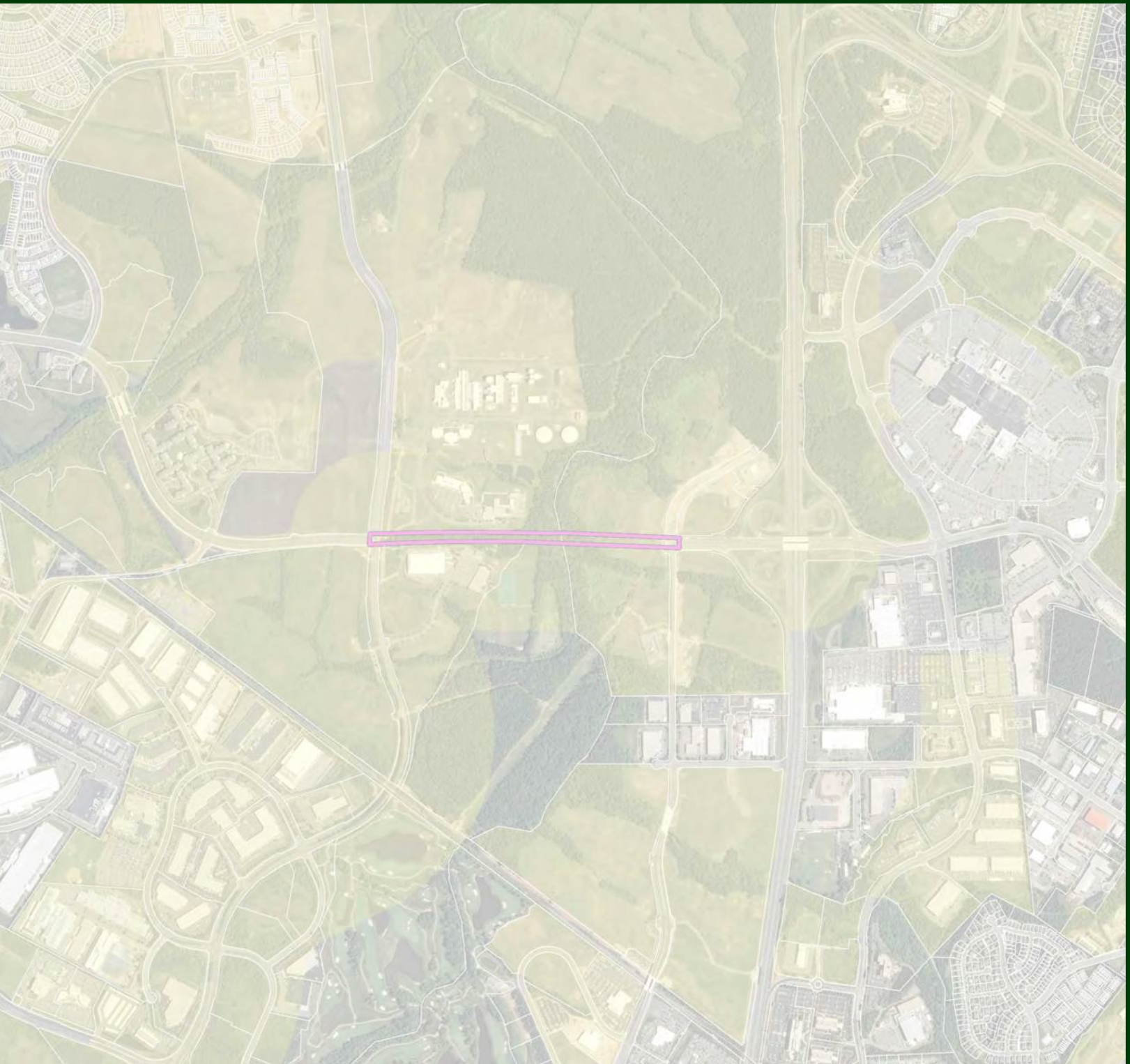
High plasticity or soft or loose soil encountered at fill or pavement subgrades will be removed to at least 3 feet depth and replaced with properly compacted material with a minimum CBR value of 5. Existing fill containing organic material will be removed in its entirety. If low CBR soil is encountered at pavement subgrades, it will be removed to at least 3 feet below pavement subgrade or in their entirety to competent subgrade material, whichever is less, and replaced with properly compacted material with a minimum CBR value of 5. In a worst case scenario in which the existing weak soils are too extensive to remove, surcharge loads will be placed on top of the existing ground with potential use of wick drains to accelerate in place settlement and stability. All earthwork procedures will conform to Section 303 of the VDOT Road and Bridge Specifications.

For scour protection, qualitative and quantitative geologic and engineering analysis techniques will be used to alleviate issues for the design of the new bridge. Representative soil samples will be obtained along the existing stream for scour evaluation. Appropriate pier foundation design and depths (i.e., piling, caissons or spread footings below the scour line) will be determined based on scour analysis utilizing AASHTO requirements and FHWA’s Hydraulic Engineering Circular N.18 approved methods.

**Role of VDOT and Other Agencies:** VDOT’s role with regard to Geotechnical process will be one of owner oversight. We do not anticipate any additional role for VDOT unless unforeseen outside influences or hidden geotechnical conditions make it necessary to engage VDOT’s oversight on a higher level. The LANE team fully expects to handle and manage the risks associated with the existing subsurface conditions. No role is anticipated from VDOT or any other state agency other than oversight.



# APPENDIX



ATTACHMENT 3.1.2  
SOQ CHECKLIST



**ATTACHMENT 3.1.2**

**Project: 2150-053-052**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

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

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

**ATTACHMENT 3.1.2**

**Project: 2150-053-052**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix Attachment 3.2.8
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix Attachment 3.2.9
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.10	no	Appendix Attachment 3.2.10
SCC Registration	3.2.10	Section 3.2.10.1	no	Appendix Attachment 3.2.10.1
DPOR Registration (Offices)	3.2.10	Section 3.2.10.2	no	Appendix Attachment 3.2.10.2
DPOR Registration (Key Personnel)	3.2.10	Section 3.2.10.3	no	Appendix Attachment 3.2.10.3
DPOR Registration (Non-APELSCIDLA)	3.2.10	Section 3.2.10.4	no	Appendix Attachment 3.2.10.4



**ATTACHMENT 3.1.2**

**Project: 2150-053-052**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
<b>DBE statement within Letter of Submittal</b> confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
<b>Offeror's Team Structure</b>				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	3
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix Attachment 3.3.1
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.5	no	
Organizational chart	NA	Section 3.3.2	yes	5
Organizational chart narrative	NA	Section 3.3.2	yes	4
<b>Experience of Offeror's Team</b>				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4.1	no	Appendix Attachment 3.4.1(a)
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4.1	no	Appendix Attachment 3.4.1(b)

**ATTACHMENT 3.1.2**

**Project: 2150-053-052**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15- page limit?</b>	<b>SOQ Page Reference</b>
<b>Project Risk</b>				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	12



ATTACHMENT 2.10  
FORM C-78-RFQ

**ATTACHMENT 2.10****COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION**


RFQ NO. C00104418DB68  
PROJECT NO.: 2150-053-052

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

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

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

1. Cover letter of RFQ 05/14/13  
(Date)
2. Cover letter of RFQ Addendum No. 1 06/06/13  
(Date)
3. Cover letter of \_\_\_\_\_  
(Date)

  
\_\_\_\_\_  
Mark A. Schiller                      SIGNATURE  
Regional Vice President, Mid-Atlantic Region  
The Lane Construction Corporation

June 27, 2013  
\_\_\_\_\_  
DATE



ATTACHMENT 3.2.6  
AFFILIATED AND SUBSIDIARY COMPANIES  
OF THE OFFEROR

**ATTACHMENT 3.2.6**

**State Project No. 2150-053-052**

**Affiliated and Subsidiary Companies of the Offeror**

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

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

<b>Relationship with Offeror (Affiliate or Subsidiary)</b>	<b>Full Legal Name</b>	<b>Address</b>

ATTACHMENT 3.2.7 (A)  
DEBARMENT FORM - PRIMARY COVERED  
TRANSACTIONS



**ATTACHMENT NO. 3.2.7(a)**

**CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS**

Project No.: 2150-053-052

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

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

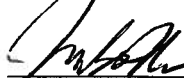
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

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

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

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

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



Signature

June 27, 2013

Date

Mark A. Schiller,

Regional Vice President, Mid-Atlantic Region

Title

The Lane Construction Corporation

Name of Firm

ATTACHMENT 3.2.7 (B)  
DEBARMENT FORM - LOWER TIER COVERED  
TRANSACTIONS

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 2150-053-052

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

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

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

<u>Stacey McPeak</u>	<u>6/11/2013</u>	<u>VP, <sup>Asst.</sup> Secretary</u>
Signature	Date	Title
Stacey McPeak		

Pennoni Associates Inc.

Name of Firm



**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 2150-053-052

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

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



---

Signature

June 5, 2013

Date

Principal

Title

Alpha Corporation

Name of Firm

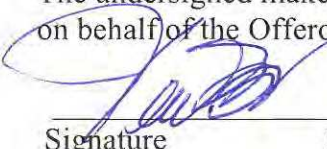
**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 2150-053-052

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

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

 \_\_\_\_\_  
Signature                      Date                      Title

\_\_\_\_\_  
Name of Firm


**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 2150-053-052

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

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

	June 11, 2013	Executive Vice President
Signature	Date	Title

Wetland Studies and Solutions, Inc.  
Name of Firm




**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 2150-053-052

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

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

 _____ Signature	<u>6/19/2013</u> _____ Date	<u>President and CEO</u> _____ Title
<u>DMY Engineering Consultants, LLC</u> _____ Name of Firm		

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 2150-053-052

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

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

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

	6/25/2013	President
Signature	Date	Title

Diversified Property Services, Inc.  
Name of Firm

ATTACHMENT 3.2.8  
VDOT PREQUALIFICATION SUPPORTING  
DOCUMENTATION

TRANSPORT - E22  
LSPPREQ

COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION  
PREQUALIFIED VENDORS SORTED BY VENDOR NAME  
THIS LIST INCLUDES ALL PREQUALIFIED LEVELS  
AS OF 01/04/2013

01/04/2013  
2:15 PM  
PAGE 248

- L -

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

--PREQ ADDRESS -----	WORK CLASSES (LISTED BUT NOT LIMITED TO)
90 FIELDSTONE COURT	002 - GRADING
CHESHIRE, CT 06770-1212	003 - MAJOR STRUCTURES
PHONE : 203-235-3351	004 - ASPHALT CONCRETE PAVING
FAX : 203-237-4260	006 - PORTLAND CEMENT CONCRETE PAVING
	007 - MINOR STRUCTURES
	045 - UNDERGROUND UTILITIES

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

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

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



ATTACHMENT 3.2.9  
SURETY LETTER

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

May 24, 2013

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

RE: **The Lane Construction Corporation  
Request for Qualifications – Gloucester Parkway Extension  
State Project No.: 2150-053-052; Contract ID Number: C00104418DB68  
Estimated Value of Project: \$38,500,000**

Dear Mr. Reichert:

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

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

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

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

Sincerely,

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



Theresan E. Rowedder, Attorney-in-Fact

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

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

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

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

ATTEST:

