

STATEMENT OF QUALIFICATIONS



I-95 Northbound Rappahannock River Crossing

From 1.16 miles South of Rte. 3 (Plank Road)

To 0.44 Miles South of Rte. 8900 (Centreport Parkway)

Spotsylvania County, City of Fredericksburg, Stafford County Virginia

State Project No. 0095-111-270

Federal Project No. NHP-095-2(531)

Contract ID No. C00105510DB106



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JULY 2, 2019

3.2 LETTER OF SUBMITTAL



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July 2, 2019

Suril R. Shah, P.E., DBIA
Alternative Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Letter of Submittal/Statement of Qualifications:
I-95 Northbound Rappahannock River Crossing
From: 1.16 miles South of Rte. 3 (Plank Road)
To: 0.44 miles South of Rte. 8900 (Centreport Parkway)
Contract ID Number: C00105510DB106

Dear Suril Shah:

Allan Myers and Corman Kokosing Construction Company have formed a joint-venture team for the I-95 Northbound Rappahannock River Crossing (I-95 NB) Project – Myers/Corman, A Joint-Venture (Myers/Corman). In partnership with Parsons Transportation Group (Parsons) and KCI Technologies (KCI), the Myers/Corman Team brings a strong qualified team with available resources, recent relevant interstate widening and large structure project experience, an integrated team with a successful work history together, and a history of on-time and on budget project delivery. Our Team looks forward to partnering with VDOT Fredericksburg District to safely and efficiently deliver this component of the VDOT Improve 95 in Fredericksburg Initiative to the Commonwealth on schedule and within budget.

As requested by Section 3.2 of the RFQ, our Team presents the following information:

- 3.2.1 Myers/Corman, A Joint Venture is the legal entity who will execute the contract with VDOT.
- 3.2.2 Thomas Heil will serve as the primary point of contact for the Myers/Corman Team.
Thomas Heil, P.E., DBIA, Director of Design-Build (571) 485-0387 (Telephone)
12500 Fair Lakes Circle, Suite 150 (610) 222-4348 (Fax)
Fairfax, VA 22033 thomas.heil@allanmyers.com
- 3.2.3 Executive VP of Operations, Aaron Myers is the Principal Officer for the Myers/Corman Team.
Aaron Myers, Executive Vice President of Operations (804) 290-8500 (Telephone)
301 Concourse Boulevard, Suite 300 (804) 418-7935 (Fax)
Glen Allen, VA 23059 aaron.myers@allanmyers.com
- 3.2.4 Myers/Corman, A Joint-Venture is a joint-venture partnership of Allan Myers VA, Inc. and Corman Kokosing Construction Company who will have joint and several liability for the Project with no limitations. The joint-venture will provide a single 100% performance and single 100% payment bond.
- 3.2.5 Myers/Corman, A Joint-Venture will serve as the Lead Contractor and Parsons Transportation Group, Inc. will serve as the Lead Designer for the Project.
- 3.2.6 Affiliated and subsidiary companies for Myers and Corman are identified on Attachments 3.2.6 and are in the appendix.
- 3.2.7 Executed Certification Regarding Debarment Forms are included in the appendix for all firms.
- 3.2.8 Allan Myers VA, Inc. and Corman Kokosing Construction Company (JV095) are active, in good standing, and prequalified to bid on the Project. Evidence of prequalification and approval of the “Joint Venture Bidding Agreement” for Myers/Corman, A Joint Venture is included in the appendix.
- 3.2.9 Myers/Corman, A Joint Venture has the capability to obtain a performance and payment bond for the \$126.5M estimated contract value of the Project as exhibited by the surety letter in the appendix.
- 3.2.10 Attachment 3.2.10 SCC and DPOR Information and full-size copies of individual licenses for all business entities and Key Personnel are included in the appendix.
- 3.2.11 Myers/Corman, A Joint Venture will achieve the 12% DBE participation goal for the Project.

Respectfully,



Aaron T. Myers
Executive VP of Operations, Allan Myers



Arthur C. Cox
Regional Executive Vice President, Corman
Kokosing Construction Company

3.3 TEAM STRUCTURE



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3.3 TEAM STRUCTURE

Allan Myers and Corman have formed a joint-venture team with the resources and expertise to successfully deliver the I-95 NB Rappahannock River Crossing project on schedule and within budget, while maximizing public safety and minimizing environmental impacts. As self-performing heavy civil contractors, our firms have extensive interstate and bridge construction experience, available resources and capacity in the project area, the ability to self-perform all critical aspects of work on the Project, and a history of on-time and budget project delivery. Myers/Corman have partnered with Parsons as the Lead Designer, KCI Technologies for Structural Design, and Quinn Consulting Services (QCS) for Quality Assurance. We have worked with each of these team members recently on successful design-build interstate widening and bridge construction projects. This experience working together provides an integrated team with established relationships and best practices that facilitate innovative project solutions and expedite project delivery. A summary of our team members recent experience working together includes:

- Myers/Corman working together to construct three VDOT interstate widening projects including I-64/Route 623 interchange;
- Teaming with Parsons on five VDOT design-build projects including interstate and major bridges over waterways such as the \$409M I-64/High Rise Bridge;
- Partnering with KCI on six VDOT design-build projects including the \$141M I-64 Segment II; and
- Coordinating with QCS on two VDOT design-build projects including the \$30.8M Fall Hill Widening.

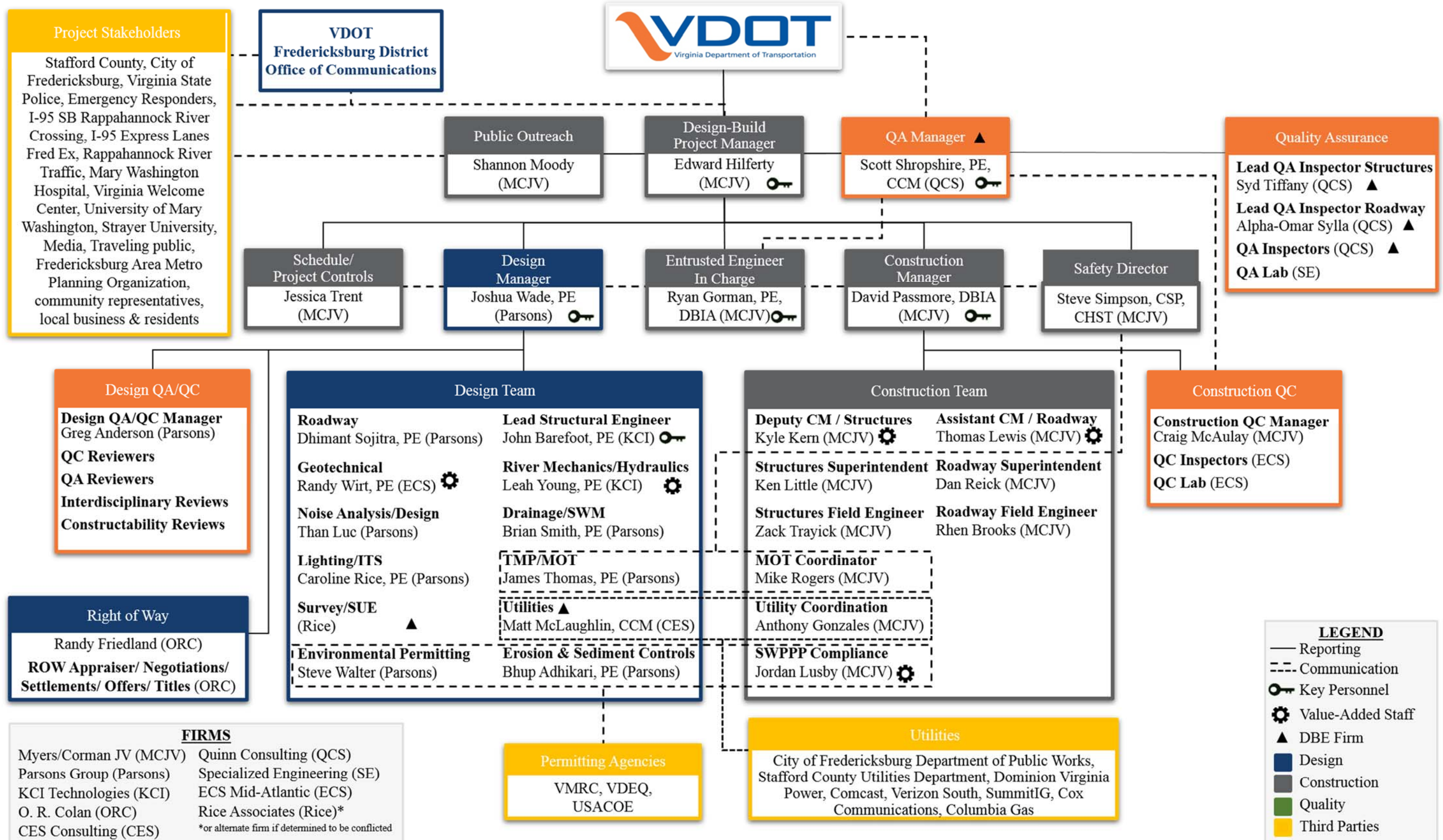


3.3.1 KEY PERSONNEL

Our Team is committing key personnel with the qualifications, experience, and availability to successfully deliver the Project and effectively manage the project risks. These individuals have held similar roles and responsibilities on recent VDOT design-build, interstate widening, I-95 corridor, and major bridge projects.

Key Personnel	Experience	Expertise	Project Highlights
Design-Build Project Manager Edward Hilferty	32 Years	<ul style="list-style-type: none"> • 4 VDOT design-build projects • Interstate widening expertise • I-95 corridor experience 	<ul style="list-style-type: none"> • I-95 Express Toll Lanes • I-64 Segment II • I-95/Temple Ave
Entrusted Engineer in Charge Ryan Gorman, PE, DBIA	22 Years	<ul style="list-style-type: none"> • 7 VDOT design-build projects • RCE & DB Integrator experience • First RCE in Virginia • Interstate & bridge waterway expertise 	<ul style="list-style-type: none"> • Route 29 Solutions • I-64/High Rise Bridge • I-64 Exit 200-205
Quality Assurance Manager S. Scott Shropshire, PE, CCM	23 Years	<ul style="list-style-type: none"> • QA for three VDOT design-build projects • I-95 project corridor experience • VDOT ACE experience 	<ul style="list-style-type: none"> • I-95 SB Rappahannock • I-95/Route 630 • Route 606/I-95
Design Manager Josh Wade, PE	25 Years	<ul style="list-style-type: none"> • DM on four VDOT design-build projects • VA Interstate widening/bridge design and barrier-separated traffic 	<ul style="list-style-type: none"> • I-64/High Rise Bridge • ICC Contract B • I-395 HOV
Construction Manager David Passmore, DBIA	30 Years	<ul style="list-style-type: none"> • 3 VDOT design-build projects • Interstate widening and bridge construction expertise 	<ul style="list-style-type: none"> • I-64 Segment II • Middle Ground Blvd • I-680 Widening
Lead Structural Engineer John Barefoot, PE	27 Years	<ul style="list-style-type: none"> • 6 VDOT design-build projects • Extensive large interstate structures design including river/ navigable water crossings 	<ul style="list-style-type: none"> • I-64 Segment II • I-66 OTB P3 • Nottoway River Bridge

3.3.2 ORGANIZATIONAL CHART AND NARRATIVE



The organizational structure of the Myers/Corman Team depicted on the previous page shows the individuals responsible for all aspects of the management, design, and construction of the Project. This structure supports cost-effective and schedule conscious project delivery, successful coordination with the adjacent I-95 Southbound Rappahannock River Crossing and I-95 Express Lanes Fredericksburg Extension projects, and implementation of innovative design/construction approaches including bridge construction in a constrained work space. Integrated collaboration between design and construction staff will reduce construction impacts and actively analyze the potential benefits associated with calculated risks to expedite delivery of the project improvements. The reporting relationships and communication lines shown support successful mitigation of all major risk elements including maintenance of traffic, water management, and construction access. The narrative below describes the roles and responsibilities of key and value-added personnel in managing the project and mitigating risks to ensure successful and timely project completion.

Key Design-Build Project Manager, Edward Hilferty will report to VDOT and serve as the primary point of contact for our Team. He will be responsible for oversight of design, construction, and quality management. Ed will work closely with EEIC, Ryan Gorman; DM, Joshua Wade; CM, David Passmore; and QAM, Scott Schropshire to develop and implement an innovative, efficient approach to design and construction during the proposal, design, and construction phases. He will ensure all contractual obligations and requirements are met and will work closely with VDOT to proactively avoid and resolve disputes. Ed will coordinate with PR Manager, Shannon Moody, and VDOT for public outreach; Schedule Manager, Jessica Trent, to manage schedule risks before they become critical; and Safety Director, Steve Simpson to prioritize public safety during and post-construction. He will be responsible for overall project performance and will ensure the project is safely delivered, on or ahead of schedule and within budget.

Key Entrusted Engineer in Charge, Ryan Gorman, PE, DBIA, will work closely with DM, Josh Wade; CM, David Passmore; and QAM, Scott Schropshire to deliver a safe, functional, and efficient project. Ryan will work closely with the design team to ensure that engineering decisions are evaluated for impacts to the Project as a whole and are aligned with the overall project goals/priorities. His integration with construction operations will ensure that means and methods are incorporated into the final design, and that all engineering decisions are made by a licensed professional engineer with the experience and qualifications in the various disciplines necessary. Ryan will be available to make any necessary engineering decisions or ensure decisions are made by skilled and qualified responsible charge engineers.

Key Quality Assurance Manager, Scott Shropshire, PE will report to DBPM, Ed Hilferty, with direct coordination and oversight by VDOT. Scott will manage the QA inspection and testing to ensure that all work completed and materials provided meet the contract requirements. He will communicate frequently with key staff, participate in regular coordination meetings, and confirm that the construction QC program is functioning properly. He will be responsible for the quality assurance (QA) inspection and testing of all materials used and work performed, monitoring of the construction QC program and ensuring that all work and materials, testing, and sampling are per contract requirements. Scott will be supported by Lead QA Inspector Structures, Syd Tiffany and Lead QA Inspector Roadway, Alpha-Omar Sylla. Syd and Alpha-Omar will be onsite full time for the duration of the Project.

Key Design Manager, Joshua Wade, PE will ensure the overall project design is in conformance with all contract documents/requirements. He will develop and oversee the rigorous project specific QA/QC program for design activities in conformance with VDOT requirements and Parsons ISO certified procedures. Josh will ensure the QA/QC program includes interdisciplinary reviews with safety, environmental, and constructability reviews included. He will manage and coordinate all design elements including roadway, structural, hydraulic, traffic, MOT, ROW, utilities, environmental, and geotechnical. Josh will directly manage and oversee the work of design subs including geotechnical and survey and will remain involved after design is complete to review and track items such as NDCs and RFI's.

Key River Mechanics/Hydraulic Design, Leah Young, PE has more than 16 years of hydrologic/hydraulic engineering experience. On the Route 1 Bridge over the Rappahannock River Canal project,

Leah conducted a HERS analysis within the FEMA Zone A approximately 2 miles downstream from the I-95 NB bridge. Leah also performed the preliminary analysis for the I-95 SB project RFP for design of the causeway and the new piers in the river; demonstrating her design and modeling expertise with a range of flows addressing temporary and permanent impacts for the Rappahannock River.