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



By: *Eric D. Barnes*  
*Assistant Secretary*  
*Eric D. Barnes*

*Thomas O. McClellan*  
*Vice President*  
*Thomas O. McClellan*

State of Maryland  
City of Baltimore

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

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

*Maria D. Adamski*

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



**EXTRACT FROM BY-LAWS OF THE COMPANIES**

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

**CERTIFICATE**

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

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

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

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

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

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



*Geoffrey Delisio*

Geoffrey Delisio, Vice President



**THIS POWER OF ATTORNEY IS NOT VALID UNLESS IT IS PRINTED ON RED BACKGROUND.**

This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

Certificate No. 5648078

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

Liberty Mutual Insurance Company  
Peerless Insurance Company

**POWER OF ATTORNEY**

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

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

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



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

By: Gregory W. Davenport  
Gregory W. Davenport, Assistant Secretary

STATE OF WASHINGTON ss  
COUNTY OF KING

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

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



By: KD Riley  
KD Riley, Notary Public

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

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

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

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

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

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

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



By: David M. Carey  
David M. Carey, Assistant Secretary

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

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

ATTACHMENT 3.2.10  
SCC AND DPOR INFORMATION

## ATTACHMENT 3.2.10

### State Project No. 2150-053-052

#### SCC and DPOR Information

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

<b>SCC &amp; DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)</b>							
<b>Business Name</b>	<b>SCC Information (3.2.10.1)</b>			<b>DPOR Information (3.2.10.2)</b>			
	<b>SCC Number</b>	<b>SCC Type of Corporation</b>	<b>SCC Status</b>	<b>DPOR Registered Address</b>	<b>DPOR Registration Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
<b>The Lane Construction Corporation</b>	F0254476	Foreign Corporation	Active	90 Fieldstone Court Cheshire, CT 06410	Contractor (Class A)	2701011871	1-31-2014
<b>Pennoni Associates Inc.</b>	F1800798	Foreign Corporation	Active	14532 Lee Road Chantilly, VA 20151	Business Entity Branch Office Registration	0411001005	2-28-2014
<b>Pennoni Associates Inc.</b>	F1800798	Foreign Corporation	Active	323 W. Camden St. Ste. 600 Baltimore, MD 21201	Business Entity Branch Office Registration	0411000664	2-28-2014
<b>Alpha Corporation</b>	F0378606	Corporation	Active	4701 Cox Rd. Ste 301 Glen Allen, VA 23060	Business Entity Registration	0407003176	12-31-2013
<b>GeoConcepts, Inc.</b>	05167671	Corporation	Active	19955 Highland Vista Dr. #170 Ashburn, VA 20147	Business Entity Registration	0407004404	12-31-2013
<b>Wetland Studies and Solutions, Inc. (WSSI)</b>	03826229	Corporation	Active	5300 Wellington Branch Dr, Suite 100 Gainesville, VA 20155	Business Entity Registration	0407003355	12-31-2013
<b>DMY Engineering Consultants, LLC</b>	S3134972	Limited Liability Company	Active	45662 Terminal Drive, Suite 110 Dulles, VA 20166	Business Entity Registration	0407005631	12-31-2013
<b>Diversified Property Services, Inc.</b>	F1304106	Foreign Corporation	Active	5300 Wellington Branch Dr., Ste 100 Gainesville, VA 20155	Business Entity Registration	4008001190	11-30-2014

**ATTACHMENT 3.2.10**  
**State Project No. 2150-053-052**  
**SCC and DPOR Information**

<b>DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)</b>						
<b>Business Name</b>	<b>Individual's Name</b>	<b>Office Location Where Professional Services will be Provided (City/State)</b>	<b>Individual's DPOR Address</b>	<b>DPOR Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
<b>Pennoni Associates, Inc. (Patton, Harris &amp; Rust)</b>	Douglas R. Kennedy, PE	Chantilly, VA	Reston, VA	Professional Engineer	0402021450	7-31-2014
<b>Pennoni Associates, Inc. (Patton, Harris &amp; Rust)</b>	Ahmad Faqiri, PE	Chantilly, VA	Sterling, VA	Professional Engineer	0402048909	5-31-2015
<b>Diversified Property Services, Inc.**</b>	Charles Crider	Timonium, MD	Greenville, SC	Real Estate Appraiser	4001014045	12-31-2014
<b>Diversified Property Services, Inc.**</b>	Robert Elliot	Timonium, MD	Greenville, SC	Real Estate Appraiser	4001015749	10-31-2013

\*\*Non-key personnel.



ATTACHMENT 3.2.10.1  
SCC SUPPORTING DOCUMENTATION



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**Business Entities**

**UCC or Tax Liens**

**Court Services**

**Additional Services**

SCC eFile  
Business Entity Details



**THE LANE CONSTRUCTION CORPORATION**

**General**

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

**Select an action**

- [File a registered agent change](#)
- [File a registered office address change](#)
- [Reassign as registered agent](#)
- [File an annual report](#)
- [Pay annual registration fee](#)
- [Order a certificate of good standing](#)
- [View eFile transaction history](#)
- [Manage email notifications](#)

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**Principal Office**

90 FIELDSTONE COURT  
 CHESHIRE CT 069410

**Registered Agent/Registered Office**

CT CORPORATION SYSTEM  
 4701 COX RD STE 301  
 GLEN ALLEN VA 22060  
 HENRICO COUNTY 143  
 Status: Active  
 Effective Date: 1/5/2004



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**Business Entities**

**UCC or Tax Liens**

**Court Services**

**Additional Services**

SCC eFile  
Business Entity Details



**Pennoni Associates Inc.**

**General**

SCC ID: F1800798  
 Entity Type: Foreign Corporation  
 Jurisdiction of Formation: PA  
 Date of Formation/Registration: 8/25/2009  
 Status: Active  
 Shares Authorized: 100000

**Select an action**

- [File a registered agent change](#)
- [File a registered office address change](#)
- [Reassign as registered agent](#)
- [File an annual report](#)
- [Pay annual registration fee](#)
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**Principal Office**

3001 MARKET ST  
 2ND FLOOR  
 PHILADELPHIA PA 19104

**Registered Agent/Registered Office**

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

Commonwealth of Virginia  
State Corporation Commission

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Give Us Feedback

Business Entities  
UCC or Tax Liens  
Court Services  
Additional Services

SCC eFile  
Business Entity Details

DMY Engineering Consultants, LLC

General

SCC ID: 53134972  
Entity Type: Limited Liability Company  
Jurisdiction of Formation: VA  
Date of Formation/Registration: 1/11/2010  
Status: Active

Principal Office

45602 TERMINAL DR STE 110  
DULLES VA 20166

Registered Agent/Registered Office

WEY1 MA  
45602 TERMINAL DRIVE  
SUITE 110  
DULLES VA 20166  
LOUDOUN COUNTY 153  
Status: Active  
Effective Date: 8/23/2011

Select an action

[File a registered agent change](#)  
[File a registered office address change](#)  
[Design as registered agent](#)  
[File a principal office address change](#)  
[Pay annual registration fee](#)  
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State Corporation Commission

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Court Services  
Additional Services

SCC eFile  
Business Entity Details

ALPHA CONSTRUCTION AND ENGINEERING CORPORATION

General

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

Principal Office

21351 RIDGETOP CIRCLE  
SUITE 200  
DULLES VA 20166

Registered Agent/Registered Office

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

Select an action

[File a registered agent change](#)  
[File a registered office address change](#)  
[Design as registered agent](#)  
[File an annual report](#)  
[Pay annual registration fee](#)  
[Order a certificate of good standing](#)  
[View eFile transaction history](#)  
[Manage email notifications](#)

New Search | Home

Help

Login | Create an Account



SCC eFile > Entity Search > Entity Details

Login | Create an Account



SCC eFile  
Business Entity Details



DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC.(USED IN VA BY: DIVERSIFIED PROPERTY SERVICES, INC

SCC eFile

- SCC eFile Home Page
- Check Name
- Distinguishability
- Business Entity Search
- Certificate Verification
- FAQs
- Contact Us
- Give Us Feedback

Business Entities

UCC or Tax Liens

Court Services

Additional Services

General

SCC ID: F1304106  
 Entity Type: Foreign Corporation  
 Jurisdiction of Formation: MD  
 Date of Formation/Registration: 8/5/1997  
 Status: Active  
 Shares Authorized: 5000

Select an action

- [File a registered agent change](#)
- [File a registered office address change](#)
- [Reign as registered agent](#)
- [File an annual report](#)
- [Pay annual registration fee](#)
- [Order a certificate of good standing](#)
- [View eFile transaction history](#)
- [Manage email notifications](#)

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Principal Office

20 E TIMONIUM RD SUITE 111  
 TIMONIUM MD21093

Registered Agent/Registered Office

BRENDAN R HANTZES  
 3771 VERMACCHIA DR  
 CHANTILLY VA 20151  
 FAIRFAX COUNTY 129  
 Status: Active  
 Effective Date: 8/9/2002



SCC eFile > Entity Search > Entity Details

Login | Create an Account



SCC eFile  
Business Entity Details



GeoConcepts Engineering, Inc.

General

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

Select an action

- [File a registered agent change](#)
- [File a registered office address change](#)
- [Reign as registered agent](#)
- [File an annual report](#)
- [Pay annual registration fee](#)
- [Order a certificate of good standing](#)
- [Submit a PDF for processing \(What can I submit?\)](#)
- [View eFile transaction history](#)
- [Manage email notifications](#)

[New Search](#) | [Home](#)

Principal Office

19955 HIGHLAND VISTA DRIVE  
 SUITE 170  
 ASHBURN VA20147

Registered Agent/Registered Office

VIVIAN LEWIS  
 GEOCONCEPTS ENGINEERING INC  
 19955 HIGHLAND VISTA DR #170  
 ASHBURN VA 20147  
 LOUDOUN COUNTY 153  
 Status: Active  
 Effective Date: 11/24/2004





SCC eFile  
Business Entity Details



WETLAND STUDIES AND SOLUTIONS, INC.

- SCC eFile
- SCC eFile Home Page
- Check Name
- Distinguishability
- Business Entity Search
- Certificate Verification
- FAQs
- Contact Us
- Give Us Feedback
- Business Entities**
- UCC or Tax Liens
- Court Services
- Additional Services

**General**

SCC ID: 03826229  
 Entity Type: Corporation  
 Jurisdiction of Formation: VA  
 Date of Formation/Registration: 10/38/1991  
 Status: Active  
 Shares Authorized: 5000

**Select an action**

- [File a registered agent change](#)
- [File a registered office address change](#)
- [Assign as registered agent](#)
- [File an annual report](#)
- [Pay annual registration fee](#)
- [Order a certificate of good standing](#)
- [Submit a PDF for processing \(What can I submit?\)](#)
- [View eFile transaction history](#)
- [Manage email notifications](#)

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**Principal Office**

5300 WELLINGTON BRANCH DRIVE  
 STE 100  
 GAINESVILLE VA 20155

**Registered Agent/Registered Office**

MICHAEL S ROLBAND  
 WETLAND STUDIES AND SOLUTIONS, INC.  
 5300 WELLINGTON BRANCH DR STE 100  
 GAINESVILLE VA 20155  
 PRINCE WILLIAM COUNTY 176  
 Status: Active  
 Effective Date: 9/27/2008

ATTACHMENT 3.2.10.2  
DPOR SUPPORTING DOCUMENTATION FOR  
EACH OFFICE

License Lookup

Online Renewal & Services

Boards

Professions & Occupations

Forms & Applications

Fair Housing Office

Community Associations

Report a Licensee

Records & Documents

News & Information

About DPOR

Contact

**Details of license number 2701011871**

Name: THE LANE CONSTRUCTION CORPORATION  
 License Number: 2701011871  
 License Description: Contractor (Class A)  
 Class Definitions  
 Trading Name: VIRGINIA PAVING COMPANY  
 Business Type: Corporation  
 Address: 90 FIELDSTONE COURT  
 CHESHIRE, CT 06410  
 Specialties/Classifications:
 

- BUILDING
- HIGHWAY / HEAVY

 Initial Certification Date: October 12, 1972  
 Expiration Date: January 31, 2014

print

**Complaints**

No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

No Closed Complaints

"Closed Complaints" reflect complaints against regulants closed since 1990. Cases closed without disciplinary action are purged after three years in accordance with DPOR's record retention policy. To inquire about closed complaints, see the department's [Public Records Access](#) or contact the department's Information Management Section at (804) 367-8583 or [publicrecords@dpor.virginia.gov](mailto:publicrecords@dpor.virginia.gov).

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

License Lookup

Online Renewal & Services

Boards

Professions & Occupations

Forms & Applications

Fair Housing Office

Community Associations

Report a Licensee

Records & Documents

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Contact

**Details of license number 0411000664**

Name: PENNONI ASSOCIATES INC.  
 License Number: 0411000664  
 License Description: Business Entity Branch Office Registration  
 Business Name: PENNONI ASSOCIATES INC.  
 Business Type: CORP  
 Address: 323 W CAMDEN ST SUITE 600  
 BALTIMORE, MD 21201  
 Initial Certification Date: 2009-10-07  
 Expiration Date: 2014-02-28

Filter:

**Related Licenses**

License Number	License Holder Name	License Type	License Expiry
0402045260	LANING, JENNIFER CARRIGAN	Professional Engineer License	2014-07-31

Showing 1 to 1 of 1 entries

First Previous 1 Next Last

**No Open Complaints**

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

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**From:** DPOR: Board for Architects, Professional Engineers Land Surveyors (DPOR)  
[<mailto:apelscidla@dpor.virginia.gov>]  
**Sent:** Thursday, June 27, 2013 10:32 AM  
**To:** Heather Ham  
**Subject:** Branch office registration

Good Morning Heather:

Please note that the Business Entity Branch Office Registration Application for Pennoni Associates, Inc., 14532 Lee Road, Chantilly, VA 20151 has been issued; the business registration number is 0411001005 and will expire 2/28/2014. It should print and be mailed on Friday. I hope this information will be of assistance.

Sincerely,

*Marian H. Brooks*

Board Administrator



Perimeter Center, Suite 400

9960 Mayland Drive

Richmond, Virginia 23233

804.367.8506

[apelscidla@dpor.virginia.gov](mailto:apelscidla@dpor.virginia.gov)

[www.dpor.virginia.gov](http://www.dpor.virginia.gov)



**From:** DPOR: Board for Architects, Professional Engineers Land Surveyo (DPOR)  
[<mailto:apelscidla@dpor.virginia.gov>]

**Sent:** Thursday, June 27, 2013 9:50 AM

**To:** Heather Ham

**Subject:** RE: Attached Image

Good Morning Heather:

Please note that the Business Entity Branch Office Registration Application for Pennoni Associates, Inc., 14532 Lee Road, Chantilly, VA 20151 has been issued; the business registration will expired 2/28/2014. It should print and be mailed on Friday. I hope this information will be of assistance.

Sincerely,

*Marian H. Brooks*

Board Administrator



Perimeter Center, Suite 400

9960 Mayland Drive

Richmond, Virginia 23233

804.367.8506

[apelscidla@dpor.virginia.gov](mailto:apelscidla@dpor.virginia.gov)

[www.dpor.virginia.gov](http://www.dpor.virginia.gov)

Governmental email is generally subject to disclosure pursuant to the Virginia Freedom of Information Act. However, if you have received this message in error, please notify the Sender and delete the message as well as all attachments.

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- Community Associations
- Report a Licensee
- Records & Documents
- News & Information
- About DPOR
- Contact



## Details of license number 0407005631

print

Name: DRY ENGINEERING CONSULTANTS LLC  
 License Number: 0407005631  
 License Description: Business Entity Registration  
 Business Type: LLC  
 Address: 45642 TERMINAL DRIVE SUITE 110  
 DULLES, VA 20166  
 Initial Certification Date: 2010-03-10  
 Expiration Date: 2013-12-31

Filter:

### Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402041123	MA, WEIYI	Professional Engineer License	2015-06-30

Showing 1 to 1 of 1 entries

First Previous 1 Next Last

### No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

### No Closed Complaints

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

To inquire about closed complaints, see the department's [Public Records Access](#) or contact the department's Information Management Section at (804) 367-8583 or [publicrecords@dpor.virginia.gov](mailto:publicrecords@dpor.virginia.gov).

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- Community Associations
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- News & Information
- About DPOR
- Contact



## Details of license number 0407003176

print

Name: ALPHA CONSTRUCTION & ENGINEERING CORPORATION  
 Doing Business As: ALPHA CORPORATION  
 License Number: 0407003176  
 License Description: Business Entity Registration  
 Business Type: CORP  
 Address: 21351 RIDGETOP CIRCLE SUITE 200  
 DULLES, VA 20166  
 Initial Certification Date: 1993-06-17  
 Expiration Date: 2013-12-31

Filter:

### Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402013576	LINDSEY, JEFFREY W	Professional Engineer License	2013-12-31
0402038604	ANGELIDES, PHILIOS	Professional Engineer License	2015-04-30

Showing 1 to 2 of 2 entries

First Previous 1 Next Last

### No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

### No Closed Complaints

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- License Lookup
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  - Professions & Occupations
  - Forms & Applications
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  - Records & Documents
  - News & Information
  - About DPOR
  - Contact
- 
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## Details of license number 4008001190

print

Name: DIVERSIFIED PROPERTY SERVICES OF VIRGINIA INC  
 License Number: 4008001190  
 License Description: Appraisal Business Registration  
 Business Type: Corporation  
 Address: 20 E TIMONIUM ROAD SUITE 111  
 TIMONIUM, MD 21093  
 Initial Certification Date: 2000-11-29  
 Expiration Date: 2014-11-30

### No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

### No Closed Complaints

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To inquire about closed complaints, see the department's [Public Records Access](#) or contact the department's Information Management Section at (804) 367-8583 or [publicrecords@dpor.virginia.gov](mailto:publicrecords@dpor.virginia.gov).

- License Lookup
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  - Boards**
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  - Fair Housing Office
  - Community Associations
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  - Records & Documents
  - News & Information
  - About DPOR
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- 
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## Details of license number 0407004404

print

Name: GEOCONCEPTS ENGINEERING INC  
 License Number: 0407004404  
 License Description: Business Entity Registration  
 Business Type: CORP  
 Address: 19955 HIGHLAND VISTA DRIVE SUITE 170  
 ASHBURN, VA 20147  
 Initial Certification Date: 2003-03-28  
 Expiration Date: 2013-12-31

Filter:

### Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402021276	LEWIS, TADEUSZ WILLIAM	Professional Engineer License	2014-04-30
0402021556	BURKART, PAUL EDWARD	Professional Engineer License	2014-03-31

Showing 1 to 2 of 2 entries

First Previous 1 Next Last

### No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

### No Closed Complaints

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To inquire about closed complaints, see the department's [Public Records Access](#) or contact the department's Information Management Section at (804) 367-8583 or [publicrecords@dpor.virginia.gov](mailto:publicrecords@dpor.virginia.gov).

- License Lookup
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- Records & Documents
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Details of license number 0407003355

print

Name: WETLAND STUDIES AND SOLUTIONS INC  
 License Number: 0407003355  
 License Description: Business Entity Registration  
 Business Type: CORP  
 Address: 5300 WELLINGTON BRANCH DR STE 100  
 GAINESVILLE, VA 20155  
 Initial Certification Date: 1995-12-12  
 Expiration Date: 2013-12-31

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402022458	ROLBAND, MICHAEL STEPHEN	Professional Engineer License	2015-06-30
0403003007	LASKARIS, CHAD JEREMY	Land Surveyor License	2013-07-31
0408001167	CESSNA, JANICE A	Landscape Architect License	2014-08-31

Showing 1 to 3 of 3 entries

First Previous 1 Next Last

No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

No Closed Complaints

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

To inquire about closed complaints, see the department's Public Records Access or contact the department's Information Management Section at (804) 367-8583 or publicrecords@dpor.virginia.gov.

ATTACHMENT 3.2.10.3  
DPOR SUPPORTING DOCUMENTATION FOR KEY  
PERSONNEL





Department of Professional and Occupational Regulation

- [APPLICANTS >>](#)
- [LICENSEES >>](#)
- [CONSUMERS >>](#)

Home > License Lookup > License Lookup & Disciplinary Actions

Enter Keyword Search

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

### Details of license number 0402048909

print

Name: FAQIRI, AHMAD WALI  
 License Number: 0402048909  
 License Description: Professional Engineer License  
 Address: STERLING VA, 20165  
 Initial Certification Date: 2011-05-16  
 Expiration Date: 2015-05-31

#### No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

#### No Closed Complaints

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To inquire about closed complaints, see the department's [Public Records Access](#) or contact the department's Information Management Section at (804) 367-8583 or [publicrecords@dpor.virginia.gov](mailto:publicrecords@dpor.virginia.gov).



Department of Professional and Occupational Regulation

- [APPLICANTS >>](#)
- [LICENSEES >>](#)
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Home > License Lookup > License Lookup & Disciplinary Actions

Enter Keyword Search

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- Boards
- Professions & Occupations
- Forms & Applications
- Fair Housing Office
- Community Associations
- Report a Licensee
- Records & Documents
- News & Information
- About DPOR
- Contact

### Details of license number 0402021450

print

Name: KENNEDY, DOUGLAS ROSS  
 License Number: 0402021450  
 License Description: Professional Engineer License  
 Address: RESTON VA, 20191  
 Initial Certification Date: 1990-07-16  
 Expiration Date: 2014-07-31

Filter:

#### Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402004690	PATTON HARRIS RUST & ASSOCIATES INC	Business Entity Registration	2013-12-31

Showing 1 to 1 of 1 entries

First Previous 1 Next Last

#### No Open Complaints

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#### No Closed Complaints

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To inquire about closed complaints, see the department's [Public Records Access](#) or contact the department's Information Management Section at (804) 367-8583 or [publicrecords@dpor.virginia.gov](mailto:publicrecords@dpor.virginia.gov).



ATTACHMENT 3.2.10.4  
DPOR SUPPORTING DOCUMENTATION FOR  
NON-APELSCIDLA REGULATED SERVICES

## Details of license number 4001014045

[print](#)

Name:	CRIDER, CHARLES FRANKLIN
License Number:	4001014045
License Description:	Real Estate Appraiser
Type:	Certified General
Address:	GREENVILLE SC, 29607
Initial Certification Date:	2008-12-10
Expiration Date:	2014-12-31
Continuing Education:	<a href="#">Click here to view continuing education.</a>

### No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

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To inquire about closed complaints, see the department's [Public Records Access](#) or contact the department's Information Management Section at (804) 367-8583 or [publicrecords@dpor.virginia.gov](mailto:publicrecords@dpor.virginia.gov).

## Details of license number 4001015749

[print](#)

Name:	ELLIOTT, ROBERT RHYNE JR
License Number:	4001015749
License Description:	Real Estate Appraiser
Type:	Certified General
Address:	GREENVILLE SC, 29607
Initial Certification Date:	2011-10-13
Expiration Date:	2013-10-31
Continuing Education:	<a href="#">Click here to view continuing education.</a>

### No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

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To inquire about closed complaints, see the department's [Public Records Access](#) or contact the department's Information Management Section at (804) 367-8583 or [publicrecords@dpor.virginia.gov](mailto:publicrecords@dpor.virginia.gov).

VDOT PREQUALIFIED RIGHT OF WAY  
ACQUISITION CONSULTANTS

**PANEL OF RIGHT OF WAY ACQUISITION CONSULTANTS**

**FIRMS WHO ARE PREQUALIFIED FOR VDOT ADMINISTERED CONTRACTS  
INCLUDES P3, DESIGN BUILD AND  
LOCALLY ADMINISTERED PROJECTS**

<u>COMPANY NAME</u>	<u>CONTACT</u>	<u>TELEPHONE NO.</u>
AECOM 4840 Cox Road Glen Allen, VA 23060	G. Lee Cooper	(804) 515-8324
American Acquisition 5600 Mariner St., Suite 104 Tampa, Florida 33609	Wade Brown W. C. Miller	(813) 287-8191 (813) 287-8191
Cardno TBE 1100 Athens, Suite A Richmond, VA 23227-1145	Mike Woods	(804) 285-4811
Coates Field Service, Inc. 4800 N. Santa Fe Oklahoma City, OK 73118	Joe Coates	(405) 528-5676
Continental Field Services P. O. Box 915 (32 E. Field Rd.) Bedford, NY 10506 6320 Augusta Dr., Suite 401 Springfield, VA 22150	Michael Hill  Paul Shray	(914) 234-4194  (703) 451-5577
Diversified Property Services 20 E. Timonium Road, Suite 111 Timonium, MD 21093	Patricia E. Dablock	(410) 252-5075 or (800) 996-5499
Greenhorne & O'Mara, Inc. 10800 Midlothian Turnpike, Suite 310 Richmond, VA 23235	Tim Copeland Project Director	(804) 897-6309 (757) 647-8474 (cell)



**PANEL OF RIGHT OF WAY ACQUISITION CONSULTANTS**

**FIRMS WHO ARE PREQUALIFIED FOR VDOT ADMINISTERED CONTRACTS  
INCLUDES P3, DESIGN BUILD AND  
LOCALLY ADMINISTERED PROJECTS**

KDR Real Estate 2500 Grenoble Road Richmond, Virginia 23294	Allen G. Dorin	(804) 672-1368 Ext. 302
O. R. Colan 22710 Fairview Center Drive Fairview, Ohio 44126	Catherine Muth Kevin Robison Steve Toth	(704) 529-3115 Ext. 255 (440) 827-6116 Ext. 202 (440) 827-6116
Pinnacle Consulting Management 1141 N. Robinson, Ste 402 Oklahoma City, OK 73103	Jennifer Harrison	(405) 879-0600
Vaughn & Melton Consulting Engineers, Inc. P. O. Box 1425 109 S. 24th Street Middlesboro, Kentucky 40965	Randolph Scott	(606) 248-6600
Volkert & Associates 5400 Shawnee Road, Suite 301 Alexandria, VA 22312	Dennis Morrison	(703) 642-8100
Universal Field Services P. O. Box 35666 (74153-0666) 6666 South Sheridan Rd., Suite 230 Tulsa, Oklahoma 74133-1763	Steve Benson Leslie Pacheco	(918) 494-7600 (856) 795-1314