⚙️ **Geotechnical**, Randy Wirt, PE has extensive geotechnical experience as Principal Geotechnical Engineer on the I-95 SB project including development of geotechnical explorations and engineering recommendations. His experience includes similar projects along the I-95 corridor such as the I-95 over Rappahannock SB General Purpose Lanes, I-95 at Mudd Tavern Road, Route 17 and I-95 signage foundations, Route 630 (Courthouse Road) at I-95, Spotsylvania Parkway over I-95, and Route 17 over I-95. This experience provides an understanding of geotechnical risks from project development through construction including foundations on shallow weathered rock and bedrock, embankments/slopes with marine clays, driven pile foundations, stability of earth embankments, and ground improvements.

🔑 **Construction Manager**, David Passmore, DBIA will report to the DBPM, Ed Hilferty, and will be on-site full-time throughout the duration of construction. David will be responsible for managing the construction process, including QC, to ensure materials used and work performed meet contract requirements. He will oversee all construction operations, including maintenance of traffic, utilities, roadway and bridge construction. During the design phase, David will work closely with DM, Joshua Wade, and DBPM, Ed Hilferty, to evaluate innovative design approaches and develop a sequence of work that is consistent with construction means/methods. David will manage QC efforts to ensure the work/materials comply with contractual requirements, with support from QC Manager, Craig McAulay. David will make certain that construction performance supports green-green-green status as evaluated by VDOT for cost, schedule, and environmental management.

⚙️ **Assistant CM Structures**, Kyle Kern's 29 years' onsite experience led to progressive roles where he supervises complex structural concrete projects with many crews and subcontractor/supplier coordination. His project experience includes the \$30M Fall Hill Avenue, \$483M ICC Contract A, and \$26M Rehabilitation of 11 Bridges on US 13 (Salisbury Bypass) design-build projects. Kyle will report to CM, David Passmore and will directly oversee all structures construction activities including the new NB bridge over the Rappahannock River.

⚙️ **Assistant CM Roadway**, Thomas (TJ) Lewis has 8 years' experience in the industry working on projects ranging from large sitework packages to major design-build roadway widening projects. His varied experience allows him to plan work activities, manage roadway construction and MOT effortlessly on projects of all sizes. TJ's VDOT design-build experience includes the I-64 Segment II, Rolling Road/Franconia Parkway interchange, and Walney Road Bridge Replacement design-build projects. TJ will report directly to David Passmore and will manage the construction of all roadway elements to ensure compliance with the project objectives and that all work is completed safely and efficiently.

⚙️ **SWPPP Compliance**, Jordan Lusby will oversee the installation and maintenance of erosion and sediment controls to ensure environmental compliance throughout construction and will establish best practices for the implementation and maintenance of ESC measures in coordination with VDOT NPDES coordinators and Environmental Compliance Inspectors (ECI). Her recent experience as the construction SWPPP Compliance Manager on the I-64 Segment II project implemented best practices for coordination, inspection, and resolution of SWPPP compliance issues that will minimize environmental impacts and avoid potential schedule delays for the Project.

🔑 **Lead Structural Engineer**, John Barefoot, PE, will report to DM, Josh Wade, and will be responsible for the structural design of the bridges and retaining walls. John will coordinate closely with CM, David Passmore and RCE, Ryan Gorman to incorporate construction means and methods into the design. During construction, John will remain available to verify design assumptions and modify the design based on actual field conditions encountered with specific focus on structural demolition, foundations, bridge girder erection, and superstructure and substructure repairs.

3.4 EXPERIENCE OF TEAM



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3.4 EXPERIENCE OF TEAM

The Myers/Corman JV’s collective experience includes 58 design-build and P3 projects, including 17 for VDOT. Based on this experience, our Team has developed an integrated approach to design-build project delivery for the I-95 NB Rappahannock River Crossing project which includes:

- Partnering with VDOT and adjacent project teams for the I-95 Fred Ex and I-95 SB River Crossing projects to coordinate traffic impacts and maintain consistent roadway user expectations;
- Minimizing congestion during construction and incorporating safety into our design and construction approaches based on our team members extensive experience working along the I-95 corridor;
- Providing innovative design solutions and construction techniques to minimize construction impacts, expedite delivery of the project improvements, and reduce costs;
- Evaluating the most efficient and effective construction approach for the northbound Rappahannock River bridge given the constrained work space and environmentally sensitive area;
- Providing a practical and cost-effective solution for the Route 17 interchange improvements; and
- Implementing a risk management approach that ensures successful project delivery on or ahead of schedule to realize all project incentives.

3.4.1 WORK HISTORY

The Myers/Corman Team has included work history forms on Attachments 3.4.1 which convey our experience and successful delivery of relevant projects with similar scope and complexity. The projects presented are interstate widening projects, which include bridge construction and interchange modifications and range up to \$141M in construction value. On the work history forms, we have expanded on the relevant aspects of coordination with adjacent projects, bridge construction in constrained work spaces, innovative design and construction techniques, limiting impacts and minimizing congestion, finishing on or ahead of schedule, and taking/managing risks and realizing incentives. While this experience provides a snapshot of the relevant experience of our team, these projects are only a small sample of our Team’s extensive experience with the I-95 corridor, interstate widening, and large bridge structures over a river.

Figure 3.4.1 Relevance of Work History Forms

Project Relevance	I-64 Segment II	I-64/ Rte 623	I-95 ETLs	I-64 Widening/ High Rise Bridge	ICC Contract B	I-395 HOV Lane
Construction Value	\$141M	\$34M	\$53M	\$409.5M	\$560M	\$56M
Team Members Involved	Myers KCI	Corman Myers	Myers	Corman Parsons Myers KCI	Corman Parsons KCI	Parsons
Design-Build	✓	✓		✓	✓	✓
Interstate Widening	✓	✓	✓	✓		✓
Collector-Distributor Lanes			✓	✓		
Interchange Modifications	✓	✓		✓	✓	✓
Adjacent Project Coordination	✓		✓	✓	✓	✓
Bridge Construction	✓	✓	✓	✓	✓	✓
Bridge over Waterway		✓	✓	✓	✓	
Constrained Work Space	✓	✓	✓	✓	✓	✓
Sign Structures/Signals	✓		✓	✓	✓	✓
SWM Facilities	✓		✓	✓	✓	✓
Sound Walls			✓	✓	✓	✓
ROW Acquisition	✓	✓		✓	✓	✓
Utility Coordination	✓	✓	✓	✓	✓	✓
Public Outreach	✓	✓	✓	✓	✓	✓

3.5 PROJECT RISKS



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3.5 PROJECT RISKS

In preparation of this SOQ, the Myers Team has reviewed VDOT's project documents, visited the project site and visually assessed site conditions, including traffic flow/congestion, and access limitations. We understand the importance of the VDOT's initiative to improve I-95 in Fredericksburg and the importance of expediting delivery of this Project in conjunction with all other Program projects within the I-95 corridor. The need to balance the swift and efficient delivery of the Project must also be weighed against the need to maintain safe and continuous traffic flow through the corridor throughout the term of construction. For discussion in this SOQ, the Myers/Corman Team has identified three project-specific risks which require additional investigation, analysis of potential impacts, and the identification of mitigation strategies. These risks are *(1) Maintenance of Traffic, (2) Water Management, and (3) Bridge Construction Access*. Our risk management strategies include innovative design and construction approaches, focusing on corridor-wide traffic safety, collaboration with VDOT and adjacent corridor projects, and the leveraging of team strengths with respect to experience with similar risks on projects of similar scope, size and complexity.

MAINTENANCE OF TRAFFIC

The construction of the I-95 NB Rappahannock River Crossing (I-95 NB) will create additional delays for the traveling public which will have an impact on the corridor's overall safety. Poorly planned maintenance of traffic and lack of coordination with multiple active projects in the corridor would further increase driver confusion. Data included in the February 2018 I-95 Express Lanes Fredericksburg Extension (Fred Ex) IJR indicates overall increasing crash rates for the study period, with rear end crashes being most prevalent at 59%. The current safety risk to the traveling public, incident management response, and the construction workforce is exacerbated by the mix of aggressive, distracted, and commuter drivers traveling through a highly congested highway and navigating multiple construction work zones.

Why the Risk is Critical

The I-95 corridor had a weekday volume of over 136,000 vehicles per day according to the most recent VDOT traffic data. Recognizing the current growth in the corridor, an effective TMP will need to safely move traffic through seven miles of construction work zones. Main line traffic will be impacted and shifted for both the inside and outside roadway widenings, construction of the collector-distributor (CD) lanes, tie-ends to Fred Ex, and a major new bridge crossing of the Rappahannock River. Interstate and local traffic is also impacted by the interchange work at Route 17 consisting of ramp widenings, utility adjustments, new signal installations, and auxiliary lanes as defined in the base scope. Maintenance of traffic is further complicated for the NB I-95 to Route 17 WB flyover option due to utility adjustments.

Coordination of overlapping work zones with Transurban will introduce competing construction sequencing, barrier placements, and temporary lane closures. The MOT becomes more critical due to the overlap of the Fred Ex Southern entrance at Route 17, likely requiring an aggressive construction effort to start revenue service for Transurban while the I-95 NB project is constructing the Route 17 flyover. Traffic will be adjacent to varying phases of construction along NB I-95. Confusion could be created by a lack of coordination between projects for lane closures and roadway alignments. This risk is shared by team members of all projects, who are working in and around high speed, high volume traffic.

The need for night-time closures, superstructure erection of the river crossing, and construction vehicle access to work zones from the high-speed left lane presents access an increased potential for crashes. An anticipated mix of long-distance travelers, short trips, commuters and seasonal traffic fluctuations will be further complicated by around-the-clock construction activities potentially resulting in cut-through impacts on adjacent corridors and local communities. Potential for traffic crashes and incidents due to the large volume of trucks traveling at high speeds mixing with senior, unfamiliar, and aggressive drivers.

Potential Impact to the Project

Due to three projects in the corridor, the high volume of traffic, and the mix of drivers, any uncommunicated change in one of the project’s traffic control plan could severely impact the other two projects and the traveling public. Should an incident occur due to this lack of communication, major disruption of the both corridor and project construction production could occur. The inability to minimize these occurrences will result in public safety concerns, increased potential for rear-end crashes, more significant traffic delays, and lack of confidence of the traveling public and adjacent communities.

Construction coordination between contractors could impact the project schedule as the work from one contract either overlaps or is dependent on the completion of an adjacent roadway segment. This issue would typically be managed through routine communication with adjacent contractors and flexibility to adjust work areas to different locations. The I-95 NB project does not have this same flexibility with the three projects working so close to one another and at different stages of construction with fill slopes, ramps, drainage, and structures within the LOD of the adjacent project. This overlap occurs linearly as well as transversely within the corridor and is further complicated with a different owner on the Fred Ex project.

Without a corridor wide strategy and comprehensive incident management plan for the corridor, significant delays can impact safety as well as crew performance by cutting their access to a work site, delaying material deliveries from trucks stuck in traffic, and lost time for planned lane closures that cannot be performed until the traffic returns to normal.

Figure 3.5.1 Construction Coordination Points with the I-95 Fred Ex Project



Team Mitigation Strategies

The Myers/Corman Team approach to mitigating the risk associated with maintenance of traffic starts with our commitment to achieving incident and injury free construction for the Project. Safety will be integrated into the MOT design by providing a plan that ensures the protection of the traveling public and construction personnel in this highly traveled corridor. Integrating safety into our construction approach starts with maximizing safety through the MOT design with specific focus on minimizing the number of traffic shifts, meeting or exceeding the minimum design requirements, incorporating the MOT needs and construction means and methods into the Project design, and communicating the planned sequence of construction with the adjacent corridor projects and the traveling public.

Extensive Interstate Widening and I-95 Corridor Experience
 The Myers/Corman Team has substantial interstate widening experience with recent projects including the I-64 Segment II, I-64/Route 623, and I-95 Express Toll Lane widening projects. We have a unique sensitivity to challenging traffic conditions along the I-95 corridor having constructed nearly 30 projects along the I-95 corridor in Virginia, Maryland, and Delaware.

For the MOT design, our Team will strive to develop a design that maximizes the safety of ingress/egress points; minimizes the number of traffic shifts; and exceeds the required minimums for clear zones, shoulder widths, and other elements where possible based on work zone constraints. We will evaluate alternate traffic control plans for the Route 17 interchange and westbound movement alternatives for the signal and flyover ramp. Balancing the earthwork and providing internal haul roads where feasible will help minimize truck traffic entering or exiting the project site to prevent further congestion on the corridor due to construction. We will investigate the use of variable speed limits within the project limits for nighttime lane closures and traffic shifts. CM, David Passmore will work closely with the design team to ensure the MOT design is consistent with the approach to construction. Throughout the design process, we will conduct constructability reviews, incorporating the constraints of E&S controls, temporary drainage, lane closure restrictions, and material deliveries to develop a MOT concept that is consistent with field implementation.

Our Team will coordinate with VDOT to initiate regular traffic management meetings with the adjacent I-95 SB Rappahannock River (I-95 SB) and Fred Ex contractors for updates regarding the schedule for each project, including a near-term three-month activities report, a five-week look ahead schedule, and status updates for the next major impact traffic shift activities. Coordination will begin with monthly meetings during the design phase as we develop the sequence of construction and potential conflicts and will become more frequent during construction with weekly schedule updates and daily operation coordination meetings. These coordination meetings will include the project managers, traffic managers, designers, communication team, and superintendents for a detailed discussion and review of major traffic control activities for phase changes, lane closures, and bridge work as well as potential issues with items such as temporary drainage, differing project stages, and schedule updates. We anticipate that I-95 SB will be substantially complete by the commencement of construction on the Project, but if necessary will be included in traffic management meetings. This approach will facilitate corridor-wide awareness for each project team and enable their ability to adjust due to likely changes caused by weather, materials delivery, unplanned changes, etc. without impacting the traveling public.

During construction, implementation of traffic controls will be overseen by superintendents, field managers, and traffic crews with American Traffic Safety Services Association (ATSSA) certified technicians and supervisors. The training of our construction crews, and their recent experience on similar interstate widening projects such as the I-64 Segment II widening and I-64/Route 623 widening projects, will ensure all long-term and short-term traffic patterns are installed and maintained to the proper standards. We will also minimize truck traffic entering/exiting the project site by balancing the earthwork to the greatest extent possible within each project segment and throughout the project as a whole. Thorough communication and public outreach efforts will be overseen by PR Manager, Shannon Moody, to communicate construction impacts, including travel delays and congestion notifications. We recognize that unforeseen challenges impacting design and construction progress or unanticipated traffic control issues within the project limits and with adjacent contracts may require field changes, with approval from EEIC, Ryan Gorman.

Role of VDOT and other Agencies

Initially, VDOT will act as the primary liaison between the Myers/Corman Team and Transurban with the sole focus of establishing communication and coordination protocols between the two projects. Once these protocols are established, our Team will relieve VDOT of this primary liaison responsibility to the extent possible. VDOT's role will not change significantly from those on other similar projects and will include review and approval of the project TMP and ensuring VDOT staff adhere to all Project safety requirements while visiting the site. The added responsibility of VDOT will be to attend the safety and Traffic Management Meetings to ensure VDOT is well informed and approves of all the coordination efforts, the required public outreach/notifications and overall approach to safety and traffic management of the corridor.

WATER MANAGEMENT

With multiple concurrent projects in the same corridor at different stages of design and construction, managing the storm water throughout the area in compliance with the VPDES Program and all applicable VSMP, SWPPP, and E/SC requirements is critical to environmental compliance and public safety.

Why the Risk is Critical

The reconstruction of I-95 will significantly affect the existing drainage patterns for the ongoing I-95 SB, future Fred Ex ramp connections, and proposed I-95 NB projects. In addition, the Rappahannock River is a critical jurisdictional resource that warrants special attention, as pertaining to the management of stormwater volume/discharge impacts and the avoidance of illicit stormwater discharges to this waterway. The challenge will be to protect receiving waterways and to avoid flooding, overwhelmed erosion & sediment controls (ESCs), and unanticipated increases to downstream drainage ditches, pipes and culverts.

Additionally, the rolling topography of the I-95 corridor has areas of steep slopes that are subject to erosion, especially during construction phases when there will be denuded ground surfaces and unanticipated alterations to flow patterns. Grading for the new ramps, median widening, and CD lanes will affect the existing drainage patterns, as each of the three projects are constructed with their temporary, interim, and final drainage conveyances along I-95. This requires the drainage, ESCs and stormwater management (SWM) facilities to be closely coordinated between contracts so that BMPs and other facilities do not impede other projects or magnify impacts of each project on outfalls in the area.

Proper management of drainage and storm flows through an active construction site is an important aspect in minimizing flood risks and permit violations. We understand the importance of properly designed and coordinated grading plans between projects, as the construction clearing, rough, and final grading is being performed. This coordination is complicated by uncertain field conditions as upstream construction is performed by I-95 SB and Fred Ex projects without the benefits of properly sized and installed pipes, ditches, and ESCs. Coordination with the adjacent contractors is important to obtain current field conditions. Revisions and pending design changes from the I-95 Fred Ex and I-95 SB projects can impact the Project's drainage design resulting in lost design and SWM efficiencies.

The majority of our drainage design will accommodate the proposed drainage flows from the future I-95 Fred Ex, I-95 SB mainline, and CD roadway's drainage. The risk for this project is managing the water through construction in the clearing/grubbing and grading/drainage phased construction implementation when the final design of drainage ditches, pipes, ESCs and SWM may not reflect the actual field conditions of the I-95 SB and I-95 Fred Ex initial construction phasing. As each of the three projects' plans are implemented, extensive coordination is needed between all contractors to address actual field conditions as they may impact drainage patterns. Further, interim E/SC protections will be required to ensure continuous VPDES Program compliance as construction progresses from the approved Phase I to Phase II E/SC plans.

Potential Impact to the Project

Potential project impacts of this risk include flooding of VDOT facilities and adjacent properties; erosion of ditches and slopes; sediment discharge onto downstream properties; permit violations; negative publicity; and project delays due to shutdowns, cleanup, and unforeseen retrofits.

From an overarching point-of-view, we understand the importance of preparing and adhering to good drainage plans that meets VDOT and VDEQ expectations, regardless of field conditions and the conditions of adjacent projects. There can be significant increases in uncontrolled storm flows resulting in the flooding of I-95, ponding at undersized pipes or ditches, or overwhelmed ESCs spilling sediments outside the limit of disturbance. Managing diverted storm water, properly-sized sediment controls and roadway temporary drainage are important for reduced flooding, permits compliance, and environmental stewardship.

Myers/Corman Team Mitigation Strategies

The Myers/Corman Team will implement a balanced approach to water management that provides cost-effective solutions for SWM facilities, coordinates design and construction with adjacent projects, minimizes construction costs and schedule, and ensures permit compliance. Our Team will provide an innovative approach to drainage, ESC, and SWM design to ensure that VPDES general requirements are planned for and met and proactively monitor compliance throughout construction. Our Team will carefully evaluate the use of ESC phasing that integrates closely with the construction and MOT phasing and will ensure BMPs and E&S measures are installed as the first step in the construction process. Open and frequent communications with adjacent projects for consideration for the overall I-95 corridor drainage and SWM plan will provide cost-effective and low maintenance SWM facilities among all the projects.

As our Team reviews the plans from the adjacent projects, especially with I-95 Fred Ex connections, there may be duplicative SWM controls that could be accommodated with a larger adjacent facility with the benefit of reducing the I-95 corridor overall maintenance costs. Also, since by good practice we aim to bypass large (and clean) offsite flows around a work area, an understanding of interim flow patterns promotes the appropriate sizing of such water conveyance measures. This separation of large offsite flows from onsite flows will make our onsite SWM and ESC practices smaller, more manageable, and will mitigate the risk of E&S failure during construction.

We understand I-95 drainage typically crisscrosses the roadway within each project segment, resulting in a project either managing or generating additional runoff from the adjacent project. The drainage design will be based upon the ultimate design year flows for the design of ditches, storm drain, culverts, and SWM facilities. We also understand there may be instances where changes to the concepts design occur after the RFP stage as the final drainage areas are defined and coordinated with the adjacent projects.

Following NTP, we will establish a water management task force to coordinate with the adjacent design and construction teams with monthly coordination meetings and biweekly (or as needed) conference calls to discuss and address the proposed construction staging between contracts. We will base our design on their available plans and computations for the flexibility in providing adequate conveyance of drainage through our ditches, pipes, and culverts and into our SWM facilities to meet VDOT's and resource agencies water quality treatment requirements. For example, we will evaluate options to increase pipe sizes, provide more flexibility in design, accommodate future flows, and reduce the number of SWM and sediments basins.

Coordinating and defining the proposed I-95 NB drainage patterns for design of the pipes, ditches, and culverts during the bid phase assumes the I-95 SB and I-95 Fred Ex plans and calculations are available to the team for use in our design. Our design will need to account for the actual drainage patterns to fully understand how drainage will function during pre- and post-construction conditions for all of the adjacent projects. For example, proposed drainage flows reaching an existing culvert under I-95 NB will be either replaced or rehabilitated, requiring our team to calculate the ultimate condition flows to determine the correct size of the culvert for the I-95 Fred Ex, I-95NB, and I-95 SB projects. We will be proactive in coordinating the drainage design between projects at each stage of construction to address this project risk. During construction, our Team will be flexible with actual interim conditions while following the baseline direction on approved plans including the approved sequence of construction.

The Myers/Corman Team is prepared to proactively address concerns about the timely installation and maintenance of erosion and sediment controls. As voiced publicly, at industry forums, and during monthly Project progress meetings, environmental compliance continues to be a priority of the VDOT. Our Team will implement lessons learned from I-64 Segment II and other interstate widening projects to design, construct, and maintain ESC and SWM best management practices (BMPs) that meet or exceed VDOT's ESC and SWM Standards and Specifications and the Virginia Erosion and Sediment Control Handbook.

VPDES compliance monitoring efforts will be proactively managed by Myers/Corman and will extend to operations of any subcontractors utilized during construction.

Our Team will coordinate ESC inspections by mirroring VDOT's C-107 form to track inspection notes, action items, responsible parties, and completion dates. Our Team will maintain a transparent living document for ESC inspections with open action items and provide access to all team members including the district inspection team and construction field managers. In addition, we will designate ESC maintenance resources to proactively prepare for wet weather events and reduce response time for maintenance. With the apparent increase in high intensity and duration rainfall events in recent years, the construction team will actively monitor a variety of weather forecasting outlets to conduct pre-rain event inspections and preemptively clean out, repair/replace, and enhance ESC in advance of inclement weather.

ESC Compliance Best Practices

To ensure compliance throughout construction, Construction SWPPP Compliance Lead, Jordan Lusby will implement best practices from the I-64 Segment II project which include coordinating ESC inspections by mirroring VDOT's C-107 and maintaining a transparent living document for ESC inspections with open action items.

Role of VDOT and other Agencies

The role of VDOT and other stakeholder agencies on the Project will be unique due to overlapping projects. Flexibility is encouraged by the agencies to accommodate revisions to E&S and other permit documents. Otherwise VDOT's role is anticipated to be similar to comparable projects and including meeting attendance, reviews of design submittals, and coordination assistance with the stakeholders including DEQ for the Construction General Permit (CGP). During construction, VDOT will continue to coordinate with VA DEQ. VA DEQ ultimately enforces adherence to VPDES and CGP requirements and may conduct their own inspections to ensure that we are adhering to VDOT's ESC and SWM standards in the field.

BRIDGE CONSTRUCTION ACCESS

Construction of the new I-95 NB bridge crossing of the Rappahannock River will require a causeway that is large enough to stage materials, equipment, and large cranes to build the pier footings, columns, and superstructure from the river and minimize traffic impact due to multiple lane closures along I-95. The permits required to authorize this access will be at risk due to the potential overlapping construction activities in the Rappahannock River. Once permitted, construction access will occur in the confined space of approximately 90' between the existing I-95 bridges while addressing regulatory requirements that minimize activity in the river to protect the aquatic resources while minimizing the potential for flooding.

Why the Risk is Critical

The site review coordinated by VDOT during this SOQ preparation verified construction work in the Rappahannock River is complicated with the interrelated safety issues for obtaining timely environmental permits, placing construction equipment in a riverine environment, and building the bridge in a confined 90' space between the new SB and existing NB bridges. The Rappahannock River is very flood prone with the narrow channel and steep slopes to the river concentrating the river flows. We noted flood warning signs and evidence of water topping the causeway during our site visit.

It is critical to design an adequately sized causeway with a combination of culverts and bridges to construct the majority of the bridge from the river. The causeway design needs to balance the increased river elevations with the need to safely stage equipment at an elevation with a reasonable and normal river level fluctuations. Rainfall in the upper reaches of the water shed can cause dangerous flash flooding at the project crossing where no rain had occurred. The stream valley is narrow, on rock, and has fast flows, creating the potential for causeway flooding that requires design countermeasures.

The large causeway constructed by the SB contractor falls within the areas needed to construction the NB bridge elements. This may create permitting issues for the design and construction of the causeway to construct the I-95 NB bridge depending on the project completion schedule. There is the potential for significant schedule and cost savings to the Project if the resource agencies agreeing were flexible in their consideration of the use of the existing SB causeway for use by both projects.

Building the foundations and piers from the river access causeway will be challenging with the limited space of 90' between bridges. There are inherent safety risks when either picking beams with 200-foot boom cranes in the constrained space, both located on the causeway or from an alternative election plan with the beams picked from trucks and cranes staged with nighttime lane closure on the I-95 bridges.

Working from the causeway requires a stable platform for lifting the beams from the I-95 bridges. Staging the superstructure heavy lifts will require careful planning when working in a riverine environment for similar challenges with a high structure bridge and placing beams. Conversely staging the cranes from the I-95 bridges requires night-time lane closures due the size of the cranes, delivery trucks, and time for setup.



Figure 3.5.2 I-95 SB Project Causeway

Potential Impact to the Project

The site constraints that limit bridge construction access have the potential to impact the Project with unknown additional costs and schedule delay. Permit approvals could be delayed if the I-95 NB project is trying to submit and obtain permits while the I-95 SB project is still actively working on the bridge. Should the I-95 SB bridge work encounter delays, possibly due to time of year restriction or weather events, that resulting conflict with the I-95 SB causeway could delay permit approvals and the overall construction schedule. Although we assume the I-95 SB bridge will be completed before our plans are released for construction, we also recognize that we are at risk should this assumption not hold true. This conflict will greatly complicate our permit submission for defining the existing conditions and how the proposed causeway would be permitted. It is important to accurately predict any delays in the processing of permits for river work such that it falls outside of the time of year restrictions to avoid construction delays.

Based upon our site review, the Project will require a similar rock causeway to the I-95 SB project with a combination of culverts, and/or temporary bridges to span the main and side channels. Working in the river environment for the construction of the bridge foundations and piers has an inherent risk of flooding. Impacts from flood water include potential damage to the form work, construction equipment and schedule delays as work is stopped until the flood waters recede. Typically, the design flows and H/H model are developed with 2 to 5-year frequency rainfall design storms to set the causeway elevation and hydraulic openings to protect the bridge cofferdams and construction equipment from flooding in a “normal” season. Our recent wet weather events seem to have increased the typical rainfall amounts (70 inches 2018 vs the normal 40 inches) that complicates the determination of the design storm intensity for the causeway.

For superstructure erection, balancing the construction schedule for lane closures between projects is a key risk as the three projects need to work together to minimize traffic impacts to I-95 to avoid the number of lane closures for the I-95 SB and I-95 NB projects are negotiated.

Team Mitigation Strategies

Our solution to mitigate the construction access risk will be a proactive coordination with VDOT and the resource agencies to fully understand their concerns and explore the possibilities for extending and modifying the existing SB permit for the causeway. Additionally, we will apply the lessons learned from the I-95 SB project to improve the construction access on the river for the bridge construction, refine our flood contingency planning and review the challenges for bridge beam erection.

Our Team understand the balance in design causeways or “dam” for access into the river and the required hydraulic opening for river flows to pass under or through the causeway’s blockage to minimize the increased flood elevations and river velocities. We have similar construction experience for bridges built from causeways as shown in Figure 3.5.3 and we understand the requirements for installing and removing a causeway in Water of the US.

The primary schedule driver for permits will be to develop an approvable permit submission including the permit sketches and narrative for in stream work. This includes consideration of the time-of-year restriction window to construct or remove the causeway. This is a significant schedule and milestone element for that Project and is complicated by the unknown related permit status between the existing I-95 SB causeway and proposed I-95 NB causeway.

Potential delays associated with permitting are avoided if the permitting agencies allow for a permit modification and extension to I-95 SB causeway for use by the I-95 NB Project. However, if the permit requirement does not allow for the extension or the causeway has been removed, our Team is prepared to submit a causeway design that uses the lesson learned from the I-95 SB project’s experience to improve the design and mitigate the adverse impacts to the river environment. Key issues include:

- Environmental permitting associated with time of year work restrictions, design requirements for minimizing increases in flood elevations for the river channels;
- Addressing the navigation requirements for small boats (canoes and kayaks) for safely crossing the causeway during construction; and
- Minimizing the changes in channel velocity that can increase erosion or impact navigation

Our plan will be similar to the existing construction staging area as it meets the access requirement for the NB bridge with only minor changes for extension of the temporary fill for the piers. Access to the northern most foundations footings and pier in the river requires crossing of the main river channel with hydraulic requirements to limit the placement of fill and culverts. A detailed hydraulic model and design will be prepared for temporary crossing and may include a combination of fill, culverts, and temporary bridge structure to access the work. The details will be coordinated with advance reviews prior to submission to the agencies for review and approval. All of the work needs to be completed and approved in advance of the instream work window requiring extensive coordination meeting with the agencies to fully understand the permit details, installation concerns, and operational requirements.



Figure 3.5.3 Causeway for the new Lehigh River Bridge in Jim Thorpe, PA

On Schedule Bridge Replacement Project Despite Causeway Flooding

Myers completed the VDOT Route 29 Tye River Bridge Replacement design-build project seven months ahead of schedule despite challenges with causeway flooding due to rapidly rising river conditions. In partnership with VDOT, the team installed a temporary bridge to alleviate causeway washouts and potential schedule impacts due to time of year restrictions.

The challenge of working off a causeway in a riverine environment are different from floating barge work as flooding of the construction site equipment is a major continuous concern, i.e. barges rise as the river rises and be secured, while a causeway is overtopped with flood water and its debris and construction production is dependent on the flood waters receding. To minimize potential schedule delays for bridge construction due to flooding, our Team will:

- Evaluate the river's watershed and review the stream's hydrographs and rainfall gauges for an understanding of the Rappahannock River's hydrologic and hydraulic characteristics for estimating flood frequency flows and incorporate higher frequency design storm for the hydraulic openings (culverts and bridges);
- Utilize NOAA's FDBD2 River Gauge (Rappahannock River above Fredericksburg) historic and probability data to help establish reasonable causeway elevations to keep the causeway elevation above river level fluctuations due to normal rain events;
- Perform a detailed hydraulic study of the river main channel, braided streams and flood flows to evaluate cost-effective alternatives for the causeway design and develop alternatives for a combination of causeway fill with culverts, temporary bridge crossing for navigation, and flow capacity and a northern pier work pad with improved access for the north side;
- Monitor NOAA's FDBD2 River Gauge Forecast data and the National Weather Service's Advanced Hydrologic Prediction Service to predict when river level will overtop the causeway so that crews & equipment can be demobilized ahead of time;
- Include emergency plans to secure materials and demobilize equipment in the event of an anticipated flood event in construction work plans for all elements to be constructed from the causeway; and
- Develop an advanced warning system to notify work crews of pending high flows and causeway flooding.