**PANEL OF RIGHT OF WAY ACQUISITION CONSULTANTS**

**FIRMS WHO ARE PREQUALIFIED FOR VDOT ADMINISTERED CONTRACTS  
(INCLUDES P3 AND DESIGN BUILD)**

<b><u>COMPANY NAME</u></b>	<b><u>CONTACT</u></b>	<b><u>TELEPHONE NO.</u></b>
Gulf Coast Property Acquisition, Inc. 4339 Stuart Andrew Blvd. Suite 220 Charlotte, NC 28217	Paul W. McMahan	(704) 529-3949
Johnson, Mirmiran & Thompson, Inc. 72 Loveton Circle Sparks, Maryland 21152-0949 Johnson, Mirmiran & Thompson, Inc.	Joe Miklochik	(410) 316-2487
Rinker Design Associates, P. C. 9385 Discovery Boulevard Suite 200 Manassas, VA 20109	Christopher R. Reed, CSI	(703) 368-7373
Telics PO Box 830 Statesville, NC 28687	Steve Nichols David Bailey, Senior Mgr. Taylor Keith, Manager	(704) 872-5060 (919) 356-6695 (252) 375-5010
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APPRAISAL SERVICES**

**SPECIALITY APPRAISERS**

<b><u>NAME</u></b>	<b><u>ADDRESS &amp; TELEPHONE #</u></b>	<b>SWAM/ DBE</b>
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**APPRAISER ONLY DESIGNATION**

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ATTACHMENT 3.3.1  
KEY PERSONNEL RESUMES

**ATTACHMENT 3.3.1**

**KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title: <b>JAN A. SHERMAN   ASSISTANT DISTRICT MANAGER</b>	
b. Project Assignment: <b>DESIGN-BUILD PROJECT MANAGER</b>	
c. Name of Firm with which you are now associated: <b>LANE CONSTRUCTION</b>	
<p>d. Years experience: With this Firm <b>15</b> Years With Other Firms <b>0</b> Years</p> <p>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.):</p> <p><b>The Lane Construction Corporation, Assistant District Manager, 1998 – Present:</b> Mr. Sherman has 15 years of construction experience on a wide assortment of projects including highway, bridge, airport, and tunnel construction. His project experience includes asphalt plant operations; asphalt runway, taxiway, and apron construction; bridge, structure, and parking lot construction; cut and cover pedestrian tunnels; and trail construction. The scopes of his projects have included bridge replacement, roadway widening and rehabilitation, dirt and rock excavation, blasting, excavation support, micro-piles, caissons, underground utilities, storm drainage, reinforced structural concrete, architectural concrete, concrete pavement, asphalt pavement, milling, traffic control, site electrical, interior electrical, mechanical, plumbing, terrazzo, precast concrete, elevators, escalators, moving walkways and various finishes. Throughout his career with LANE, Mr. Sherman has performed as an Estimator, Foreman, QC Technician, QC Manager, Project Engineer, Project Manager, and currently Assistant District Manager. In this role, Mr. Sherman oversees construction operations in Virginia, including the business arrangements of Virginia Sign &amp; Lighting and Civil Wall Solutions. Responsible for overall administration of projects, addresses project issues, communicated design progress to owners, adheres to project schedules. Interacts with the Construction Manager, the Owner, and all other involved stakeholders regarding the progress of construction, schedule, budget, quality control, and safety.</p>	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Clarkson University, Potsdam, NY/ B.S./1998/ Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>Erosion &amp; Sediment Control Contractor Certification Program for VDOT: Certification #4934C (exp. 4/17/14)</b>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> <li><i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i></li> <li><i>Note whether experience is with current firm or with other firm.</i></li> <li><i>Provide beginning and end dates for each assignment.</i></li> </ol> <p><b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b></p>	
<b>Project: <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">B</span> VDOT I-495 Express Lanes, Fairfax County, Virginia</b>	
<b>Name of Firm: Lane Construction</b>	<b>Project Role: Project Manager (Area 2)</b>
<b>Beginning Date: 2010</b>	<b>End Date: 2012</b>
<p><b><u>Specific Responsibilities:</u></b> Mr. Sherman was the Area 2 Project Manager for the \$1.5 billion I-495 Express Lanes project, one of the largest transportation projects in the Northern Virginia area. This project scope included two new lanes constructed in each direction on a 14-mile stretch of I-495 from the Springfield Interchange to just north of the Dulles Toll Road. Area 2 of the HOT Lanes encompasses the I-495 interchange at I-66, the new HOT ramp access at Route 29, W&amp;OD Trails, and overpasses south of the Route 7 Interchange. Construction of the new interchanges in Area 2 required close coordination with homeowners, WMATA, NVRPA and both vehicular &amp; pedestrian foot traffic through the work areas. Unique to Area 2, an active HOV ramp from I-66 to the beltway was maintained throughout the majority of the project, requiring innovative traffic management and alternate means of construction to build the entire interchange. As one of the more congested interchanges along the beltway, construction was performed in manner to minimize impacts to the traveling public. The project encompassed the replacement of more than \$260 million of aging infrastructure, including more than 50 bridges and overpasses. As the Project Manager, Mr. Sherman was responsible for oversight of construction activities, assisting in estimating quantities, reviewing construction plans and general conduct of the project in Area 2. In addition, he assisted with the maintenance and updating of the project CPM schedule using Primavera Scheduling software as well as scheduling and assuring continued inspection of all materials and construction for conformance to the contract plans and specifications. <i>Project relevancy includes bridge/structure work, roadway work, ground improvement, wetland/environmentally sensitive areas, instream work &amp; crossings, utilities, ROW, accelerated scheduling, drainage, grading, and all associated project management functions.</i></p>	



<b>Project: MWAA Ronald Reagan Washington National Airport Runway 15-33 Overlay and Taxiways Rehabilitation</b>	
<b>Name of Firm: Lane Construction</b>	<b>Project Role: Project Manager</b>
<b>Beginning Date: 2009</b>	<b>End Date: 2010</b>
<b>Specific Responsibilities:</b> As the Project Manager, Mr. Sherman was responsible for all aspects of the project, including but not limited to the management of office and field personnel, safety, schedule, costs, equipment, material, subcontracts, compliance with the contract, and client relations. The scope of work included coordination with the owner, FAA, airport operations, airlines and subcontractors; in order to rehabilitate the existing runway 15-33 and its associated taxiways. This multi-phase, fast paced project includes full depth (30”) pavement reconstruction, partial depth (8”) pavement restoration and surface mill and overlay. The phases of work were either limited to a 5-hour nighttime work window or performed in 36-hour weekend closures, which both required precise planning and coordination with all stakeholders to ensure the reopening of the airfield after each work window. Quantities include 60,000+ tons of P-401 asphalt, 8,000+ cubic yards of excavation, 250,000+ square yards of asphalt milling and 10,000+ tons of sub-base stonework. This work is being performed for the Metropolitan Washington Airports Authority. Approximate Contract Value for this project: \$13+ million. <i>Project relevancy includes asphalt paving and milling, ground improvement, grading, night work scheduling and all associated project management functions.</i>	
<b>Project: MWAA APM Package 6 - Dulles International Airport, VA</b>	
<b>Name of Firm: Lane Construction</b>	<b>Project Role: Project Manager</b>
<b>Beginning Date: 2003</b>	<b>End Date: 2009</b>
<b>Specific Responsibilities:</b> The \$103 million award-winning Automated Airport Train System replaced most of the current Mobile Lounges that transport passengers between the Terminal and concourses. The Package 6 Automated People Mover Main Station connects all the gates into one underground system. The train systems Main Station is adjacent to the Dulles Main Terminal and involves a vertical cut 50' below ground at the base of the Dulles Main Terminal and Air Traffic Control Tower. Both structures are underpinned with an extensive micro-pile shoring system. The support of excavation system includes drilled piles, grouted and post-tensioned tiebacks, grouted rock-bolts, split sets and shot-crete. More than 300,000 CY of rock excavation was required, some of which was blasted adjacent to the existing terminal building. The concrete work took 36 months involving 50,000 CY of cast in place structural/architectural concrete along with eleven million pounds of rebar, one million square feet of formwork and 250,000 square feet of falsework was erected. Completed in September 2009, this structure is 4 stories high with structure dimensions of 1200' long by 100' wide by 50' high. The bottom level of this structure is similar to a subway station and the top floor having a very complex post-tensioned cast in place roof structure with enormous skylights. Site work included 1500 lf of water and sewer lines along with 10,000 square yards of concrete paving and surface restoration and numerous utility relocations. Mr. Sherman began working on this project as a Project Engineer, through his proven abilities; he was promoted to Assistant Project Manager in 2005 and then Project Manager in 2009. <i>Project relevancy includes precise structural engineering capabilities, accelerated scheduling, and all associated project management functions.</i>	
<b>Project: MWAA Gate 313 – Dulles International Airport, VA</b>	
<b>Name of Firm: Lane Construction</b>	<b>Project Role: Assistant Project Manager In Charge</b>
<b>Beginning Date: 2005</b>	<b>End Date: 2005</b>
<b>Specific Responsibilities:</b> Work on the \$3 million Dulles Gate 313 Project consisted of constructing a new security checkpoint entrance to be used primarily by construction vehicles that required access to the Airport's Security Perimeter. New pavement roadways, milling and overlay of existing roadways were some of the contractual work items provided by LANE. The new checkpoint also included a six-lane inspection station with queuing area, facilities for security personnel, weather protection canopy CCTV system, roadway and under canopy lighting sufficient for the inspection of vehicles, suspect vehicle pull off area and a lighted employee lot. <i>Project relevancy includes roadway construction, widening, drainage, utilities and grading considerations.</i>	
<b>Project: MWAA Washington Dulles International Airport Task Order, Dulles, VA</b>	
<b>Name of Firm: Lane Construction</b>	<b>Project Role: Project Engineer</b>
<b>Beginning Date: 2004</b>	<b>End Date: 2005</b>
<b>Specific Responsibilities:</b> Work on this \$6 million task order included coordination with mechanical, electrical and other subcontractors to perform various projects involving site development, soil stockpile management, site grading, site utilities, pavement marking, and interior electrical and mechanical utilities. Mr. Sherman's responsibilities included owner-directed construction tasks, field crew and subcontractor supervision and coordination, costing, scheduling, and recording of quantities. <i>Project relevancy includes site development, utilities, and pavement marking.</i>	

**ATTACHMENT 3.3.1**

**KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title: <b>BARRY M. BERNSTEIN, PE   PROJECT MANAGER</b>	
b. Project Assignment: <b>CONSTRUCTION MANAGER</b>	
c. Name of Firm with which you are now associated: <b>LANE CONSTRUCTION</b>	
<p>d. Years experience: With this Firm <b>29</b> Years With Other Firms <b>0</b> Years</p> <p>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.):</p> <p><b>The Lane Construction Corporation, Project Manager, 1998 – Present:</b> Mr. Bernstein has 29 years of experience in the construction industry and is responsible for managing project construction efforts including quality control activities. Responsibilities include overseeing daily construction and ensuring all materials used and work performed are in compliance with specifications. He is responsible for project cost, staffing, and scheduling. He has served as Project Manager and Construction Manager on several Design-Build, PPTA, and other projects in Northern Virginia and the greater Washington, D.C. metro area. He is familiar with Its and tolling systems, signage and lighting, bridge and roadway construction, airport and light rail systems, retaining walls, and other heavy civil construction elements.</p>	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Lehigh University, Bethlehem, PA/ B.S./1984/ Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> <li>1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i></li> <li>2. <i>Note whether experience is with current firm or with other firm.</i></li> <li>3. <i>Provide beginning and end dates for each assignment.</i></li> </ol> <p><b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b></p>	
<b>Project:</b> <b>B VDOT I-95 Express Lanes, Fairfax, Prince William and Stafford Counties, Virginia</b>	
<b>Name of Firm:</b> Lane Construction	<b>Project Role:</b> Project Manager
<b>Beginning Date:</b> 2012	<b>End Date:</b> Present
<p><b><i>Specific Responsibilities:</i></b> Mr. Bernstein serves as the Project Manager for this \$691 million D-B, P3 project. The I-95 Express Lanes project in Northern Virginia will create approximately 29 miles of High Occupancy Toll Lanes on I-95 from Alexandria, VA on the northern terminus to Stafford, VA at the southern terminus. A seamless, direct line to the I-495 Capital Beltway Express Lanes will be created at the completion of this project. This project will add capacity to the existing HOV Lanes from the Prince William Parkway to the vicinity of Edsall Road and improve the existing two HOV lanes for six miles from Route 234 to the Prince William Parkway. A nine-mile reversible two-lane extension of the existing HOV lanes from Dumfries to Garrisonville Road in Stafford County will help to alleviate the current traffic bottleneck. This project consists of an extensive ITS and signing system, sound walls, asphalt mill and overlay, shoulder reconstruction, structural bridge work; and an 8.3 mile roadway extension that consists of major clearing, earthwork, and bridge flyovers. Mr. Bernstein is responsible for coordination and scheduling of contractors, oversight of crew and work conditions, owner coordination, safety and equipment, contract compliance and costing. <i>Project relevancy includes new bridge construction, signage, MOT, drainage and grading, and all associated project management functions.</i></p>	