With the clearance between of the new I-95 SB structure and existing NB structure only 90 feet apart, the location of the cranes on the causeway is limited for the operational rotation and lifting requirements. Our Team will prepare detailed constructability plan(s) for each stage of the bridge construction that will identify construction access issues, locations requiring temporary access roadway or structures. Potential innovative solutions such as precast segments, launching beams, or working from the adjacent structure will be analyzed. Our goals are to minimize impacts to mainline I-95 traffic. Mitigation items include:

With the clearance between of the new I-95 SB structure and existing NB structure only 90 feet apart, the location of the cranes on the causeway is limited for the operational rotation and lifting requirements. Our Team will prepare a detailed constructability plan(s) for each stage of the bridge construction that will identify construction access issues, locations requiring temporary access roadway or structures, potential innovative solutions such as precast segments, launching beams, or working from the adjacent structure. Our goals are to minimize impacts to I-95 traffic. Mitigation items include:

- Maximize the amount of bridge construction that can take place from the constructed causeway.
- For the work that we cannot complete from the causeway alone, our Team anticipated working from the newly constructed I-95 SB lanes versus the existing NB lanes. When using the newly constructed lanes during off-peak hours, the existing SB lanes (new CD lanes) would be able to handle the traffic, limiting the disruption to SB traffic and allowing NB traffic to remain unimpeded.
- Minimize the traffic disruptions for both directions of I- 95 traffic during beam placement, by doing all feasible preparatory work in advance and consider prefabrication bridge erection units where feasible.

Role of VDOT and other Agencies

Along with reviewing/approving our construction documents, VDOT will act as liaison with the permitting agencies regarding the unique permitting situation between the two projects.

ATTACHMENT 3.1.2

SOQ

CHECKLIST



PARSONS

 **KCI TECHNOLOGIES**
ENGINEERS | PLANNERS | SCIENTISTS | CONSTRUCTION MANAGERS

ATTACHMENT 3.1.2

Project: 0095-111-270

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

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

ATTACHMENT 3.1.2

Project: 0095-111-270

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Appendix 3.2.10
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix 3.2.10
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix 3.2.10
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix 3.2.10
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix 3.2.10
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	1
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	2 - 5
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix 3.3.1
Key Personnel Resume – Entrusted Engineer In charge	Attachment 3.3.1	Section 3.3.1.2	no	Appendix 3.3.1
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.3		Appendix 3.3.1
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix 3.3.1
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.5	no	Appendix 3.3.1
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.6	no	Appendix 3.3.1
Organizational chart	NA	Section 3.3.2	yes	3
Organizational chart narrative	NA	Section 3.3.2	yes	4

ATTACHMENT 3.1.2

Project: 0095-111-270

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
Experience of Offeror's Team				6
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix 3.4.1(a)
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix 3.4.1.(b)
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	7 - 15

ATTACHMENT 2.10
FORM C-78-RFQ
ACKNOWLEDGEMENT OF
REVISIONS



PARSONS



ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

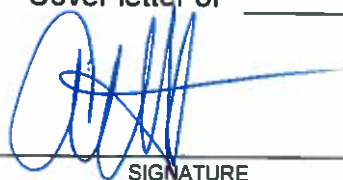
RFQ NO. C00101510DB106
PROJECT NO.: 0095-111-270

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 – May 13, 2019
(Date)
2. Cover letter of _____
(Date)
3. Cover letter of _____
(Date)



SIGNATURE

July 1, 2019

DATE

Aaron T. Myers

PRINTED NAME

Executive Vice President - Operations

TITLE

ATTACHMENT 3.2.6 AFFILIATED AND SUBSIDIARY COMPANIES



PARSONS



ATTACHMENT 3.2.6

State Project No. 0095-111-270

Affiliated and Subsidiary Companies of the Offeror

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

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

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Allan Myers VA Inc Parent	Allan Myers, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Allan Myers VA Inc Affiliate	Allan A. Myers, Co.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Allan Myers VA Inc Affiliate	Allan Myers DE, Inc.	638 Lancaster Ave, Malvern PA 19355
Allan Myers VA Inc Affiliate	Allan Myers Management, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Allan Myers VA Inc Affiliate	Allan Myers Materials MD, Inc.	638 Lancaster Ave, Malvern PA 19355
Allan Myers VA Inc Affiliate	Allan Myers Materials PA, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Allan Myers VA Inc Affiliate	Allan Myers Materials, Inc.	638 Lancaster Ave, Malvern PA 19355
Allan Myers VA Inc Affiliate	Allan Myers MD, Inc.	2011 Bel Air Rd, PO Box 278, Fallston MD 21047
Allan Myers VA Inc Affiliate	Allan Myers PA, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Allan Myers VA Inc Affiliate	Allan Myers Transport Company	1805 Berks Rd, PO Box 98, Worcester PA 19490
Allan Myers VA Inc Affiliate	Allan Myers, L.P.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Allan Myers VA Inc Affiliate	American Infrastructure Investments, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Allan Myers VA Inc Affiliate	Compass Quarries, Inc.	638 Lancaster Ave, Malvern PA 19355

ATTACHMENT 3.2.6

State Project No. 0095-111-270

Affiliated and Subsidiary Companies of the Offeror

Allan Myers VA Inc Affiliate	FAM Construction, LLC a Joint Venture	3877 Fairfax Ridge Road, Suite 300C, Fairfax, VA 22030
Allan Myers VA Inc Affiliate	Myers Aviation Company, LLC	1805 Berks Rd, PO Box 98, Worcester PA 19490
Allan Myers VA Inc Affiliate	The Myers Group, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Allan Myers VA Inc Affiliate	US 460 Mobility Partners, LLC	7025 Harbour View Blvd, Suffolk VA 23435
Corman-Kokosing Affiliate	Kokosing, Inc.	6235 Westerville Rd, Westerville OH 43081
Corman-Kokosing Affiliate	The Olen Corporation	4755 S High St, Columbus OH 43207
Corman-Kokosing Affiliate	Third Gen, Inc.	6235 Westerville Rd, Westerville OH 43081
Corman-Kokosing Subsidiary	Corman Kokosing Real Estate Holdings, LLC	12001 Guilford Road, Annapolis Junction, MD 20701
Corman-Kokosing Subsidiary	CK – TV, LLC	12001 Guilford Road, Annapolis Junction, MD 20701
Corman-Kokosing Affiliate	Corman-Branch, a Joint Venture	c/o Corman Kokosing Construction Company, 12001 Guilford Road, Annapolis Junction, MD 20701
Corman-Kokosing Affiliate	Granite-Parsons-Corman Joint Venture	c/o Granite Construction Northeast, Inc., 120 White Plains Road, Suite 310, Tarrytown, NY 10591

ATTACHMENT 3.2.7(a)
CERTIFICATION REGARDING DEBARMENT
**PRIMARY COVERED
TRANSACTIONS**



PARSONS



ATTACHMENT 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0095-111-270

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

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

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

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

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

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

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



Signature Aaron T. Myers

June 24, 2019

Date

Executive Vice President - Operations

Title

Allan Myers VA, Inc.

Name of Firm

ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0095-111-270

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

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

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

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

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

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

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

Signature



7/2/19

Date

Regional Executive Vice President

Title

Corman Kokosing Construction Company

Name of Firm

ATTACHMENT 3.2.7(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED
TRANSACTIONS



PARSONS



ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0095-111-270

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

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

 _____	July 2, 2019 _____	<i>President</i> _____
Signature	Date	Title

CES CONSULTING, LLC

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0095-111-270

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

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


Signature

June 26, 2019
Date

President
Title

DIW Group, Inc. t/a Specialized Engineering
Name of Firm

ATTACHMENT 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-111-270

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

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



Signature

6/24/19

Date

Vice President/Principal Engineer

Title

ECS Mid-Atlantic, LLC

Name of Firm

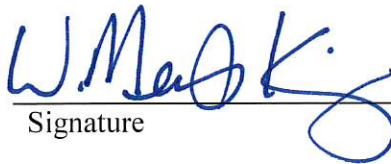
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0095-111-270

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

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



Signature

06/06/19

Date

Senior Vice President

Title

KCI Technologies, Inc.

Name of Firm


ATTACHMENT 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-111-270

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

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

	June 24, 2019	President
Signature	Date	Title

O. R. Colan Associates, LLC

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0095-111-270

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

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



Signature

6/17/2019

Date

VICE PRESIDENT

Title

PARSONS TRANSPORTATION GROUP

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0095-111-270

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

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


Signature

6/10/19
Date

President
Title

Quinn Consulting Services, Inc.
Name of Firm

ATTACHMENT 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-111-270

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

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


Signature

June 27, 2019
Date

Vice President
Title

Rice Associates, Inc.
Name of Firm

ATTACHMENT 3.2.8

VDOT PREQUALIFICATION EVIDENCE



PARSONS

 **KCI TECHNOLOGIES**
ENGINEERS | PLANNERS | SCIENTISTS | CONSTRUCTION MANAGERS

From: sfr.lucas@vdot.virginia.gov <sfr.lucas@vdot.virginia.gov> **On Behalf Of** VDOT-Prequalification, rr
Sent: Wednesday, June 19, 2019 2:23 PM
To: Aaron Myers <Aaron.Myers@allanmyers.com>; ccox@cormanconstruction.com
Cc: Caples, Harold P.E. (VDOT) <harold.caples@vdot.virginia.gov>
Subject: Your assigned Joint Venture # is JV095

ALLAN MYERS VA, INC,
CORMAN KOKOSING CONSTRUCTION COMPANY,

Thank-you for submitting the Joint Venture Agreement for **MYERS/CORMAN, A JOINT VENTURE** to the Prequalification Office.

We have processed the paperwork to assign a JV number.
This Joint Venture is assigned the # **JV095**

Please feel free to contact me if there are any concerns.

Thank-you

Suzanne Lucas

Prequalification Supervisor

Construction Division
Virginia Department of Transportation
[1401 East Broad Street](#)
[Richmond, Virginia 23219](#)
(804)-786-2941

Webpage: <http://www.virginiadot.org/business/const/prequal.asp>

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Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 6/21/2019

- M -

Vendor ID: M2729
Vendor Name: MVP STEEL SPECIALIST, LLC
Prequal Level: Subcontractor only
Prequal Exp: 07/31/2020

-- PREQ Address --

P.O. BOX 7987
HYATTESVILLE, MD 20787
Phone: (571)216-4596
Fax:

Work Classes (Listed But Not Limited To)

023 - REINFORCING STEEL PLACEMENT
186 - SUBCONTRACTOR ONLY

Bus. Contact: PEREZ, RUDY ALFREDO
Email: MVPSTEELSPECIALIST@GMAIL.COM

-- DBE Information --

DBE Type: DMBE
DBE Contact: N/A

Vendor ID: **G303**
Vendor Name: ALLAN MYERS VA, INC.
Prequal Level: Prequalified
Prequal Exp: 07/31/2020

-- PREQ Address --

301 CONCOURSE BLVD SUITE 300
GLEN ALLEN, VA 23059
Phone: (804)290-8500
Fax: (804)418-7935

Work Classes (Listed But Not Limited To)

002 - GRADING
003 - MAJOR STRUCTURES
004 - ASPHALT CONCRETE PAVING
007 - MINOR STRUCTURES
013 - ROADWAY MILLING
171 - SURFACE TREATMENT

Bus. Contact: TREADWELL, MADELYN
Email: MADELYN.TREADWELL@ALLANMYERS.COM

-- DBE Information --

DBE Type: N/A
DBE Contact: N/A



Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 6/21/2019

- C -

Vendor ID: C3607

Vendor Name: CORMAN KOKOSING CONSTRUCTION COMPANY

Prequal Level: Prequalified

Prequal Exp: 03/31/2020

-- PREQ Address --

12001 GUILFORD ROAD
ANNAPOLIS JUNCTION, MD 20701
Phone: (301)953-0900
Fax: (301)953-0384

Work Classes (Listed But Not Limited To)

002 - GRADING
003 - MAJOR STRUCTURES
007 - MINOR STRUCTURES
045 - UNDERGROUND UTILITIES

Bus. Contact: PENA, KENNETH JOHN

Email: KPENA@CORMANCONSTRUCTION.COM

-- DBE Information --

DBE Type: N/A

DBE Contact: N/A

Vendor ID: C042

Vendor Name: S. B. COX, INCORPORATED

Prequal Level: Prequalified

Prequal Exp: 03/31/2020

-- PREQ Address --

P. O. BOX 7737
RICHMOND, VA 23231-0237
Phone: (804)222-3500
Fax: (804)222-6251

Work Classes (Listed But Not Limited To)

015 - DEMOLITION OF BUILDINGS
080 - DEMOLITION OF STRUCTURES
101 - EXCAVATING

Bus. Contact: FANELLI, MICHAEL CHRISTOPHER

Email: M.FANELLI@SBCOXDEMOLITION.COM

-- DBE Information --

DBE Type: N/A

DBE Contact: N/A

ATTACHMENT 3.2.9
EVIDENCE OF
OBTAINING BONDING



PARSONS

 **KCI TECHNOLOGIES**
ENGINEERS | PLANNERS | SCIENTISTS | CONSTRUCTION MANAGERS



Berkshire Hathaway
Specialty Insurance



July 2, 2019

Commonwealth of Virginia
Virginia Department of Transportation (VDOT)
1401 East Broad Street
Richmond VA 23219

Re: Myers/Corman, A Joint Venture
Contract ID Number: C00105510DB106, State Project No.: 0095-111-270, Federal Project No.: NHP-095-2(531), A Design-Build Project I-95 Northbound Rappahannock River Crossing From: 1.16 miles South of Rte. 3 (Plank Road) To: 0.44 Miles South of Rte. 8900 (Centreport Parkway)

To Whom It May Concern:

Myers/Corman, A Joint Venture is a highly regarded and valued client of Zurich American Insurance Company, Berkshire Hathaway Specialty Insurance Company, Liberty Mutual Insurance Company and Travelers Casualty and Surety Company of America.

As sureties for Myers/Corman, A Joint Venture, with A.M. Best Financial Strength Rating and Financial Size Category as listed below, and authorized to transact business in the Commonwealth of Virginia, Myers/Corman, A Joint Venture is capable of obtaining a 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction for approximately One Hundred Twenty-Six Million Five Hundred Thousand and No/100 (\$126,500,000.00) Dollars, and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this project.

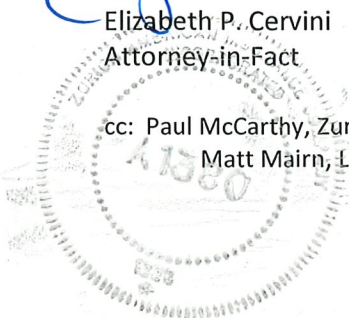
Please be advised that this authorization is subject to standard underwriting throughout the RFQ process, including a review of the contract terms, bond forms, project financing and any other pertinent underwriting information.