<b>Project: VDOT Jones Point Park, Alexandria, VA</b>	
<b>Name of Firm: Lane Construction</b>	<b>Project Role: Project Manager</b>
<b>Beginning Date: 2010</b>	<b>End Date: 2012</b>
<b>Specific Responsibilities:</b> This \$16M project has refurbished the national park under the Woodrow Wilson Bridge. Construction included unusual items including a tot lot, playground, fishing pier, floating dock, basketball courts, soccer fields, comfort station, 'rock mulch' – rip rap bedding surrounding bridge piers outlined by large curb islands, light house refurbishment, historical stone retaining wall replacement, Potomac River shoreline restoration, recycled crushed concrete and paved colored asphalt jogging, walking, bicycle paths, and electric collapsible barricade. More typical construction work elements included new park entry road with parking spaces at end of road, restricted access road under the Wilson Bridge for future events and/or overflow parking. Mr. Bernstein was responsible for overseeing work crews, subcontractors, project schedules and costs, and ensuring construction plans were in accordance with contract specifications. <i>Project relevancy includes in-the-wet construction, historic and cultural resources, environmental considerations, asphalt paving and milling, and all associated project management functions.</i>	
<b>Project:  MDSHA Arena Drive Interchange, MD</b>	
<b>Name of Firm: Lane Construction</b>	<b>Project Role: Construction Manager</b>
<b>Beginning Date: 2007</b>	<b>End Date: 2009</b>
<b>Specific Responsibilities:</b> This project involved widening I-495/95 at the existing grass median from Arena Drive past MD 202 to the Glenarden Parkway overpass (approximately 2 miles). This \$27M project was designed to fill in 2 miles of I-495 median with 1 new lane and new median shoulders in each direction. The project included widening of 2 existing ramps and the closing of 3 existing loop ramps. Project quantities included: 40,000 CY excavation, 45,000 TN graded aggregate base stone, 23,000 LF of concrete traffic barrier, 6,300 LF of 18" to 48" storm drain pipe, 60 storm drain structures, 82,000 TN HMA paving, 9,000 LF slip form bifurcated median barrier, 35,000 LF of guardrail, 120 street light foundations and poles, 12 traffic signal foundations and poles, 12 overhead signs. Mr. Bernstein was responsible for planning, directing, and coordinating the project budget and construction, and scheduling and coordinating subcontractors. <i>Project relevancy includes asphalt paving and milling, drainage and hydraulics, and all associated construction management functions.</i>	
<b>Project:  PWCDOT Sudley Manor Drive and Linton Hall Road PPTA, Prince William County, VA</b>	
<b>Name of Firm: Lane Construction</b>	<b>Project Role: Construction Manager</b>
<b>Beginning Date: 2005</b>	<b>End Date: 2007</b>
<b>Specific Responsibilities:</b> This project included two new secondary roads: Linton Hall Road, which is a ¼ mile relocation with two 12' lanes in each direction and grass median with turn lanes, and Sudley Manor Drive, which encompassed 1.5 miles of new road construction with intersections at 4 existing cross roads and has the same configuration as Linton Hall Road. This was a borrow job with approximately 400,000 cy embankment and 125,000 cy excavation. The project also included is 20,000 lf of storm drain, 150 storm drain structures, 2,000 lf of water and sanitary sewer line, 70,000 tons of aggregate base stone. Mr. Bernstein was responsible for planning, directing, and coordinating the project budget and construction, and scheduling and coordinating subcontractors. <i>Project relevancy includes asphalt paving and milling, drainage and grading, and all associated construction management functions.</i>	
<b>Project: MWAA Dulles Toll Ramps, Dulles, VA</b>	
<b>Name of Firm: Lane Construction</b>	<b>Project Role: Construction Manager</b>
<b>Beginning Date: 2004</b>	<b>End Date: 2005</b>
<b>Specific Responsibilities:</b> This \$5.8M project included the widening of the Dulles Toll Road and the ramps leading to and from the I-495 Capital Beltway. Work included ramp widening, cast in place and reinforced earth retaining walls, sheet piling, overhead and cantilever sign work, guardrail, storm drain modifications and hot mix asphalt paving. Mr. Bernstein was responsible for planning, directing, and coordinating the project budget and construction, and scheduling and coordinating subcontractors. <i>Project relevancy includes roadway improvements, signage, drainage and grading, asphalt paving, and all associated construction management functions.</i>	

**ATTACHMENT 3.3.1**

**KEY PERSONNEL RESUME FORM**



<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title: <b>FRED CROZIER, PE   QUALITY ASSURANCE MANAGER</b>	
b. Project Assignment: <b>QUALITY ASSURANCE MANAGER</b>	
c. Name of Firm with which you are now associated: <b>ALPHA CORPORATION</b>	
<p>d. Years experience: With this Firm <b>6</b> Years With Other Firms <b>28</b> 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.):</p> <p><b>Alpha Corporation, Dulles, VA: Quality Assurance Manager (July 2007 – Present).</b> Quality Assurance Manager on several VDOT Design/Build projects. Responsible for providing onsite quality assurance inspections.</p> <p><b>Johnson, Mirmiran &amp; Thompson, Morgantown, WV: Branch Manager for West Virginia (February 2005 to January 2007).</b> Project manager for several projects, including the Lewisburg Transportation Management Study. Managed construction inspection personnel on WVDOH projects on 1-64, Corridor D and Corridor H.</p> <p><b>Maryland State Highway Administration, District 6, Lavale, MD: District Engineer (1998 to 2004).</b> Directed SHA’s activities in Western Maryland (Garrett, Allegany and Washington Counties)</p>	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: West Virginia University, Morgantown, WV/B.S./1984/Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1996/Civil Engineering: VA Registered P.E., Registration No. 0402-045291	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> <li>1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i></li> <li>2. <i>Note whether experience is with current firm or with other firm.</i></li> <li>3. <i>Provide beginning and end dates for each assignment.</i></li> </ol> <p><b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b></p>	
<b>Project: <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">B</span> Route 28 &amp; Innovation Avenue Interchange Design/Build Project, VDOT, Dulles, VA</b>	
<b>Name of Firm: Alpha Corporation</b>	<b>Project Role: Responsible Charge Engineer</b>
<b>Beginning Date: September 2011</b>	<b>End Date: September 2012</b>
<p><b><u>Specific Responsibilities:</u></b> <i>Responsible Charge Engineer</i> responsible for providing general oversight for QA inspection and testing of all materials used and work performed on the Project. Includes monitoring the contractor’s QC activities, ensuring that all work and materials, testing and sampling is performed in conformance with contract requirements and the “approved for construction” plans. As alternate QAM, participated in meetings with project stakeholders, documentation review of construction inspection and materials control. This is a \$12 million construction project expanding the Route 28 interchange to a full interchange.</p>	

<b>Project: B Pacific Boulevard Design/Build Project, VDOT, Dulles, VA</b>	
<b>Name of Firm: Alpha Corporation</b>	<b>Project Role: Quality Assurance Manager</b>
<b>Beginning Date: February 2009</b>	<b>End Date: September 2010</b>
<b>Specific Responsibilities:</b> <i>Quality Assurance Manager</i> , responsible for QA inspection and testing of all materials used and work performed on the project to include monitoring of the contractor's QC activities Ensuring that all work and materials, testing and sampling is performed in conformance with contract requirements and the "approved for construction" plans. This \$19 million project extends Pacific Boulevard for ½ mile from Severn Way to Autoworld Drive, up and over the W&OD Railroad Regional Park and across Cabin Branch.	
<b>Project: B Route 50 Traffic Calming Improvements at Gilberts Corner, VDOT, Loudoun County, VA</b>	
<b>Name of Firm: Alpha Corporation</b>	<b>Project Role: Quality Assurance Manager</b>
<b>Beginning Date: May 2008</b>	<b>End Date: Fall 2009</b>
<b>Specific Responsibilities:</b> <i>Quality Assurance Manager</i> , responsible for QA inspection and testing of all materials used and work performed on the Project, including monitoring the contractor's QC activities Ensuring that all work and materials, testing and sampling is performed in conformance with contract requirements and the "approved for construction" plans. Also participated in meetings with project stakeholders, documentation review of construction inspection and materials control. This project involved the construction of a new connector road and four roundabouts.	
<b>Project: B Battlefield Parkway Design/Build Project, VDOT, Leesburg, VA</b>	
<b>Name of Firm: Alpha Corporation</b>	<b>Project Role: Quality Assurance Manager</b>
<b>Beginning Date: December 2008</b>	<b>End Date: December 2009</b>
<b>Specific Responsibilities:</b> <i>Quality Assurance Manager</i> Responsible for QA inspection and testing of all materials used and work performed on the Project to including monitoring of the contractor's QC activities. Ensuring that all work and materials, testing and sampling is performed in conformance with contract requirements This is new \$35 million segment of the Parkway 4-lane divided highway with parallel 10-foot shared-use path.	
<b>Project: Corridor D (US 50), West Virginia Division of Highways, Parkersburg, WV</b>	
<b>Name of Firm: Johnson, Mirmiran &amp; Thompson</b>	<b>Project Role: Quality Assurance Supervisor/Manager</b>
<b>Beginning Date: June 2005</b>	<b>End Date: October 2006</b>
<b>Specific Responsibilities:</b> <i>Quality Assurance Supervisor/Manager</i> responsible for management of inspection staff, which provided construction inspection and assisted in project management for four adjacent construction contracts totaling approximately \$21 million, including roadway and interchange construction along the new alignment. Services also included field testing of materials, CPM review, participation in progress meetings and documentation.	

**ATTACHMENT 3.3.1**

**KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title: <b>DOUGLAS KENNEDY, PE   TRANSPORTATION DIVISION MANAGER</b>	
b. Project Assignment: <b>DESIGN MANAGER</b>	
c. Name of Firm with which you are now associated: <b>PENNONI ASSOCIATES INC.</b>	
<p>d. Years experience: With this Firm <b>28</b> Years With Other Firms <b>1</b> Years</p> <p>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.):</p> <p><b>Transportation Division Manager, Associate Vice President (2011-2013): Traffic Engineering-</b> Experience in all aspects of transportation planning and traffic engineering, including traffic impact studies, preliminary roadway alignment/ corridor studies, roadway mitigation recommendations, and transportation modeling. Projects include Site Access/ Land Use Feasibility Studies to detailed turn lane and interchange design alternatives.</p> <p><b>Director of Transportation Planning; Vice President (2006-2011): Traffic Engineering</b> Intersection capacity analyses and public presentations summarizing access recommendations related to VDOT Chapter 527 Traffic Study, AASHTO standards, improvement phasing, and transportation System/ Demand Management evaluations.</p> <p><b>Director of Transportation Planning; Board of Directors (2002-2005): Traffic Engineering</b> <b>Director of Transportation Planning; Vice President ( 1998 – 2002): Traffic Engineering</b></p>	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: The Pennsylvania State University, University Park, PA/BS/1984/Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1990/Professional Engineer/0402021450	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> <li>1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i></li> <li>2. <i>Note whether experience is with current firm or with other firm.</i></li> <li>3. <i>Provide beginning and end dates for each assignment.</i></li> </ol> <p><b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b></p>	
<b>Project: Paragon Park, Dulles, VA</b>	
<b>Name of Firm: Pennoni</b>	<b>Project Role: Senior Engineer</b>
<b>Beginning Date: 2006</b>	<b>End Date: 2009</b>
<p><b><u>Specific Responsibilities:</u></b> Sr. Department Manager for traffic study and access planning for 1.8 million SF rezoning to allow office and hotel uses in the VA Route 28 Corridor. Coordinated with VDOT on turn lane requirements and public access for planned four- lane divided Collector Road (Pacific Boulevard) at the existing W&amp;OD Regional Bike Trail. Developed alternative access plans and impacts for bike parking, bus stops, and signal control. Coordinated with VDOT Design-Build Team on local access impacts and consistency with Loudoun County Countywide Transportation Plan (CTP) to add exit lanes to support turns with ultimate rezoning. Tested sensitivity of turn lanes with by-right development and developed lane transitions to Severn Way. Design elements included widening the side street approaches to maximize output for future employment uses, reviewing stacking for access to a relocated public parking lot for the W&amp;OD Trail access, and verifying median turn lane storage for VDOT and AASHTO design standards. Off-site improvements to Pacific Boulevard reviewed potential striping and lane utilization for phasing roadway improvements to connect with the two lane half section construction at Severn Way. Assisted the team in value engineering for the crossing at the W&amp;OD Trail and Cain Branch crossings of Pacific Boulevard. As part of the County land use decision review, examined Route 28 widening plans to verify R-O-W dedication and off-set from the Nokes Boulevard acceleration lane with known utility corridors and County Comprehensive Plan cross sections section if Route 28 was widened to 8 lanes for long-term growth scenarios. <i>Project relevancy includes ROW, road design, and value engineering.</i></p>	


<b>Project: Vint Hill Parkway Phase 1 Road Design, Fauquier County, VA</b>	
<b>Name of Firm: Pennoni</b>	<b>Project Role: Senior Traffic Engineer</b>
<b>Beginning Date: 2012</b>	<b>End Date: 2014</b> (available for this project March 2014)
<b>Specific Responsibilities:</b> Traffic Engineer for the roadway justification for 11,300 LF on road improvements at Vint Hill for EDA and Fauquier County. Verified turn lane warrants, traffic operations, developed design waiver justification, and prepared roundabout concept design for approval at Watson Road. Coordinated with team to develop long-term traffic volumes to justify two lane road section for Parkway, and recommend traffic control. Developed street justification report for County and VDOT approval, as well as processed Design waivers for sidewalk buffers and intersection sight distance due to existing cold war era buildings on Watson Road. For the roundabout and road design, checked turn lane warrants for initial construction and long-term lane requirements if Vint Hill Parkway was widened to 4 lanes. Evaluated traffic control for Kennedy Road and recommended to County alternative pedestrian linkages to connect to planned asphalt trails on Brookside Parkway. <i>Project relevancy includes roadway design, pedestrian design features, local jurisdiction coordination, and VDOT funding.</i>	
<b>Project: Ashburn Campus North, Loudoun County, VA</b>	
<b>Name of Firm: Pennoni</b>	<b>Project Role: Senior Traffic Manager</b>
<b>Beginning Date: 2011</b>	<b>End Date: 2012</b>
<b>Specific Responsibilities:</b> Senior Traffic Engineer for rezoning study for the Ashburn Campus (Equinix/Lerner) Data Center on Loudoun County Parkway at Gloucester Parkway. Developed corridor study and review of signal warrant and turn lane requirements for change of uses west of Loudoun County Parkway at the W&OD Trail. Coordinated with team for widening of Loudoun County Parkway from two lanes and verified R-O-W requirements with shared use path on the Parkway, with added turn lanes at Redskins Park. Reviewed updated road design for Loudoun County Parkway and supported team for traffic impact for office and data center uses exceeding 1.8 mill. SF. Reviewed signal warrants at Beaumeade Parkway for VDOT approval and established trip thresholds for future review of signalization along Loudoun County Parkway. Analysis for Gloucester Parkway included turn lane review at Loudoun County Parkway, diversions with Gloucester Parkway constructed across Broad Run, and cut through trips on old Route 607. The efforts also included concept design options to locate a shared use path along Loudoun County Parkway in a pedestrian access easement to satisfy VDOT buffer guidelines. <i>Project relevancy includes local roadway design experience at Loudoun County Parkway.</i>	
<b>Project:  Dulles Greenway/Route 607 Interchange Project, Loudoun County, VA</b>	
<b>Name of Firm: Pennoni</b>	<b>Project Role: Senior Project Manager</b>
<b>Beginning Date: 2008</b>	<b>End Date: 2012</b>
<b>Specific Responsibilities:</b> Mr. Kennedy developed the signal warrants, coordinated VDOT approvals, and prepared design plans to install signals on the Dulles Greenway ramps at Route 607 and Route 772. Design efforts including coordinating with Loudoun County on proffer requirements and processing permits with the owners of the Toll Road to install new signals to improve safety and connect to the VDOT signal communication system. For the Ashburn Boulevard location, establish pole locations and controller to install mast arm design for improved access to Broadlands. For the Loudoun County Parkway location, updated warrant analysis as right turn ramp volumes did not satisfy MUTCD warrants, but 'near miss' accidents raised concern with County Board and Toll Road Operators. Revisited Loudoun County Parkway sight distance to verify adequacy and processed shop drawings for contractor to expedite construction in 2012. Worked with contractor and Greenway owner to locate signal poles with limited R-O-W available and avoid modification to bridge structure for signal loops, secure permits, identify power supply, allow for future pedestrian crossings and install communication to corridor to expedite signal construction. Processed plans and reviewed signal pole signal locations if additional turn lane capacity was required for the Dulles Greenway off-ramp to travel SW on Loudoun County Parkway. The accelerated signal installation prior to roadway acceptance improved safety at the ramp junction. <i>Project relevancy includes accelerated delivery, coordination with owners and utilities, and review of shop drawings.</i>	
<b>Project:  Quantico Elementary School Design Build, Stafford County, VA</b>	
<b>Name of Firm: Pennoni</b>	<b>Project Role: Senior Traffic Engineer</b>
<b>Beginning Date: 2012</b>	<b>End Date: 2013</b>
<b>Specific Responsibilities:</b> Senior Traffic Engineer to support design steam on Purvis Road to upgrade John H. Russell Elementary School for new location and expansion to K- 6 grades at MS Quantico Base. Reviewed existing and future traffic volumes, bus access, and turn lane warrants to verify limits of public street construction. Recommended access to coordinate with adjacent school to minimize off-site turn lanes. Evaluated alternative driveway location for parking lot access and include scenario to reduce turn lane requirements on Purvis Roads, to limit pedestrian crossing. The parking area design was optimized to maximize drop off area and separate buses from student drop off, which was occurring in a substandard space along Purvis Road and employee parking at the existing school. <i>Project relevancy includes safety improvements, turn lanes, and accelerated schedule.</i>	



## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title: <b>AHMAD FAQIRI, PE   REGIONAL SENIOR BRIDGE ENGINEER</b>	
b. Project Assignment: <b>LEAD STRUCTURAL ENGINEER</b>	
c. Name of Firm with which you are now associated: <b>PENNONI ASSOCIATES INC.</b>	
d. Years experience: With this Firm <b>14</b> Years With Other Firms <b>6</b> 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.):  <b>BRIDGE DESIGN SUPERVISOR, SENIOR BRIDGE ENGINEER (2004-2013)</b> . Mr. Faqiri has over 19 year experience as a Bridge-Team Supervisor, Project Manager, Task Manager and Project Engineer. He has gained experience with VDOT, MD-SHA, DelDOT, Penn DOT, NJDOT and AASHTO's design standards. He is also experienced with roadway design and Hydrological and Hydraulic calculations. Mr. Faqiri has used ASD, LFD and LRFD methods for the design of bridges. He has prepared construction cost estimates, specification and contract bid documents and performed construction consultation such as review of shop drawings, inspection of rehabilitation/retrofit repair projects and monitoring dynamic pile testing. As a Bridge-Team Supervisor, he coordinates workload and technical resources for a team of ten (10) engineers. <b>Bridge Design Engineer, Project Engineer (1998-2004).</b> As a Project Manager, Mr. Faqiri managed scope/schedule/budget, arranges meetings and coordinates flow of information between clients, sub-consultants, regulatory agencies and stakeholders. As Consultant Project Manager for DelDOT, Bridge Section, he has been involved with project management tasks such as updating schedule in Primavera, reviews/processes invoices, facilitates meetings, and coordinates with regulatory agencies stakeholders such as railroad companies/utility companies. He also conducted technical Quality Control reviews on behalf of the DelDOT Bridge Section. He was responsible for supporting the Pennoni Virginia region with transportation related design and feasibility study projects such as road side structure, retaining walls, bridges and sign structures.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: The University of Delaware, Newark, DE/MS/1995/Civil Engineering The University of Delaware, Newark, DE/BS/1915/Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2011/Professional Engineer/040248909	
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> <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b>	
<b>Project:</b> <span style="border: 1px solid black; padding: 2px;">B</span> <b>McNair Road Bridge Replacement over Dorsey Creek, US Naval Academy, Annapolis, MD</b>	
<b>Name of Firm:</b> Pennoni Associates Inc.	<b>Project Role:</b> Lead Design Engineer
<b>Beginning Date:</b> 2010	<b>End Date:</b> 2011
<b><i>Specific Responsibilities:</i></b> Lead design engineer for the design and construction consultation for this fast-tracked build bridge replacement project at the U.S Naval Academy. The bridge, with low under clearance integrated with seawalls and bulkheads, is adjacent to Nimitz Library and runs along Dorsey Creek, a tributary to the Chesapeake Bay. Due to the short construction period available and marine environment, the design incorporated precast pile caps and precast prestressed beams in accordance with Accelerated Bridge Construction (ABC) Technologies. The replacement structure consisted of a six-span, composite prestressed concrete slab beam bridge supported by precast concrete pier caps and steel pipe piles. Total structure length is 264 feet. Design was completed in accordance with AASHTO LRFD Design Methodology and MSHA guidelines. Pennoni completed the preliminary design (35% submission) and final design (100% submission) of a new, six-span prestressed concrete bridge within four months. The design and construction team was cognizant of construction impact to Nimitz Library both from structural safety and construction noise point of views. Project included extensive coordination with NAVFAC PWD, MDE, USACOE and the Design-Build Contractor Team (Doyon Government Group). Construction Cost is \$4.5 million. <i>Project relevancy includes accelerated schedule, multi-span bridge over waterway, environmental permits, utility coordination, and geotechnical considerations.</i>	

<b>Project: Gloucester County Improvement Authority, Paulsboro Marine Terminal Access Road and Bridge, West Deptford Township and Paulsboro Borough, NJ</b>	
<b>Name of Firm: Pennoni Associates Inc.</b>	<b>Project Role: Lead Structural Engineer</b>
<b>Beginning Date: 2008</b>	<b>End Date: 2011</b>
<b>Specific Responsibilities:</b> Project team leader and lead design engineer for the design of the 890 foot long, eight-span continuous plate Girder Bridge supported by pile supported stub abutments and hammerhead concrete piers. The fender system was used for piers adjacent to the navigational channel. The project involved the installation of a new access road and bridge to connect Paradise Road to a proposed port facility along the Delaware River in Paulsboro New Jersey. Responsibilities included coordination design task management and QA/QC review of structural design tasks, construction cost estimation, and plan preparations. The design of this \$16M project was completed on time and is currently under construction. Bridge design elements with the impacts to maximize the channel crossing and coordinate floodplain impacts were considered in determining span arrangements and substructure locations. Responsibilities also included construction consultation such as responding to RFIs and reviewing shop drawings. <i>Project relevancy includes new multi-span bridge over waterway, new roadway construction, geotechnical considerations, environmental permits, utility coordination, and ROW acquisition.</i>	
<b>Project: Strawberry Lane Overpass of US 301, Delaware Department of Transportation, Middletown, DE</b>	
<b>Name of Firm: Pennoni Associates</b>	<b>Project Role: Lead Structural Engineer</b>
<b>Beginning Date: 2009</b>	<b>End Date: 2012</b>
<b>Specific Responsibilities:</b> Lead Bridge Engineer for construction of the new Strawberry Lane Overpass over the new limited access US 301, four lane wide, divided highway, extending from the Maryland/Delaware state line to SR-1 south of the C&D Canal, a distance of approximately 12.5 miles. The new Strawberry Lane overpass will be 40 feet wide, 144 feet long, two spans, prestressed concrete Bulb Tee beam bridge founded on reinforced concrete pier and semi-integral abutments on deep foundation with MSE walls. Project involved coordination with numerous public stake holders for the preliminary and final. Duties included overseeing the coordination and development of the design computations, plan preparations, quantities and estimate, special provisions, and utility coordination. <i>Project relevancy includes new multi-span bridge, roadway construction, utility coordination, and geotechnical considerations.</i>	
<b>Project:  PennDOT District 6-0, SR 0029 Section 50S over Pickering Creek, Chester County, PA</b>	
<b>Name of Firm: Pennoni Associates</b>	<b>Project Role: Lead Structural Engineer</b>
<b>Beginning Date: 2001</b>	<b>End Date: 2002</b>
<b>Specific Responsibilities:</b> Lead design engineer, for the design of the first Design Build Project let in PENNDOT District 6-0 (Philadelphia vicinity). The project involved the final design of a 163 feet two-span prestressed concrete spread box beam bridge supported by a reinforced concrete wall pier and abutments. Design features included the utilization of stone masonry veneer along the bridge parapets, pier and abutments and weathering steel guide rail. Duties included superstructure design, abutment design, pier design, and construction consultation. <i>Project relevancy includes accelerated schedule, multi-span bridge over waterway, environmental permits, utility coordination, and geotechnical</i>	
<b>Project: Embrey Mill – Mine Road Bridge over Rocky Run, Stafford County, VA</b>	
<b>Name of Firm: Pennoni Associates</b>	<b>Project Role: Lead Structural Engineer</b>
<b>Beginning Date: 2013</b>	<b>End Date: 2013</b>
<b>Specific Responsibilities:</b> Lead bridge engineer for the preliminary design and feasibility study of bridge type size and location that minimizes wetland impact, earth work, construction duration and overall project cost. The proposed Mine Road corridor is a planned 4 lane divided major collector roadway paralleling I-95 to connect two sections of a large planned development community with over 2,100 dwelling units. The road construction plans were developed and approved by VDOT for 3 conspan structures, a wetlands modification, and significant earthwork fills to support a 90 feet wide section -- including walking trails and median -- crossing Rocky Run at a 45 degree angles. The Wetland width at the roadway crossing point is approximately 150 feet. The floodplain is over 200 feet with over 30 feet high grade separation between the bridge and floodplain. To reduce costs to implement the crossing to VDOT standards, 1 of the considered alternatives is a multi-girder multi span dual structure supported on stub abutments and pile bents to minimize environmental impact, optimize span lengths, and number of pile bents. Duties include design of the superstructures, design substructures, construction cost estimates and a feasibility study based on environmental impact, and construction cost. The TS&L design options were considered to verify if design alternatives should be considered to implement the floodplain crossing with the revised street design. <i>Project relevancy includes accelerated schedule, multi-span bridge over waterway, environmental permits, utility coordination, and geotechnical considerations.</i>	