Sincerely,

Zurich American Insurance Company (AM Best Rating A+ (XV))
Berkshire Hathaway Specialty Insurance Company (AM Best Rating A++ (XV))
Liberty Mutual Insurance Company (AM Best Rating A (XV))
Travelers Casualty and Surety Company of America (AM Best Rating A++ (XV))

Elizabeth P. Cervini
Attorney-in-Fact

cc: Paul McCarthy, Zurich American Insurance Company; Kevin O'Brien, Berkshire Hathaway Specialty Insurance Company; Matt Mairn, Liberty Mutual Insurance Company; Troy Wolf, Travelers Casualty and Surety Company of America



**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 Illinois, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Illinois (herein collectively called the "Companies"), by **ROBERT D. MURRAY, 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 **Harry C. ROSENBERG, David C. ROSENBERG, Matthew J. ROSENBERG, Denise M. BRUNO, Julia R. BURNET, Joyce M. HOUGHTON, Jonathan F. BLACK, David A. JOHNSON, Stephanie S. HELMIG and Elizabeth P. CERVINI, all of WAYNE, Pennsylvania, 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 13th day of May, A.D. 2019.

ATTEST:

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



By:



*Assistant Secretary
Dawn E. Brown*



*Vice President
Robert D. Murray*

State of Maryland
County of Baltimore

On this 13th day of May, A.D. 2019, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **ROBERT D. MURRAY, Vice President, and DAWN E. BROWN, 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.





*Constance A. Dunn, Notary Public
My Commission Expires: July 9, 2019*

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.

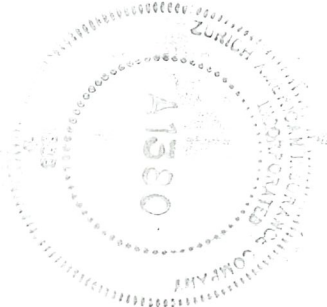
This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the ZURICH AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 15th day of December 1998.

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 2nd day of July, 20 19.



Brian M. Hodges

Brian M. Hodges, Vice President

TO REPORT A CLAIM WITH REGARD TO A SURETY BOND, PLEASE SUBMIT ALL REQUIRED INFORMATION TO:

Zurich American Insurance Co.
Attn: Surety Claims
1299 Zurich Way
Schaumburg, IL 60196-1056



Power Of Attorney

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY
NATIONAL INDEMNITY COMPANY / NATIONAL LIABILITY & FIRE INSURANCE COMPANY

Know all men by these presents, that BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, a corporation existing under and by virtue of the laws of the State of Nebraska and having an office at One Lincoln Street, 23rd Floor, Boston, Massachusetts 02111, NATIONAL INDEMNITY COMPANY, a corporation existing under and by virtue of the laws of the State of Nebraska and having an office at 3024 Harney Street, Omaha, Nebraska 68131 and NATIONAL LIABILITY & FIRE INSURANCE COMPANY, a corporation existing under and by virtue of the laws of the State of Connecticut and having an office at 100 First Stamford Place, Stamford, Connecticut 06902 (hereinafter collectively the "Companies"), pursuant to and by the authority granted as set forth herein, do hereby name, constitute and appoint: David A. Johnson, Stephanie S. Helmig, Jonathan F. Black, Elizabeth P. Cervini, Harry C. Rosenberg, Denise M. Bruno, Nolan Steele, Julia R. Burnet, John Rosenberg, Joyce M. Houghton, David C. Rosenberg, Matthew J. Rosenberg, 595 E. Swedesford Road, Suite 350 of the city of Wayne, State of Pennsylvania, their true and lawful attorney(s)-in-fact to make, execute, seal, acknowledge, and deliver, for and on their behalf as surety and as their act and deed, any and all undertakings, bonds, or other such writings obligatory in the nature thereof, in pursuance of these presents, the execution of which shall be as binding upon the Companies as if it has been duly signed and executed by their regularly elected officers in their own proper persons. This authority for the Attorney-in-Fact shall be limited to the execution of the attached bond(s) or other such writings obligatory in the nature thereof.

In witness whereof, this Power of Attorney has been subscribed by an authorized officer of the Companies, and the corporate seals of the Companies have been affixed hereto this date of December 20, 2018. This Power of Attorney is made and executed pursuant to and by authority of the Bylaws, Resolutions of the Board of Directors, and other Authorizations of BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY and NATIONAL LIABILITY & FIRE INSURANCE COMPANY, which are in full force and effect, each reading as appears on the back page of this Power of Attorney, respectively.

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY,

[Signature of David Fields]

By: David Fields, Executive Vice President



NATIONAL INDEMNITY COMPANY, NATIONAL LIABILITY & FIRE INSURANCE COMPANY,

[Signature of David Fields]

By: David Fields, Vice President

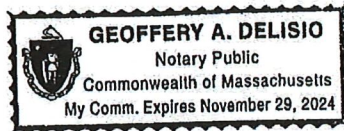


NOTARY

State of Massachusetts, County of Suffolk, ss:

On this 20th day of December, 2018, before me appeared David Fields, Executive Vice President of BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY and Vice President of NATIONAL INDEMNITY COMPANY and NATIONAL LIABILITY & FIRE INSURANCE COMPANY, who being duly sworn, says that his capacity is as designated above for such Companies; that he knows the corporate seals of the Companies; that the seals affixed to the foregoing instrument are such corporate seals; that they were affixed by order of the board of directors or other governing body of said Companies pursuant to its Bylaws, Resolutions and other Authorizations, and that he signed said instrument in that capacity of said Companies.

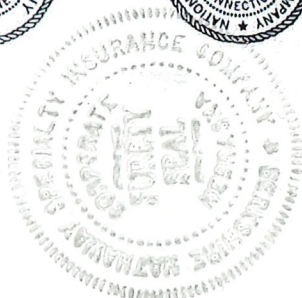
[Notary Seal]



[Signature of Notary Public]

Notary Public

I, Ralph Tortorella, the undersigned, Officer of BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY and NATIONAL LIABILITY & FIRE INSURANCE COMPANY, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies which is in full force and effect and has not been revoked. IN TESTIMONY WHEREOF, see hereunto affixed the seals of said Companies this July 2, 2019.



[Signature of Officer]

Officer

To verify the authenticity of this Power of Attorney please contact us at: BHSI Surety Department, Berkshire Hathaway Specialty Insurance Company, One Lincoln Street, 23rd Floor Boston, MA 02111 | (770) 625-2516 or by email at jennifer.porter@bhspecialty.com THIS POWER OF ATTORNEY IS VOID IF ALTERED To notify us of a claim please contact us on our 24-hour toll free number at (855) 453-9675, via email at claimsnotice@bhspecialty.com, via fax to (617) 507-8259, or via mail.

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY (BYLAWS)

ARTICLE V.

CORPORATE ACTIONS

....

EXECUTION OF DOCUMENTS:

....

Section 6.(b) The President, any Vice President or the Secretary, shall have the power and authority:

- (1) To appoint Attorneys-in-fact, and to authorize them to execute on behalf of the Company bonds and other undertakings, and
- (2) To remove at any time any such Attorney-in-fact and revoke the authority given him.

NATIONAL INDEMNITY COMPANY (BY-LAWS)

Section 4. Officers, Agents, and Employees:

A. The officers shall be a President, one or more Vice Presidents, a Secretary, one or more Assistant Secretaries, a Treasurer, and one or more Assistant Treasurers none of whom shall be required to be shareholders or Directors and each of whom shall be elected annually by the Board of Directors at each annual meeting to serve a term of office of one year or until a successor has been elected and qualified, may serve successive terms of office, may be removed from office at any time for or without cause by a vote of a majority of the Board of Directors, and shall have such powers and rights and be charged with such duties and obligations as usually are vested in and pertain to such office or as may be directed from time to time by the Board of Directors; and the Board of Directors or the officers may from time to time appoint, discharge, engage, or remove such agents and employees as may be appropriate, convenient, or necessary to the affairs and business of the corporation.

NATIONAL INDEMNITY COMPANY (BOARD RESOLUTION ADOPTED AUGUST 6, 2014)

RESOLVED, That the President, any Vice President or the Secretary, shall have the power and authority to (1) appoint Attorneys-in-fact, and to authorize them to execute on behalf of this Company bonds and other undertakings and (2) remove at any time any such Attorney-in-fact and revoke the authority given.

NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BY-LAWS)

ARTICLE IV

Officers

Section 1. Officers, Agents and Employees:

A. The officers shall be a president, one or more vice presidents, one or more assistant vice presidents, a secretary, one or more assistant secretaries, a treasurer, and one or more assistant treasurers, none of whom shall be required to be shareholders or directors, and each of whom shall be elected annually by the board of directors at each annual meeting to serve a term of office of one year or until a successor has been elected and qualified, may serve successive terms of office, may be removed from office at any time for or without cause by a vote of a majority of the board of directors. The president and secretary shall be different individuals. Election or appointment of an officer or agent shall not create contract rights. The officers of the Corporation shall have such powers and rights and be charged with such duties and obligations as usually are vested in and pertain to such office or as may be directed from time to time by the board of directors; and the board of directors or the officers may from time to time appoint, discharge, engage, or remove such agents and employees as may be appropriate, convenient, or necessary to the affairs and business of the Corporation.

NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BOARD RESOLUTION ADOPTED AUGUST 6, 2014)

RESOLVED, That the President, any Vice President or the Secretary, shall have the power and authority to (1) appoint Attorneys-in-fact, and to authorize them to execute on behalf of this Company bonds and other undertakings and (2) remove at any time any such Attorney-in-fact and revoke the authority given.



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.

Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

Certificate No: 8196842- 019008

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, 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, Jonathan F. Black; Stephanie S. Helmig; Joyce M. Houghton; Matthew J. Rosenberg; Denise M. Bruno; Julia R. Burnet; Elizabeth P. Cervini; Christine M. Hrusovsky; David A. Johnson; Harry C. Rosenberg; David C. Rosenberg

all of the city of Wayne state of PA 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 14th day of September, 2018.



Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

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

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

State of PENNSYLVANIA ss
County of MONTGOMERY

On this 14th day of September, 2018 before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty 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 King of Prussia, Pennsylvania, on the day and year first above written.



COMMONWEALTH OF PENNSYLVANIA
Notarial Seal
Teresa Pastella, Notary Public
Upper Merion Twp., Montgomery County
My Commission Expires March 28, 2021
Member, Pennsylvania Association of Notaries

By: Teresa Pastella
Teresa Pastella, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American 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 David M. Carey, Assistant Secretary to appoint such attorneys-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, Renee C. Llewellyn, the undersigned, Assistant Secretary, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American 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 2nd day of July, 2019.



By: Renee C. Llewellyn
Renee C. Llewellyn, Assistant Secretary

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.



**Travelers Casualty and Surety Company of America
Travelers Casualty and Surety Company
St. Paul Fire and Marine Insurance Company**

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **Elizabeth P Cervini** of **WAYNE Pennsylvania**, their true and lawful Attorney-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **17th** day of **January**, 2019.



State of Connecticut

City of Hartford ss.

By:
Robert L. Raney, Senior Vice President

On this the **17th** day of **January**, 2019, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of said Companies by himself as a duly authorized officer.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

My Commission expires the **30th** day of **June**, 2021



Anna P. Nowik, Notary Public

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

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

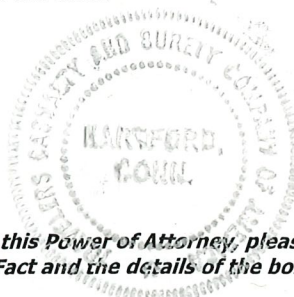
FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing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

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

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

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this **2nd** day of **July**, 2019



Kevin E. Hughes, Assistant Secretary

**To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney-in-Fact and the details of the bond to which this Power of Attorney is attached.**

ATTACHMENT 3.2.10
SCC AND DPOR
INFORMATION TABLE



PARSONS

 **KCI TECHNOLOGIES**
ENGINEERS | PLANNERS | SCIENTISTS | CONSTRUCTION MANAGERS

ATTACHMENT 3.2.10

State Project No. 0095-111-270

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.

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Allan Myers VA Inc	0113780-1	Corporate	Active	301 Concourse Blvd., Ste 300 Glen Allen, VA 23059	Class A Contractor	2701009872	12-30-2020
Corman Kokosing Construction Company	F208048-1	Corporate	Active	12001 Guilford Road Annapolis Junction, MD 20701	Class A Contractor	2705167185	02-29-2020
CES Consulting LLC	S341600-7	LLC	Active	23475 Rock Haven Way, Suite 255 Dulles, VA 20166	ENG	0407005783	12-31-2019
DIW Group Inc Specialized Engineering	F128190-8	Corporate	Active	4845 International Blvd., Suite 104 Frederick, MD 21703	ENG	0407004748	12-31-2019
ECS Mid-Atlantic LLC	S120821-6	LLC	Active	915 Maple Grove Drive, Suite 100 Fredericksburg VA 22407	ENG	0411000383	02-29-2020
				2119-D N. Hamilton St. Richmond, VA 23230	ENG	0411000384	02-29-2020
KCI Technologies Inc	F059869-0	Corporate	Active	936 Ridgebrook Road Sparks, MD 21152	ENG	0411000938	02-29-2020
O.R. Colan Associates LLC	T065361-0	LLC	Active	N/A ROW Negotiations	N/A	N/A	N/A
Parsons Transportation Group Inc	F194302-8	Corporate	Active	4701 Hedgemore Drive Charlotte, NC 28209	ENG	0407006418	12-31-19
Quinn Consulting Services Inc	0492551-7	Corporate	Active	14160 Newbrook Drive, Suite 220 Chantilly, VA 20151	ENG	0407003733	12-31-2019
Rice Associates Inc	0331662-7	Corporate	Active	10661 Gaskins Way Manassas, VA 20109	ENG, LS	0407003842	12-31-2019

ATTACHMENT 3.2.10

State Project No. 0095-111-270

SCC and DPOR Information

Rice Associates Inc <i>Continued</i>	See Above	See Above	Active	308 Turner Rd, Suite G Richmond, VA 23225	LS	0411000200	02-29-2020
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DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)

Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Corman Kokosing Construction Company	Ryan Gregory Gorman	Annapolis, MD	2660 Old Timber Way Powhatan, VA 23139	Professional Engineer	0402033522	06-30-2020
Quinn Consulting Services Inc	Steven Scott Shropshire	Chantilly, VA	5203 Yellow Birch Drive Fredericksburg, VA 22407	Professional Engineer	0402035812	06-30-2021
Parsons Transportation Group Inc	Joshua Sheppard Wade	Charlotte, NC	43346 Riverpoint Drive Leesburg, VA 20176	Professional Engineer	0402032924	01-31-2021
KCI Technologies Inc	John Benjamin Barefoot	Sparks, MD	14521 Leafield Drive Midlothian, VA 23113	Professional Engineer	0402032375	07-31-2020

Alert to business entities regarding mailings from VIRGINIA COUNCIL FOR CORPORATIONS or U.S. BUSINESS SERVICES is available from the Bulletin Archive on the Clerk's Office website.

C



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CISM0180

CORPORATE DATA INQUIRY

06/27/19
12:26:52

CORP ID: 0113780 - 1 STATUS: 00 ACTIVE STATUS DATE: 11/19/13
CORP NAME: Allan Myers VA, Inc.