ATTACHMENT 3.4.1(A)  
LEAD CONTRACTOR WORK HISTORY FORMS

**ATTACHMENT 3.4.1(a)**  
**LEAD CONTRACTOR - WORK HISTORY FORM**  
**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
<b>B GILBERTS CORNER ROUNDABOUTS, ROUTE 50 TRAFFIC CALMING IMPROVEMENTS Loudoun County, VA</b>	Vanasse Hangen Brustlin, Inc. (VHB)	Virginia Department of Transportation (VDOT) Phone: 703.259.1959 Project Manager: <b>Helen Cuervo, Acting NOVA District Administrator</b> <b>Mr. Kenny Lee Robinson, VDOT Project Manager, Retired</b> Phone: 571.329.9274	April 2010	December 2009	\$13,200	\$13,400	\$13,400

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

**Relevant Scope of Work**

**B** Design-Build

- Environmental
- Permitting
- Utilities
- Historic Properties
- Drainage
- Earthwork
- Public Involvement
- Paving
- Excavation

***This project included these Gloucester Parkway Project participants:***

Fred Crozier, PE (QAM – Alpha)  
Tom Rusek (Lane)  
Jan A. Sherman (Lane)

**PROJECT SCOPE**

The project scope for this Design-Build included construction of four roundabouts and a connector road.

**PROJECT DESCRIPTION**

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

Additionally, this project sought to both actively engage and inform the public to this creative traffic calming solution. There were many challenges including right-of-way (ROW) acquisition, utility relocations, and construction management challenges due to the accelerated project schedule. ROW entailed the acquisition of 11 parcels prior to utility relocation and construction.

**PROJECT BACKGROUND**

VDOT selected the Lane D-B Team to design and build the 1.2-mile Gilberts Corner section of Route 50 in Loudoun County, VA, in an effort to improve safety and traffic flow, and preserve this scenic and historic area. This project's goal was to protect the natural and historic section of the Virginia Piedmont, known as the Mosby Heritage Area, while facilitating commuter travel without simply widening the roadway to four lanes and adding a light at every intersection. The most sensible and cost effective transportation solution was the design and construction of four roundabouts and a new connector road. The utilization of roundabouts was relatively new to Virginia.

**PROJECT BENEFITS**

The new roundabouts offered traffic calming and an unexpected benefit – faster travel and congestion relief for motorists in the northern Virginia region. Benefits to drivers and the business community included:

- Less stop-and-go traffic
- Traffic calming



**Evidence of Performance**

“The project received several awards and much acclaim from local and national media, citizens and elected officials. VDOT's goals and objectives were all met or exceeded by the Lane Team.”  
~ Kenny Lee Robinson, VDOT Project Manager.

~  
This project was an Honor Award Winner in the Design category for the 2009-2010 American Council of Engineering Companies of Metropolitan Washington (ACEC/MW) Engineering Excellence Awards.

~  
***Lane delivered this project ahead of schedule and under VDOT's original budget.***

**ATTACHMENT 3.4.1(a)**  
**LEAD CONTRACTOR - WORK HISTORY FORM**  
**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
<b>B I-495 CAPITAL BELTWAY EXPRESS [HOT] LANES DESIGN-BUILD</b> Fairfax County, VA	Fluor	Owner: <b>VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)</b> Phone: 571.483.2600 Project Manger: <b>John Lynch</b> Phone: 571.238.2970 Email: <b>John.Lynch@vdot.virginia.gov</b>	December 2012	November 2012 (early delivery)	\$1,500,000	\$1,500,000	\$642,000

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

**Relevant Scope of Work**

- B** Design-Build
  - Utilities
  - Public Involvement
  - Earthwork
  - ROW
  - Pedestrian/Access
  - Traffic Signals

*This project included these Gloucester Parkway Project participants:*

Jan A. Sherman (Lane)  
Alpha Corporation

**PROJECT SCOPE**

Lane was a Joint Venture Partner on this high profile, \$1.5 billion design-build project for VDOT. Construction consisted of four new general purpose traffic lanes (two in each direction) on the outside of the existing lanes of the Capital Beltway in Virginia, the reconstruction of ramps, and interchanges. The project involved heavy civil construction of roads and bridges including: Four new lanes along 14 miles of highway, replacement of 50+ bridges and overpasses, upgrade of 11 major interchanges, construction of more than nearly 13 miles of new sound walls, improvements to more than \$260 million of aging infrastructure, and a peak workforce of 700 persons. Fluor-Lane performed ROW acquisition services for 136 properties on the I-495 project. Eight properties were total residential acquisition, including relocation, property management, and environmental assessment. Pennoni also worked on the survey for this project.

**PROJECT DESCRIPTION**

This project included interfacing and crossing over WMATA Metro rail track, Norfolk Southern rail, and other major construction contracts, such as the Dulles Corridor Metrorail Project. Two high occupancy toll lanes (Hot) were constructed in the center median area. The site traversed behind dozens of subdivisions as well as urban areas, crossing multiple wetlands, wooded areas, and state and county park lands, which required identification and protection of specimen trees on project perimeter as well as wetland delineation, protection and conversion. The alignment crossed eight major central roads requiring intensive local maintenance of traffic coordination. The new I-495 Express (Hot) Lanes offers faster travel choices and congestion relief for motorists in the Northern Virginia/Washington, D.C. Region.

Area 2 of the I-495 HOT Lanes Project covered the I-495/I-66 interchange and the adjoining areas of I-495 from Lee Highway to the south, to Oak Street in the north. Work was located in close proximity to WMATA's track facilities, including bridge demolition and bridge reconstruction over the tracks, retaining wall construction below track level adjacent to WMATA's bridge abutment, and sign structures immediately adjacent to the track along I-66 for 2 miles east and west of I-495. A total of

11 bridges were demolished over I-495, including Lee Highway, 2 eastbound I-66 bridges, 2 westbound I-66 bridges, I-66 eastbound to I-495 northbound, left exit ramp bridge from I-495 northbound to I-66 eastbound, I-66 westbound to I-495 southbound, W&OD trail bridge, Idylwood and Oak. In addition, the ramp bridge from the northbound I-495 left exit over WMATA to the right side of I-66 westbound was demolished. The demolished bridges were replaced by 14 new bridges, which were comprised of self-weathering structural steel. Substructures were either driven pile or drilled shafts. Many of the abutments were MSE wall construction. Lane performed as the lead dedicated builder as part of the Fluor-Lane Design Build Team, delivering the project one month ahead of schedule.



**PROJECT BACKGROUND**

VDOT began studying short and long-term solutions to growing traffic congestion on the Capital Beltway in the late 1980's. By 1994, it had concluded that High Occupancy Vehicle (HOV) lanes were needed. A private developer submitted plans for High Occupancy Toll (Express) lanes in 2002 to the Commonwealth, which resulted in selecting that alternative in 2005. The Express Lanes project is the most significant package of improvements to the Capital Beltway in a generation. Both the completed I-495 Express [Hot] Lanes and current I-95 Capital Beltway projects were designed to address one of the most significant rush hour landscapes in the United States. When completed, they will provide drivers with the option of paying a toll for a faster, more predictable trip. Drivers using the Express Lanes will also have access to (HOV) lanes usually limited to vehicles with multiple occupants. The success of the I-495 project led VDOT to select the same team to construct I-95 Express Lanes.

**PROJECT BENEFITS**

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

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

**Evidence of Performance**

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

~ Garrett Moore, VDOT Chief Engineer

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

*Public Works Financing Newsletter, December 2012*



**ATTACHMENT 3.4.1(a)**  
**LEAD CONTRACTOR - WORK HISTORY FORM**  
**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
<b>DULLES GREENWAY/RT. 607 INTERCHANGE IMPROVEMENTS</b> Loudoun County, Virginia	Dewberry	TOLL ROAD INVESTORS PARTNERSHIP II (TRIP II) Phone: <b>703.707.8870</b> Project Manager: <b>Tom Sines, President</b> Office: <b>703.707.8870</b> Cell: <b>703.801.2742</b>	11/2003	10/2004	\$2,515	\$2,800	\$2,100

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

**Relevant Scope of Work**

- BID Build
- Earthwork
- Public Involvement
- Adjacent Project
- Bridge Widening
- Environmental Permitting
- Bridge Construction & Drainage

*This project included these Gloucester Parkway Project participants:*

Douglas Kennedy, PE (Pennoni)  
Jan A.Sherman (Lane)

**PROJECT SCOPE**

This project was located on Route 607 as it approaches and crosses over the Dulles Greenway in Ashburn, Virginia. The scope of work included widening the existing 220' long bridge by approximately 72', expansion of the existing MSE retaining wall, placing over 48,000 CY of fill material to widen the roadway to add two additional traffic lanes to Route 607 and to add concrete sidewalks on the northbound and the southbound lanes, placing underdrain for the roadway and miscellaneous site drainage, and placing approximately 6100 tons of asphalt.

**PROJECT DESCRIPTION**

This bid-build project included placement of all fill material, structural concrete and asphalt paving on the new portion of the roadway. Traffic was switched onto the new traffic lanes and we are currently in the process of milling the existing roadway to that we can overlay with surface mix and tie into the new paving. Work also included permanent stripping, completion of sidewalks and curb, and grading of the median islands. The project included a major design change involving installation of a sidewalk to accommodate pedestrian traffic in a safe manner.

The project involved working directly over the toll road while preventing interruption of traffic. There were no delays during the project. Lane completed the major work at night, including setting steel and placing the concrete decks. Lane completed the work ahead of schedule and under budget. There were no accidents during the project. Lane self-performed the majority of the work, along with Lane's paving division, Virginia Paving Company.



**PROJECT BACKGROUND**

Due to development and building in the area, this particular section of the Greenway was susceptible to increased volume. Contractually, it was necessary for the owner to widen the existing bridge to accommodate the volume while coordinating with abutting property owners.

**PROJECT BENEFITS**

- Improved interchange access to toll road and exit off the toll road
- Improved access to adjacent job centers and residential areas
- Improved safety for pedestrians and motorists

The project benefitted greatly from both Lane Construction and Virginia Paving working on the project, which resulted in additional stability from both a cost and schedule perspective. The project also enjoyed cost savings and better coordination effort throughout the duration of construction.

**Evidence of Performance**

Lane Construction values the long-term relationship with TRIP II as a client. In addition to the Dulles Greenway/Route 607 Interchange project, Lane also worked on the Dulles Greenway Toll Plaza Expansion, completed in 2005.