DATE OF CERTIFICATE: 10/06/1967 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
R/A NAME: C T CORPORATION SYSTEM

STREET: 4701 Cox Rd Ste 285 AR RTN MAIL:

CITY: Glen Allen STATE : VA ZIP: 23060-6808
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143
ACCEPTED AR#: 218 15 5850 DATE: 10/29/18 HENRICO COUNTY
CURRENT AR#: 218 15 5850 DATE: 10/29/18 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
18 670.00 100,000

(Screen Id:/Corp_Data_Inquiry)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON
12-31-2020

NUMBER
2701009872

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



ALLAN MYERS VA INC
301 CONCOURSE BLVD
SUITE 300
GLEN ALLEN, VA 23059

James W. Baker
JAMES W. BAKER
Director

Status can be verified at <https://www.dpor.virginia.gov>

DPOR-LIC (02/2017)
(DETACH HERE)



(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

CLASS A BOARD FOR CONTRACTORS
CONTRACTOR

***CLASSIFICATIONS* H/H**
NUMBER: 2701009872

EXPIRES: 12-31-2020

ALLAN MYERS VA INC
301 CONCOURSE BLVD
SUITE 300
GLEN ALLEN, VA 23059



(FOLD)

Status can be verified at <https://www.dpor.virginia.gov>

DPOR-PC (02/2017)

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C



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CISM0180 CORPORATE DATA INQUIRY 06/27/19 12:31:00

CORP ID: F208048 - 1 STATUS: 00 ACTIVE STATUS DATE: 02/28/19
 CORP NAME: Corman Kokosing Construction Company

DATE OF CERTIFICATE: 01/22/2018 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: OH OHIO STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 100.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: C T CORPORATION SYSTEM

STREET: 4701 Cox Rd Ste 285 AR RTN MAIL:

CITY: Glen Allen STATE : VA ZIP: 23060-6808
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/11/18 LOC : 143
 ACCEPTED AR#: 219 03 6007 DATE: 02/19/19 HENRICO COUNTY
 CURRENT AR#: 219 03 6007 DATE: 02/19/19 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
19	370.00	37.00				49,021

(Screen Id:/Corp_Data_Inquiry)

COMMONWEALTH OF VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-29-2020

NUMBER

2705167185

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS H/H MCC

CORMAN KOKOSING CONSTRUCTION COMPANY
12001 GUILFORD RD
ANNAPOLIS JUNCTION, MD 20701



Status can be verified at <http://www.dpor.virginia.gov>


JAMES W. DEBORJA, Director



(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)



CLASS A BOARD FOR CONTRACTORS
CONTRACTOR

CLASSIFICATIONS H/H MCC
NUMBER: 2705167185 EXPIRES: 02-29-2020

CORMAN KOKOSING CONSTRUCTION COMPANY
12001 GUILFORD RD
ANNAPOLIS JUNCTION, MD 20701



(FOLD)

DPOR-LIC (02/2017)
(DETACH HERE)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON
12-31-2019

NUMBER
0407005783

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



CES CONSULTING LLC
23475 ROCK HAVEN WAY
SUITE 255
DULLES, VA 20166




James W. DeBoer, Director

Status can be verified at <http://www.dpor.virginia.gov>

DPOR-LIC (02/2017)

(DETACH HERE)

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)



COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407005783 EXPIRES: 12-31-2019
PROFESSIONS: ENG
CES CONSULTING LLC
23475 ROCK HAVEN WAY
SUITE 255
DULLES, VA 20166



(FOLD)

Status can be verified at <http://www.dpor.virginia.gov>

DPOR-PC (02/2017)

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C



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CISM0180

CORPORATE DATA INQUIRY

06/27/19

12:32:02

CORP ID: F128190 - 8 STATUS: 00 ACTIVE STATUS DATE: 01/30/97
CORP NAME: DIW GROUP, INC.

DATE OF CERTIFICATE: 01/30/1997 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 2500.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: C T CORPORATION SYSTEM

STREET: 4701 Cox Rd Ste 285

AR RTN MAIL:

CITY: Glen Allen

STATE : VA ZIP: 23060-6808

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 12/12/13 LOC : 143

ACCEPTED AR#: 219 01 6957 DATE: 01/07/19 HENRICO COUNTY

CURRENT AR#: 219 01 6957 DATE: 01/07/19 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
19	1,700.00					2,000,000

(Screen Id:/Corp_Data_Inquiry)

COMMONWEALTH OF VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON
12-31-2019

NUMBER
0407004748

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

PROFESSIONS: ENG



DIW GROUP INC
SPECIALIZED ENGINEERING
4845 INTERNATIONAL BLVD
#104
FREDERICK, MD 21703



Janet W. DeBoer
Janet W. DeBoer, Director

Status can be verified at <http://www.dpor.virginia.gov>

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)



COMMONWEALTH OF VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APPLICABLE
BUSINESS ENTITY REGISTRATION
NUMBER: 0407004748 EXPIRES: 12-31-2019
PROFESSIONS: ENG
DIW GROUP INC
SPECIALIZED ENGINEERING
4845 INTERNATIONAL BLVD
#104
FREDERICK, MD 21703



(FOLD)

Status can be verified at <http://www.dpor.virginia.gov>

DPOR-PC (02/2017)

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C



06/27/19

LLCM3220

LLC DATA INQUIRY

12:36:34

LLC ID: S120821 - 6 STATUS: 00 ACTIVE STATUS DATE: 04/16/04
 LLC NAME: ECS Mid-Atlantic, LLC

DATE OF FILING: 04/16/2004 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

P R I N C I P A L O F F I C E A D D R E S S

STREET: 14026 THUNDERBOLT PL STE 100

CITY: CHANTILLY STATE: VA ZIP: 20151-0000

R E G I S T E R E D A G E N T I N F O R M A T I O N

R/A NAME: JAMES A ECKERT

STREET: 14026 THUNDERBOLT PL STE 100

RTN MAIL:

CITY: CHANTILLY STATE: VA ZIP: 20151-0000

R/A STATUS: 2 O/D OF CORP M/M EFF DATE: 04/16/04 LOC: 129 FAIRFAX COUNTY

YEAR	FEES	PENALTY	INTEREST	BALANCE
19	50.00			

(Screen Id:/LLC_Data_Inquiry)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-29-2020

NUMBER

0411000383

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

PROFESSIONS: ENG



ECS-MID-ATLANTIC LLC
915 MAPLE GROVE DR
STE 100
FREDERICKSBURG, VA 22407-6935


James W. Esboon, Director



Status can be verified at <http://www.dpor.virginia.gov>

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)



COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000383 EXPIRES: 02-29-2020
PROFESSIONS: ENG
ECS-MID-ATLANTIC LLC
915 MAPLE GROVE DR
STE 100
FREDERICKSBURG, VA 22407-6935



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DPOR-LIC (02/2017)

(DETACH HERE)

Status can be verified at <http://www.dpor.virginia.gov>

DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-29-2020

NUMBER

0411000384

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

PROFESSIONS-ENG



ECS MID-ATLANTIC LLC
2119-D NORTH HAMILTON ST
RICHMOND, VA 23230




J. W. DeBoer
Director

Status can be verified at <http://www.dpor.virginia.gov>

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

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CISM0180

CORPORATE DATA INQUIRY

06/27/19

12:32:35

CORP ID: F059869 - 0 STATUS: 00 ACTIVE STATUS DATE: 01/18/06
CORP NAME: KCI Technologies, Inc.

DATE OF CERTIFICATE: 12/19/1988 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: DE DELAWARE STOCK INDICATOR: S STOCK
MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
R/A NAME: C T CORPORATION SYSTEM

STREET: 4701 Cox Rd Ste 285

AR RTN MAIL:

CITY: Glen Allen

STATE : VA ZIP: 23060-6808

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/04/18 LOC : 143

ACCEPTED AR#: 218 54 9293 DATE: 12/04/18 HENRICO COUNTY

CURRENT AR#: 218 54 9293 DATE: 12/04/18 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
18	100.00					1,000

(Screen Id:/Corp_Data_Inquiry)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-29-2020

NUMBER

0411000938

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

PROFESSIONS: ENG



KCI TECHNOLOGIES INC
936 RIDGEBROOK ROAD
SPARKS, MD 21152




JAY W. DEBOVE
Director

Status can be verified at <http://www.dpor.virginia.gov>

DPOR-LIC (02/2017)

(DETACH HERE)



(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

BOARD FOR APELSCIDIA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000938 EXPIRES: 02-29-2020
PROFESSIONS: ENG
KCI TECHNOLOGIES INC
936 RIDGEBROOK ROAD
SPARKS, MD 21152



(FOLD)

Status can be verified at <http://www.dpor.virginia.gov>

DPOR-PC (02/2017)

Alert to business entities regarding mailings from VIRGINIA COUNCIL FOR CORPORATIONS or U.S. BUSINESS SERVICES is available from the Bulletin Archive on the Clerk's Office website.

C



06/27/19

LLCM3220

LLC DATA INQUIRY

12:36:56

LLC ID: T065361 - 0 STATUS: 00 ACTIVE STATUS DATE: 05/09/16
 LLC NAME: O.R. COLAN ASSOCIATES, LLC

DATE OF FILING: 05/09/2016 PERIOD OF DURATION: 99/99/9999 INDUSTRY CODE: 00
 STATE OF FILING: FL FLORIDA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

P R I N C I P A L O F F I C E A D D R E S S

STREET: 7005 SHANNON WILLOW RD STE 100

CITY: CHARLOTTE STATE: NC ZIP: 28226-0000

R E G I S T E R E D A G E N T I N F O R M A T I O N

R/A NAME: CORPORATION SERVICE COMPANY

STREET: 100 Shockoe Slip Fl 2

RTN MAIL:

CITY: Richmond STATE: VA ZIP: 23219-4100

R/A STATUS: 5 ENTITY AUTHORIZ EFF DATE: 01/01/18 LOC: 216 RICHMOND CITY

YEAR	FEES	PENALTY	INTEREST	BALANCE
19	50.00			

(Screen Id:/LLC_Data_Inquiry)

Alert to business entities regarding mailings from VIRGINIA COUNCIL FOR CORPORATIONS or U.S. BUSINESS SERVICES is available from the Bulletin Archive on the Clerk's Office website.

c



Vir

CISM0180

CORPORATE DATA INQUIRY

06/27/19

12:33:19

CORP ID: F194302 - 8 STATUS: 00 ACTIVE STATUS DATE: 10/08/13
CORP NAME: PARSONS TRANSPORTATION GROUP INC.

DATE OF CERTIFICATE: 10/08/2013 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: IL ILLINOIS STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: C T CORPORATION SYSTEM

STREET: 4701 Cox Rd Ste 285

AR RTN MAIL:

CITY: Glen Allen STATE : VA ZIP: 23060-6808
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143
ACCEPTED AR#: 218 14 8867 DATE: 10/15/18 HENRICO COUNTY
CURRENT AR#: 218 14 8867 DATE: 10/15/18 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
18 100.00 500

(Screen Id:/Corp_Data_Inquiry)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

12-31-2019

NUMBER

0407006418

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

PROFESSIONS: ENG



PARSONS TRANSPORTATION GROUP INC
ATTN: LICENSING
4701 HEDGEMORE DRIVE
CHARLOTTE, NC 28209




James W. Felber, Director

Status can be verified at <http://www.dpor.virginia.gov>

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

Alert to business entities regarding mailings from VIRGINIA COUNCIL FOR CORPORATIONS or U.S. BUSINESS SERVICES is available from the Bulletin Archive on the Clerk's Office website.

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CORPORATE DATA INQUIRY

06/27/19

12:33:00

CORP ID: 0492551 - 7 STATUS: 00 ACTIVE STATUS DATE: 12/01/08
CORP NAME: QUINN CONSULTING SERVICES INCORPORATED

DATE OF CERTIFICATE: 10/24/1997 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: JOHN H QUINN JR

STREET: 2208 S KNOLL ST AR RTN MAIL:

CITY: ARLINGTON STATE : VA ZIP: 22202-2134
R/A STATUS: 4 ATTORNEY EFF. DATE: 10/24/97 LOC : 106
ACCEPTED AR#: 218 13 2810 DATE: 09/04/18 ARLINGTON COUNT
CURRENT AR#: 218 13 2810 DATE: 09/04/18 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
18 100.00 5,000

(Screen Id:/Corp_Data_Inquiry)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
12-31-2019

NUMBER
0407003733

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

PROFESSIONS: ENG



QUINN CONSULTING SERVICES INCORPORATED
14160 NEWBROOK DR
STE 220
CHANTILLY, VA 20151




JAMES W. PORTER
DIRECTOR

Status can be verified at <http://www.dpor.virginia.gov>

DPOR-LIC (02/2017)

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Department of Professional and Occupational Regulation

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BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003733 EXPIRES: 12-31-2019
PROFESSIONS: ENG
QUINN CONSULTING SERVICES INCORPORATED
14160 NEWBROOK DR
STE 220
CHANTILLY, VA 20151



(FOLD)

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DPOR-PC (02/2017)

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CISM0180

CORPORATE DATA INQUIRY

06/28/19

14:13:29

CORP ID: 0331662 - 7 STATUS: 00 ACTIVE STATUS DATE: 12/15/88
 CORP NAME: Rice Associates, Inc.

DATE OF CERTIFICATE: 12/15/1988 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 150.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: SHERRY MAKELY FEE

STREET: 16116 AUBURN ROAD AR RTN MAIL:

CITY: CULPEPER STATE : VA ZIP: 22701-0000
 R/A STATUS: 2 OFFICER EFF. DATE: 08/12/16 LOC : 123
 ACCEPTED AR#: 218 54 6617 DATE: 11/12/18 CULPEPER COUNTY
 CURRENT AR#: 218 54 6617 DATE: 11/12/18 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 18 490.00 70,000

(Screen Id:/Corp_Data_Inquiry)

COMMONWEALTH OF VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

12-31-2019

NUMBER

0407003842

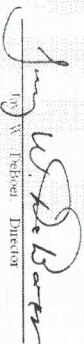
BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION

PROFESSIONS-ENG, LS



RICE ASSOCIATES INC
10661 GASKINS WAY
MANASSAS, VA 20109




James W. Tolson, Director

Status can be verified at <http://www.dpor.virginia.gov>

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DPOR-LIC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-29-2020

NUMBER

0411000200

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

PROFESSIONS: L&S



RICE ASSOCIATES INC
308 TURNER ROAD
SUITE G
RICHMOND, VA 23225



Jung W. DeBorja
Jung W. DeBorja - Director

Status can be verified at <http://www.dpor.virginia.gov>

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DPOR-LIC (02/2017)

COMMONWEALTH OF VIRGINIA
Department of Professional and Occupational Regulation
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EXPIRES ON
06-30-2020

NUMBER
0402033522

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



RYAN GREGORY GORMAN
2660 OLD TIMBER WAY
POWHATAN, VA 23139



Jerry W. DeBorja
LARRY W. DEBORJA, Director

Status can be verified at <http://www.dpor.virginia.gov>

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COMMONWEALTH OF VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APPELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402033522 EXPIRES: 06-30-2020

RYAN GREGORY GORMAN
2660 OLD TIMBER WAY
POWHATAN, VA 23139



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DPOR-LIC (02/2017)

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DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

06-30-2021

NUMBER

0402035812

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



STEVEN SCOTT SHROPSHIRE
5203 YELLOW BIRCH DRIVE
FREDERICKSBURG, VA 22407



Mary E. Vaught
Mary E. Vaught, Acting Director

Status can be verified at <http://www.dpor.virginia.gov>

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DPOR-LIC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON
01-31-2021

NUMBER
0402032924

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



JOSHUA SHEPPARD WADE
43346 RIVERPOINT DRIVE
LEESBURG, VA 20176



James W. DeBerry
Mr. W. DeBerry, Director

Status can be verified at <http://www.dpor.virginia.gov>

DPOR-LIC (02/2017)

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COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA

PROFESSIONAL ENGINEER LICENSE

NUMBER: 0402032924 EXPIRES: 01-31-2021

JOSHUA SHEPPARD WADE
43346 RIVERPOINT DRIVE
LEESBURG, VA 20176



(FOLD)

Status can be verified at <http://www.dpor.virginia.gov>

DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

07-31-2020

NUMBER

0402032375

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



JOHN BENJAMIN BAREFOOT
14521 LEAFIELD DRIVE
MIDLOTHIAN, VA 23113



James W. DeBoer
James W. DeBoer, Director

Status can be verified at <http://www.dpor.virginia.gov>

ATTACHEMENT 3.3.1
KEY PERSONNEL
RESUME FORM



PARSONS

 **KCI TECHNOLOGIES**
ENGINEERS | PLANNERS | SCIENTISTS | CONSTRUCTION MANAGERS

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.		
a.	Name & Title: Ed Hilferty, Vice President of Construction	
b.	Project Assignment: Design-Build Project Manager	
c.	Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time) : Allan Myers (Full-Time)	
d.	Employment History: With this Firm <u>20</u> Years With Other Firms <u>6</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Allan Myers, Vice President of Construction (2012 – 2017): Ed is responsible for the management and oversight of design and construction processes for design-build projects, quality management, and supervision of all aspects of the work. He routinely oversees projects valued in excess of \$200M with large teams comprised of design professionals, construction managers, and specialty subconsultants - all focused on providing projects on-time and within budget. Allan Myers, Senior Project Manager (2002 – 2012): Ed was responsible for the management and oversight of up to \$125M in construction projects including planning and scheduling work activities, coordination with the client and other stakeholders, design consultants, private utility owners, and public outreach for all phases of construction. He supervised large construction teams from startup through final construction closeout. Ed oversaw construction activities to ensure project delivery met or exceeded all expectations for quality, safety, environment, schedule, and budget. Allan Myers, Construction Manager (1997 – 2002): Ed managed all aspects of his projects including scheduling work activities, engineering, submittals, pay estimates, coordination with owner, subs, suppliers, and stakeholders, customer satisfaction, and safety for all phases of construction. He supervised superintendents, foreman, and office construction staff including project engineers, scheduling and safety staff, and administrative personnel.	
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Drexel University, Philadelphia, PA/BS/1994/Civil Engineering	
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: N/A	
g.	Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)	
I-64 Segment II Capacity Improvements Design-Build (\$141M) Newport News, VA		
Firm:	Allan Myers	Role: Design-Build Project Manager
		Dates: 2016 – 2019
<ul style="list-style-type: none"> ● Role: As Design-Build Project Manager, Ed was responsible for all aspects of the project performance, design, construction, ensuring contractual obligations are achieved, and delivering the project safely, on-time, and within budget. He oversaw all elements of design and construction, quality management, and contract administration, coordinated with VDOT to proactively avoid and resolve disputes. ● Project Highlights: This project widened seven miles of I-64 from four-lanes to six-lanes and included the full-depth reconstruction of the existing lanes, adding one 12-foot-wide travel lane, and one 12-foot-wide paved shoulder in each direction to improve safety and ease congestion. The project also included the widening/rehabilitation of nine bridges, 19 ramps, three interchanges, four flyover bridges, extensive MOT, box culvert extensions, retaining walls, and SWM features. Widening occurred in the existing interstate median to avoid impacts to existing interchanges. Traffic impacts were successfully coordinated with the adjacent corridor widening project. The project was constructed within budget and opened to traffic six weeks early. ● Similarities to I-95 NB Rappahannock Project: VDOT design-build project, on schedule and within budget, interstate widening, interchange modifications, bridge construction, stormwater management facilities, right of way 		

acquisition, utility coordination, public outreach

- **Impact on Project:** Ed oversaw the project team and organizational structure that included over 50 people for various engineering, construction, and administrative positions. Several innovative design optimizations were developed that produced schedule benefits including adjusting median widths which eliminated the need for over 10,000 LF of median barrier and long-term maintenance concerns. Relocated utilities at nine bridges without any schedule disruptions resulting in eliminating 75% of potential utility impacts and also reduced SWM facilities by 50% (54 to 26) which saves money and reduces future maintenance.

VDOT PM: Mike Davis, VDOT, (757) 925-2680, MichaelR.Davis@vdot.virginia.gov

I-95 Express Toll Lanes from I-695 to Campbell Boulevard (\$53M) Whitmarsh, MD

Firm: Allan Myers

Role: Project Manager

Dates: 2008-2010

- **Role:** Ed oversaw all aspects of construction, design coordination, and contract administration for the project. His responsibilities included oversight of all construction operations, coordination with the MDOT SHA and the engineer of record, proactive identification of potential issues, dispute resolution at the lowest responsible level, and oversight of safety and operation planning. Ed was responsible for schedule performance and allocation of resources to meet the project needs, client satisfaction, and budget performance.
- **Project Highlights:** Reconstruction and widening of 1.8 miles of I-95 as well as repairs to the existing MD 43 bridges over I-95 to improve safety and ease congestion. The existing eight-lane divided highway was reconfigured to eight general purpose lanes and four express toll lanes. Four lanes of traffic were safely maintained in each direction through this congested corridor during construction. The project interfaced with two other major projects to the north and south. Maintenance of traffic and lane shifts were safely coordinated with the adjacent projects to minimize traffic impacts and reduce the potential for safety issues. Construction included 54,000 SF of sound walls and four new SWM facilities.
- **Similarities to I-95 NB Rappahanock Project:** I-95 interstate widening, collector-distributor lanes, adjacent project coordination, bridge construction, sign structures, SWM facilities, sound walls, utility coordination
- **Impact on Project:** Ed led the development of a value engineering proposal to change the foundation design of a critical arch culvert resulting in overall risk reduction and significant schedule benefits. He maintained excellent public relations with business parks adjacent to the corridor during construction of noise walls that required construction access through private property. Ed led and managed a project team which included 17 engineers, superintendents and administrative personnel which led to the project being completed on time and within budget.

Client PM: Gradon Tobery, MDTA, (410) 931-0808, gtobery@I-95GEC.com

Middle Ground Boulevard Extension Design-Build (\$39M) Newport News, VA

Firm: Allan Myers

Role: Design-Build Project Manager

Dates: 2014-2015

- **Role:** As Design-Build Project Manager, Ed was responsible for all aspects of the project performance, construction, ensuring contractual obligations are achieved, and delivering the project safely, on-time, and within budget. He oversaw all elements of design and construction, quality management, and contract administration, coordinated with VDOT to proactively avoid and resolve disputes.
- **Project Highlights:** This project extended Middle Ground Boulevard from its previous termini at Route 143 (Jefferson Avenue) 1.2 miles to Route 60. Myers was responsible for overall design and construction including 1.2 miles of primarily new mainline four-lane divided highway, widening of urban principal arterial roadways at Jefferson Avenue and Warwick Boulevard to provide turn lanes to the new roadway, and intersection improvements to improve safety and ease congestion. Additional scope of work included a bridge over CSXT Railroad; public and private utility relocations including 2,640 LF water line relocation and 1850 LF sanitary sewer relocation; acquisition of 72 parcels including 56 relocations; improvement of intersections along the mainline as well as reconstruction of private and commercial entrances affected by construction; rehabilitation or removal and replacement of unsuitable soils; installation of four new SWM basins; and replacement of a sanitary sewer pump station.
- **Similarities to I-95 NB Rappahanock Project:** VDOT Design-Build project, intersection modifications, bridge construction, maintenance of traffic
- **Impact on Project:** Ed's leadership as DBPM has resulted in schedule improvements and productivity gains through adjustment of MOT sequencing and changes/additions to resources allocated to the project. He also worked with Newport News/HRSD to accommodate future growth by including a sanitary sewer force main betterment in the Project. Minimized potential safety risks by implementing an alternative TMP approach.

VDOT PM: Donald Lockhard (757) 253-5596

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

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

Not applicable

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Ryan Gorman, PE, DBIA, Vice President, Design-Build
b. Project Assignment: Entrusted Engineer in Charge
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time) : Corman Kokosing Construction Company (Full-Time)
d. Employment History: With this Firm 21 Years With Other Firms 1 Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Vice President, Design-Build, Corman (2016-Present): Manages design-build projects from procurement to final execution. Served as design-build integrator on two VDOT design-build projects where he streamlined integration with design and construction teams. Design-Build Manager, Corman (2015-2016): Involved on an executive level on design-build procurements and projects. Business Development Manager Sr. Estimator, Corman (2012-2015): Managed Design-Build, Estimating, and Marketing Departments in the Corman South office near Richmond, VA. Operations Manager, Corman (2009-2012): Oversaw Corman South office including managing onsite personnel, assisting in evaluating current/proposed systems, policies/procedures, determining labor requirements, developing/reviewing QA/QC plans/programs, outlining project plans, inspecting/reviewing projects for safety/quality compliance and ensuring projects are completed on time. He conferred with supervisory personnel, owners, contractors, and designers to discuss/resolve work procedures and construction issues. Project Engineer/Superintendent/Project Manager/Sr. Project Manager, Corman (1996-2009): Progressed from Project Engineer to Superintendent, Project Manager to Sr. Project Manager assigned to road, road widening, bridge, and combined sewer overflow projects for VDOT, City of Richmond, and Henrico County. Organizations: VTCA Incoming President July 2019; Vice President; Board of Directors Executive Council member; Chairman of the Contractor Leadership Committee; DBIA Member
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Clarkson University, Potsdam, NY/BS/1995/Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2002/PE/0402033522
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)
Design-Build Route 29 Solutions (\$129M) Albemarle County, VA
Firm: Corman Role: Responsible Charge Engineer/ Deputy Design-Build Project Manager Dates: 2015-2017 <ul style="list-style-type: none">Role: Ryan made engineering decisions and facilitated design/construction team coordination for the entire Route 29 Solutions project (US 29/Rio Rd. Grade Separated Intersection, US 29 Widening, Berkmar Dr. Extension). He worked with them to streamline integration, ensured design decisions involving multi-disciplinary work were made by qualified professional engineers, and acted on behalf of design-builder joint venture. Ryan worked with the design and construction managers and ensured designed elements were constructible and met VDOT's needs. He coordinated design elements from a design/construction perspective. Ryan reviewed design/construction work, including quality management, contract administration, procuring/ furnishing materials, equipment, services and labor. He made engineering designs as needed, evaluated for any project impacts, and resolved potential hazards.Project Highlights: For Berkmar Drive segment, extended this new urban connector road on new alignment, including a 716-ft. long steel girder bridge with a concrete deck/parapet walls spanning Rivanna River's South

Fork. Replaced an intersection with a roundabout for free traffic flow. There are two travel lanes and provides right-of-way for a four-lane divided roadway. MOT, access to businesses during construction, minimized traffic congestion, managed working relationships with Rt. 29 Project Delivery Advisory Panel, business owners and stakeholders, and integrated utility coordination/adjustments/relocations into project sequencing to limit service disruption kept the project on track. Developed an alternative alignment/profile near the bridge crossing of the Rivanna River as a value-added element. It provides a bridge completely on a tangent, which simplifies construction/maintenance, and minimizes future bridge widening complexity.

Similarities to I-95 NB Rappahannock Project: VDOT Design-Build and increases capacity/mobility, improves safety/operational deficiencies along Route 29 corridor. Designed on an accelerated schedule for ROW in six months and construction plans in nine. Complex bridge design required a single span over the river due to environmental/permitting challenges and incorporated drilled shaft foundations at the piers and driven H-pile foundations at the abutments. eight enhanced stormwater management basins, utility coordination/adjustments/relocations, MSE retaining walls.

Impact on Project: Ryan was the first Responsible Charge Engineer on a VDOT design-build project. A major factor in accelerating the design was Ryan who facilitated design within the design-build team and was embedded in the Lead Designer's Richmond office during critical design elements and submittals. Completed this segment almost 3½ months ahead of schedule.

VDOT or Client PM: Dave Covington (540) 480-1536 Dave.covington@vdot.virginia.gov

Design-Build I-64 Southside Widening and High Rise Bridge, Phase 1 (\$409.5M) Chesapeake, VA

Firm: Corman Role: Design-Build Integrator Dates: 2017-Present

- **Role:** Ryan works with the designer and construction teams to streamline integration, ensures complex design decisions involving multi-disciplinary work are made by qualified professional engineers, performs design quality and constructability reviews, confirms VDOT's requirements are met, holds designer to the project schedule, coordinates design reviews with reviewing agencies, and resolves any potential hazards.
- **Project Highlights:** Project widens 7 miles of I-64, modifies the existing High Rise Bridge over the Elizabeth River to convey inner loop traffic only and adds a second parallel higher structure to convey the outer loop traffic. Project required extensive MOT and construction access, coordination with adjacent projects such as High Occupancy Toll lane projects. The extensive MOT and construction access analysis was documented and approved through the detailed TMP. Multiple meetings were held with the adjacent projects including the adjacent HOT lanes project to ensure consistency in the signage and pavement marking as well as ITS systems. In addition, a storm water management plan was developed consistent with the area and the district requirements to ensure all requirements were met and DEQ and SWPPP permits obtained and maintained.
- **Similarities to I-95 NB Rappahannock Project:** VDOT Design-Build; interstate highway widening; survey; major river crossing; environmental; geotechnical; hydraulics; traffic control devices; TMP including construction access off the interstate; ROW; utilities; public involvement/relations; QA/QC; ITS; construction engineering and inspection; project management
- **Impact on Project:** Ryan manages lead designer, coordinates design, led design coordination meetings, tracked outstanding items, performed value engineering, and coordinates between VDOT, lead designer, and design-builder joint venture to meet design schedules, build in innovation, and vet opinions. He makes engineering designs as needed and evaluates for any project impacts.

VDOT or Client PM: Rick Correra, (757) 494-5486, Ricardo.Correra@VDOT.virginia.gov

Design-Build I-64 Widening Exits 200-205 (\$43.3) Henrico and New Kent Counties, VA

Firm: Corman Role: Design-Build Integrator/Deputy Design-Build Project Manager Dates: 2017-Present

- **Role:** Ryan works with the designer and construction teams to streamline integration, ensures complex design decisions involving multi-disciplinary work are made by qualified professional engineers, performs design quality and constructability reviews, meets VDOT's requirements, holds designer to project schedule, coordinates design reviews with agencies, and resolves any potential hazards.
- **Project Highlights:** Widen five miles of I-64 from two to three lanes in each direction, including widening eastbound/westbound bridges to the inside over Chickahominy River and deck rehabilitation.
- **Similarities to I-95 NB Rappahannock Project:** VDOT Design-Build, provides safety/operation improvements to the corridor and relieves congestion. Bridge over water, interstate widening, construction of sound walls, design/construction temporary sediment basins that can be converted to permanent stormwater management basin
- **Impact on Project:** Ryan manages lead designer, coordinates design, led design coordination meetings, tracked outstanding items, performed value engineering, and coordinates between VDOT, lead designer, and design-builder joint venture to meet design schedules, build in innovation, and vet opinions. Ryan makes engineering designs as needed and evaluates for any project impacts.