ATTACHMENT 3.4.1(B)  
LEAD DESIGNER WORK HISTORY FORMS

**ATTACHMENT 3.4.1(b)**  
**LEAD DESIGNER - WORK HISTORY FORM**  
**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
<b>B</b> MCNAIR ROAD BRIDGE Annapolis, MD	Doyon Government Group	<b>Naval Facilities Engineering Command Washington, DC US Naval Academy, Public Works Dept.</b> Project Manager: <b>Mr. Dan Musiker</b> Phone: 410-293-1075 Email: <b>daniel.musiker@navy.mil</b>	2011	2011	\$4,500	\$4,500	\$600

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

*Prime Designer: Pennoni Associates Inc.*

*Work Performed: Baltimore, MD*

*Relevant Scope of Work*

**B** Design Build

- Survey
- Study of Alternates
- Bridge and Pile Design
- Electrical Lighting
- Design
- Geotechnical
- Permitting
- Utilities
- Roadway Design

*This project included these Gloucester Parkway Project participants:*

Ted Januszka, PE (Pennoni)  
Ahmad Faqiri, PE (Pennoni)

**PROJECT SCOPE**

Pennoni provided bridge engineering, geotechnical engineering, surveying, highway engineering, permits and electrical layout engineering.

**PROJECT DESCRIPTION**

Pennoni Associates Inc. (Pennoni) provided preliminary and final engineering and construction consultation services as part of a design-build team for the fast tracked replacement of the McNair Road Bridge at the U.S. Naval Academy in Annapolis, MD. The bridge is adjacent to Nimitz Library and runs along Dorsey Creek, a tributary to the Chesapeake Bay.

The bridge is a six span continuous structure with a total structure length of approximately 264 feet. The superstructure consists of prestressed slab beams with one reinforced concrete architectural fascia beam to give a "seawall" appearance along the open water. The reinforced concrete fascia beam has a highly eccentric L-shape, and was designed by hand according to the LRFD method. The prestressed and reinforced concrete superstructure is post-tensioned together and made composite with a reinforced concrete bridge deck.

The bridge has an out-to-out width of 37'-7" which includes two travel lanes and two sidewalks to match existing. The bridge is geometrically challenging and ties into existing structures on four sides, requiring one end bent at a 48° skew and the remaining 6 bents at a 90° skew.

The bridge is supported by precast reinforced concrete pilecaps and twenty-nine concrete filled steel pipe piles. Due to the short construction period available, the design incorporated precast pilecaps, precast prestressed beams and precast reinforced concrete beams in accordance with Accelerated Bridge Construction (ABC) Technologies. One heavily deteriorated pile on an adjacent structure that is to remain in place was retrofitted with a fiberglass jacketing repair. Pennoni completed the preliminary design (35% submission) and final design (100% submission) of a new, six-span prestressed concrete bridge within four months. This project was designed in accordance with AASHTO LRFD design and constructed in accordance with NAVFAC specifications.

**PROJECT BACKGROUND**

When severe settlement was noted at one end of the existing bridge, an underwater inspection of the structure was performed. The bridge had not been inspected in the previous 30 years. The underwater inspection discovered severe deterioration to the steel H-piles, due to brackish water. Although this road is a vital route through the Naval Academy campus, the bridge was immediately restricted to one way traffic. The Naval Academy let a design-build contract to replace the bridge within a one-year timeframe.

**PROJECT BENEFITS**

The bridge replacement allowed the structure to be re-opened to two-way traffic.



**DURING CONSTRUCTION**



**BEFORE**



**AFTER**

**Evidence of Performance**


This project received the 2011 PWD Annapolis Safety Excellence Award.



**ATTACHMENT 3.4.1(b)**  
**LEAD DESIGNER - WORK HISTORY FORM**  
**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
<b>B</b> <b>PARAGON PARK</b> Loudoun County, VA	Only Pacific Boulevard has been constructed. The contractor was Shirley Contracting Company.	<b>Eugenia Investments, Inc.</b> c/o Mr. Jack Lewis <b>Commercial Property Associates</b> Phone: 703-821-8210 Email: commprop@att.net	N/A	2010	N/A	23,000 (Pacific Blvd)	446

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

<p><i>Prime Designer: Pennoni Associates Inc.</i></p> <p><i>Work Performed: Chantilly, VA</i></p> <p><b>Relevant Scope of Work</b></p> <ul style="list-style-type: none"> <li>• Permitting</li> <li>• Highway Engineering</li> <li>• Roadway design</li> <li>• Adjacent Project</li> <li>• Utilities</li> <li>• Intersection improvements</li> <li>• Environmental/Flood Plane</li> <li>• Stakeholder coordination</li> <li>• Value Engineering</li> </ul> <p><i>This project included these Gloucester Parkway Project participants:</i></p> <ul style="list-style-type: none"> <li>• Doug Kennedy, PE (Pennoni)</li> <li>• Fred Ameen, PE (Pennoni)</li> </ul>	<p><b>PROJECT SCOPE</b>                  Pennoni assisted property owner in the preparation of a Special Exception for a change in use, a Traffic Impact Analysis, Transportation engineering in the design of turn lanes and entrances to the property from Pacific Blvd a Design Build VDOT project currently under design. Penonni provided value engineering on the project on behalf of the landowner being impacted and sponsored by VDOT for the design of Pacific Blvd.</p> <p><b>PROJECT DESCRIPTION</b>                  Pennoni, formerly PHR+A, assisted Eugenia Investments, Inc., with Special Exception applications to amend the development conditions and existing Special Exception plat associated with their property on Route 28 and Pacific Boulevard, in Loudoun County, VA. The most recent plan approves 100% office use with the option to develop a hotel, a bank, and a gas station, and included a reconfiguration of the previously approved landbays.</p> <p>The scope of work also included a value engineering analysis of Pacific Boulevard which bisects the property. This Design Build project became a major point of discussion throughout this legislative process due to the cost of the project as well as the complexity of the Cabin Branch Floodplain crossing as well as the bridge crossing of the W&amp;OD trail.</p> <p>Pennoni also planned for, as a part of this legislative process, a replacement location for the W&amp;OD trail parking lot. The previous location for the trail access and parking lot was adjacent to the W&amp;OD trail along Route 28. The Route 28 improvements, specifically the Nokes Boulevard interchange, were impacting the entrance to the parking lot. The new and updated trail access and parking lot were made a condition of approval to the application. Mr Ameen was the Project Manager for the civil engineering aspects of the Special Exception to allow 100% office use including a bank, gas station and hotel on this 140 acre parcel of land. Included in the scope of work was a value engineering analysis of the Pacific Blvd crossing of the W&amp;OD Trail and the Major Flood Plain of Cabin Branch which bisected the property from east to west. Pacific Blvd, a design build project by VDOT, bisected the property from south to north.</p> <p>Pennoni represented Eugenia Investments Inc, the owner, in the VDOT sponsored value engineering to determine the most economical ways to construct these crossings due to their proffered monetary requirements. Since VDOT's self-imposed requirements were more stringent than what they require from a private developer, Pennoni was able to prove to the County that money could be saved if a developer were to build this road which resulted in a \$10,000,000 savings to the client in what the County required in proffered contributions toward the construction of Pacific Blvd. The value engineering also saved VDOT \$3,000,000 as a result of our recommendations to alter the profile to take out of rock and to provide MSE walls at the W&amp;OD crossing to save in the acquisition of property that would have been required if fill slopes were used in lieu of.</p> <p><b>PROJECT BACKGROUND</b>                  Loudoun County had the construction of Pacific Blvd as one of their highest priority road projects from its current ending on the south side of the W&amp;OD Trail north to Gloucester Parkway. Pennoni's Client was at the same time requesting a special exception to allow hotel use among others on their property a 141 acre greenfield site that was proposed to be bisected by the Pacific Blvd project. Pennoni was asked by VDOT to participate in their Value engineering review of the 30% bridging documents on behalf of our client.</p>	
<p><b>Evidence of Performance</b>                  "The Pennoni team, especially Fred Ameen, significantly increased the value of the property and expedited R-O-W dedication to VDOT by addressing owner's concerns for costs and design of Pacific Boulevard."</p> <p align="right">Jack Lewis, Commercial Property Associates</p>		



**ATTACHMENT 3.4.1(b)**  
**LEAD DESIGNER - WORK HISTORY FORM**  
**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
<b>PAULSBORO MARINE TERMINAL ACCESS ROAD AND BRIDGE</b> Gloucester County, NJ	AP Construction	<b>Gloucester County Improvement Authority</b> Project Manager: Marlin Peterson, Program Manager Phone: 856-423-5318 x122 Email: <a href="mailto:mpeterson@gcianj.com">mpeterson@gcianj.com</a>	Construction – November 2013	Construction – November 2013	\$16,200	\$16,200	\$1,800

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

**Prime Designer:**  
*Pennoni Associates Inc.*

**Work Performed:** *Chantilly, VA*

**Relevant Scope of Work:**

- Bridge Design
- Roadway Design
- Geotechnical
- Permitting
- Utilities
- Permits
- Environmental
- ROW

**This project included these Gloucester Parkway Project participants:**

Ted Januszka, PE (Pennoni)  
 Ahmad Faqiri, PE (Pennoni)

**PROJECT SCOPE**

Pennoni developed a 30% concept study, the preliminary design (60% submission), final design (100% submission), PS&E submission associated with the construction of a new access road and bridge over Mantua Creek that provides direct access to and from New Jersey State Route 44 and Interstate I-295.

**PROJECT DESCRIPTION**

The new access road connects Paradise Road with Industrial Drive and is 3,755 feet in length. The proposed structure crossing Mantua Creek is comprised of an 890 feet, eight span continuous steel plate girder bridge. The bridge is supported by reinforced concrete hammerhead piers and stub abutments with 16-inch diameter concrete filled steel pipe pile foundations. Spans 4, 5 and 6, which are the portions of the bridge over Mantua Creek, are comprised of 6 ft deep steel plate girders which were governed in design by the wind load in the non-composite state. Spans 7 and 8 of the structure are comprised of curved girders on a 600 ft. radius alignment which were designed using MDX Software.

The bridge design was completed in accordance with AASHTO LRFD Design Methodology and NJDOT standards. In addition to the standard AASHTO Design Vehicle and New Jersey Permit Vehicles, the bridge was designed to facilitate the passage of a 181 kip dump truck which was anticipated to be used on the proposed port facility. The bridge includes features such as a sheet-pile fender system around Piers 4 and 5 which integrates the cofferdams required for pier construction to provide protection around the piers from vessel collisions in the final condition. The 30% Submission and Preliminary Design Report was used as the basis in the development of preliminary and final construction plans, contract specifications and a detailed opinion of probable cost for the Paulsboro Marine Terminal Access Road and Bridge Project. The report presented the approach taken by the Pennoni multi-disciplinary design team in preparing recommendations for the roadway alignment, bridge structure type and related geotechnical solutions. It was recognized early that shallow foundations would not be feasible for the bridge due to the large vertical loads that would be transferred to the foundations. Sixteen 16-inch concrete-filled, steel pipe piles with a design load carrying capacity of 160 Tons were used for this project. The piles, which are primarily end bearing, were driven to depths of up to 65 feet in order to reach the dense sand layers needed to properly support the bridge.

The roadway design included a signal design, roadway lighting, traffic control and utility coordination. This project required the relocation of a Colonial Pipeline transmission line, reconstruction of effluent pipes from the adjacent water treatment facility, protection of a nitrogen line as well as the relocation of several aerial facilities. The roadway design followed NJDOT standards and specifications.

Pennoni has provided construction administrative services including review of shop drawings, responding to RFI's, attending construction meetings, assisting with coordination with adjacent projects and property owners, QA for steel fabrication as well as geotechnical monitoring during construction. Construction is scheduled to be substantially completed in November 2013.

**PROJECT BACKGROUND**

Gloucester County Improvement Authority (GCIA) selected Pennoni as the prime consultant to design a new roadway and vehicular bridge to access the proposed new world-class Paulsboro Port Marine Terminal managed, operated, and owned by the South Jersey Port Corporation. The funding for this project will be borne by the County and reimbursed 100 percent by using State funds from the New Jersey Department of Transportation. The new port terminal will be placed on the redeveloped BP Oil Company and Essex Chemical Company 190-acre brownfield site located in the northeastern corner of the borough, approximately six miles south of Camden on the Delaware River



**Evidence of Performance**

The construction bid price was within 1% of the engineer's estimate.