VDOT or Client PM: Shane Mann Shane.mann@vdot.virginia.gov 804-720-4229

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

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

Not applicable

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: S. Scott Shropshire, P.E., CCM
b. Project Assignment: Quality Assurance Manager
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time): Quinn Consulting Services, Inc. – Full-Time
d. Employment History: With this Firm <u>1</u> Years with Other Firms <u>22</u> Years <i>Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):</i> Quinn Consulting Services, Inc. Professional Engineer/Quality Assurance Manager (04/2018 – Present) Scott's responsibilities as Quality Assurance Manager (QAM) include providing construction quality oversight on contract work with a varying degree of complexity and scope. Responsible for the quality assurance inspection and testing of all materials and work performed on the project. Ensured all work, materials, sampling and testing are in conformance with the Approved for Construction plans, specifications, and contract documents. Rinker Design Associates Director of Construction, Southern Virginia Region (2015-2018) Scott oversaw all construction inspection, quality assurance and quality control activities. He provided leadership and direction on all construction engineering assurance and inspection activities, coupled with seamlessly working with design staff in accomplishing constructability reviews and providing construction recommendations/suggestions during development of project plans, ensuring all construction inspection and testing were performed, completed, and recorded in accordance with contract documents. A. Morton Thomas & Associates, Inc. Quality Control Engineer, Fredericksburg, Virginia (2014-2015) Scott focused on the delivery of transportation related projects through Design-Build procurements. He performed as the Quality Control Manager, accountable to the Design-Build Project Manager, reporting inspection and testing results during construction operations. Implemented inspection and testing requirements for contract related work in accordance with the approved, project specific QA/QC Plan. Virginia Department of Transportation Area Construction Engineer/Acting Residency Administrator, Fredericksburg, Virginia (2006-2014) Scott was the construction program responsible charge engineer for a 14-county area. He provided leadership and technical guidance for inspectors, construction managers, contract administration and consultant staff in the delivery of the six-year highway construction program via traditional Design-Bid-Build and Design-Build procurements. Virginia Department of Transportation Acting Residency Administrator/ Assistant Residency Administrator, Fredericksburg, Virginia (2004-2006) Scott was responsible for delivering the residency maintenance program. He conducted assessments and reviews of complaints to develop cost effective solutions for maintenance problems. Directed maintenance and engineering staff in the resolution of maintenance issues for a wide range of projects of varying complexity.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: B.S. in Civil Engineering/ 1996 / Virginia Military Institute
f. Active Registration: Year First Registered/ Discipline/VA Registration #: VA Registered P.E.: 2005 #402035812
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firms.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.) <u>I-95/Route 630 (Courthouse Road) Interchange Relocation and Widening (185M) Fredericksburg, VA</u> FIRM: Quin Consulting Services ROLE: Quality Assurance Manager DATES: 2018-2020 <ul style="list-style-type: none">• Role: Leads the QA/QC team and reviews project documentation for this \$185.3 Million bridge and roadway reconstruction project. He is responsible for assuring compliance with the VDOT Minimum Standards on Design-Build Projects and the project QA/QC Plan. Scott is responsible for QA inspection/testing of materials used and work performed, including monitoring contractor's QC program, ensured work and materials, testing, and sampling conform to the contract and approved for construction plans/specs.• Project Highlights: Project work activities include; erosion & sediment control, MOT operations, clearing & grubbing, grading and drainage, subbase and paving, structure demolition, steel H-pile driving, concrete

construction for various bridge elements, precast bulb-T girder erection, striping, and signage. This project relocates the I-95 Exit 140 interchange slightly southward of the existing interchange. It also relocates the intersection of Courthouse Road and Route US 1 southward to align with Hospital Center Blvd. The new interchange bridges will be constructed in a diverging diamond interchange (DDI) configuration. Bridge abutments and piers are supported by MSE walls at each approach.

- **Similarities to I-95 NB Rappahannock Project:** Project located within same corridor; seven miles north of the proposed I-95 NB Rappahannock project. Construction similarities include: Interstate TMP/MOT, Interstate roadway construction, Interstate interchange modifications, environmental (E&S and SWM), drainage, asphalt, pavement marking, overhead signs, and bridge construction.
- **Impact on Project:** Since assuming the role of QAM, QA/QC program has greatly improved with respect to coverage of activities, organizational structure, and reporting.

VDOT or Client PM: Beau Hoyt, P.E.; Client PM: Mr. Chuck Smith, Shirley Contracting Co.

Route 606 exit 118 Mudd Tavern Road over I-95 (\$13.6M) Fredericksburg, VA

FIRM: Quin Consulting Services **ROLE:** Quality Assurance Manager **DATES:** 2018-2019

- **Role:** Quality Assurance Manager (QAM) on this \$13.6 million project Mr. Shropshire oversees the implementation of the QA/QC Plan, delivers and documents Preparatory Meetings, approves Monthly Pay Estimates, oversees the maintenance of the project Materials Book, issues and documents the resolution of project Non-Compliance Reports (NCR's), and reviews project QA/QC documentation for compliance with VDOT Minimum Standards on Design-Build Projects.
- **Project Highlights:** The project includes the replacement of the Route 606 bridge over I-95 with the required tie-ins to Route 606 and interstate ramps and roadway improvements to Route 606. The Route 606 Bridge Replacement over I-95 (UPC 100829) includes the replacement of the Route 606 Bridge over Interstate 95, along with the required tie-ins to Route 606 and the interstate ramps. In addition, it will include some minor work on the northbound interstate ramps. The bridge will be constructed for the ultimate design for Route 606, a four (4) lane divided roadway, and will include left turn lanes for access onto the interstate. A sidewalk will be installed on each side of the proposed bridge. The Route 606 East Roadway Improvements (UPC 105463) includes the widening of Route 606 to a four-lane typical section on the eastern side of the I-95/Route 606 (Mudd Tavern Road) interchange.
- **Similarities to I-95 NB Rappahannock Project:** Project located within same VDOT District; Construction similarities include: Interstate TMP/MOT, Interstate roadway construction, Interstate interchange modifications, environmental (E&S and SWM), drainage, asphalt, pavement marking, overhead signs, and bridge construction.
- **Impact on Project:** Assumed the role as QAM due to retirement of co-worker. Partnered with Contractor and VDOT to streamline construction, inspection, and reporting processes successfully as completion date rapidly approached resulting in early delivery of the project.

VDOT or Client PM: Robert Ridgell, P.E., DBIA, CCM; Client PM: Mr. Joseph Fragale, Shirley Contracting Co.

I-95 Southbound Rappahannock River Bridge Crossing (\$132M) Fredericksburg, VA

FIRM: Quin Consulting Services **ROLE:** Deputy Quality Assurance Manager **DATES:** 2018-2022

- **Role:** As Deputy QAM involves Quality Assurance inspection and testing of all materials used and work performed on the Project, to include monitoring of the contractor's Quality Control (QC) program. He ensures that all work and materials, testing, and sampling are performed in conformance with the contract requirements, the "Approved for Construction" plans and specifications.
- **Project Highlights:** The goal of this \$132 million project is to reduce Interstate 95 congestion at Fredericksburg by providing local traffic with an additional route to travel between Route 17 and Route 3 without merging into the interstate's general-purpose lanes. Three new I-95 southbound lanes will be constructed in the current median of I-95 for through traffic between just north of Exit 133 (Route 17) in Stafford County and just south of Exit 130 (Route 33) in the City of Fredericksburg. The three existing I-95 southbound lanes from north of Route 17 to south of Route 3 will be converted to three southbound lanes for local traffic. An additional bridge over the Rappahannock River will be built parallel to the existing I-95 southbound bridge to carry the new lanes.
- **Similarities to I-95 NB Rappahannock Project:** "Sister Project" located adjacent to the proposed I-95 NB Rappahannock project. Construction similarities include: Interstate TMP/MOT, Interstate roadway construction, Interstate interchange modifications, environmental (E&S and SWM), drainage, asphalt, pavement marking, overhead signs, and bridge construction.
- **Impact on Project:** Partner with Contractor, QC and VDOT to streamline construction, inspection, and reporting processes successfully with positive results and mitigating rework.

VDOT or Client PM: Robert Ridgell, P.E., DBIA, CCM; Client-PM: Mr. Glen Mays, Wagman Construction Co.

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

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

Route 630/I-95 (Courthouse Road) – QAM – anticipated assignment until July 2020

Route 606 (Mudd Tavern Road) over I-95 – QAM – anticipated assignment until June 2019

SB Rappahannock River Bridge Crossing on I-95 – Deputy QAM – anticipated assignment until May 2022

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.		
a. Name & Title:	Joshua Wade, PE, VP, Mid-Atlantic Regional Highway Practice Lead	
b. Project Assignment:	Design Manager	
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time):	Parsons Transportation Group (Full-Time)	
d. Employment History: With this Firm <u>25</u> Years With Other Firms <u>0</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):	Vice President / Mid-Atlantic Regional Highway Practice Lead, Parsons (1994-Present) Josh has been with Parsons for his entire 25-year career, during which he progressed from Associate Engineer to Vice President / Mid-Atlantic Regional Highway Practice Lead. He oversees projects with a hands-on approach, including budgets, schedules, and quality program. He manages the design staff and its efforts, including ATCs, value engineering, and innovative designs. Over the past 15 years, he has been the Design Manager for multiple projects, including several for VDOT and has a solid teaming history working with a member of the CJV on four DB projects.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	University of Maryland University College, Adelphi, MD MBA 2009 Business Administration University of Maryland, College Park, MD BS 1993 Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	1999 Professional Engineer VA Registration #0402032924	
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.) Design-Build I-64 Southside Widening and High Rise Bridge, Phase 1 (\$409M) Chesapeake, VA		
Firm: Parsons	Role: Design Manager	Dates: 2017-2019
<ul style="list-style-type: none">● Role: Josh determined packaging of the design deliverables, managed all disciplines, developed and managed the quality control for design (including review of design, working plans, shop drawings, specs., and constructability) and ensured the design conforms with the contract. The design for the project is 98% complete.● Project Highlights: Project widens 7 miles of I-64, modifies the existing High Rise Bridge over the Elizabeth River to convey inner loop traffic only and adds a second parallel higher structure to convey the outer loop traffic. Project required extensive MOT and construction access, coordination with adjacent projects such as High Occupancy Toll lane projects. The extensive MOT and construction access analysis was documented and approved through the detailed TMP. Multiple meetings were held with the adjacent projects including the adjacent HOT lanes project to ensure consistency in the signage and pavement marking as well as ITS systems. In addition, a storm water management plan was developed consistent with the area and the district requirements to ensure all requirements were met and DEQ and SWPPP permits obtained and maintained.● Similarities to I-95 NB Rappahannock Project: VDOT Design-Build; interstate highway widening; survey; major river crossing; environmental; geotechnical; hydraulics; traffic control devices; TMP including construction access off the interstate; ROW; utilities; public involvement/relations; QA/QC; ITS; construction engineering and inspection; project management● Impact on Project: The environmental aspects of the project were significant and the design team efforts included obtaining the initial permits over 2 months ahead of schedule.		
VDOT or Client PM: Rick Correra, (757) 494-5486, Ricardo.Correra@VDOT.virginia.gov		

Design-Build Intercounty Connector Contract B (\$560M) Montgomery County, MD

Firm: Parsons

Role: Design Manager

Dates: 2008-2011

- **Role:** Josh worked closely with Corman (Design-Build Contractor JV partner) and assisted in developing the project schedule, reviewed daily progress, and ensured successful completion per contract, on time and under budget. He led the development of the Design QA/QC Plan and oversaw the implementation of the design QA/QC program, including design packages, working plans, shop drawing review, specifications, subconsultant efforts and constructability reviews.
- **Project Highlights:** Project consisted of 7 miles of a new, controlled access six-lane tolled roadway and two interchanges: ICC/MD 182 and ICC/MD 650. This segment of the Intercounty Connector is the most environmentally sensitive corridor. There are 10 mainline bridges, five crossover bridges and span over streams, wetlands, and 100-year-old floodplains. Multi-modal access was maintained with temporary vehicular roads and walkways/paths for pedestrians/bicyclists. Four temporary elevated detours and one surface detour were intalled over ICC mainline at the major roadway intersections during beam setting and overhead work to eliminate lane closures. Project improves mobility and safety.
- **Similarities to I-95 NB Rappahannock Project:** Design-Build; ATCs; IMR type analysis; highway design; survey; major river crossing; environmental; geotechnical; hydraulics; traffic control devices; TMP; ROW; utilities; public involvement/relations; QA/QC; ITS; construction engineering and inspection; project management
- **Impact on Project:** The innovative bridge foundations and pier configurations design led by Josh and approved through the ATC process significantly reduced project costs and environmental impacts. The innovative MOT and construction phasing of the MD 650 SPUI approved through the ATC process reduced neighborhood, traveling public, and utility impacts while reducing project costs and risks.

VDOT or Client PM: Mark Coblentz, Phone: 443-844-9886, MCoblentz@iccproject.com**Design-Build I-395 HOV Ramp and Auxiliary Lane at Seminary Road (\$56M) Alexandria, VA**

Firm: Parsons

Role: Design Manager

Dates: 2013-2015

- **Role:** Josh oversaw the design for interstate widening and interchange re-configuration project which included adding new lanes, signals, and traffic management technology to increase capacity and reduce congestion. He led development of the Design QA/QC Plan and oversaw implementation of the design QA/QC program, including design packages, working plans, shop drawing reviews, specifications, subconsultant efforts, and constructability reviews. During construction, he managed engineering construction support services.
- **Project Highlights:** The project included new auxiliary lane along the northbound of I-395 between Duke Street and Seminary Road, a new HOV ramp bridge, the replacement of the third level Seminary Road Bridge over the interstate, new pedestrian bridge, widening of an interstate overpass and other improvements along this congested I-395 corridor. The project goals were to improve traffic operations along I-95/I-395 corridor, increase safety for and transit users working at or near the Mark Center, and improve pedestrian access for the surrounding neighborhoods and businesses. In addition, the environmental efforts on the project included early coordination and permit acquisition as well as site reviews by the design team's environmental leads to ensure DEQ and SWPPP compliance. Working the community to address noise concerns.
- **Similarities to I-95 NB Rappahannock Project:** VDOT Design-Build; roadway; survey; structure and bridge; environmental; geotechnical; hydraulics; traffic control devices; TMP; ROW; utilities; Noise Abatement, public involvement/relations; QA/QC; ITS; construction engineering and inspection; project management
- **Impact on Project:** This project added and auxiliary lane and exit ramp to an existing interchange ramp in an urban area. Josh's responsibility included survey validation/additions, ROW acquisition, a new dual box culvert, retaining walls along the interstate, new SWM and drainage facilities, final noise analysis following VDOT's process (which resulted in the recommendation of designing and constructing three noise abatement walls), roadway lighting meeting above-normal lighting levels, public meetings and coordination (including radio and other media ads), and construction engineering (including SOE review and wall type analyses).

VDOT or Client PM: Tina Briganti-Dunn, 703-259-2304, christiana.briganti@vdot.virginia.gov

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

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

Not applicable

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.		
a.	Name & Title: David Passmore, DBIA – Senior Construction Manager	
b.	Project Assignment: Construction Manager	
c.	Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time) : Allan Myers (Full-Time)	
d.	Employment History: With this Firm <u>8</u> Years With Other Firms <u>22</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Allan Myers, (2016–Present; 2008-2014) Design-Build Construction Manager: David is responsible for managing all aspects of construction, including quality control, and erosion and sediment control. David oversees construction activities to ensure project delivery that meets timeliness and budget. David manages work operations, planning and scheduling, submittals, pay estimates, and scope management. David coordinates with the owner, design consultants, private utility owners, the public and other stakeholders. G.A. & F.C. Wagman, (2014-2015) Senior Project Manager: David was responsible for project management and estimating. He had complete fiscal responsibility for every aspect of his projects, including oversight of superintendents and field operations, creating weekly and monthly Work-In-Progress Reports, and CPM schedule development and updates. David was involved with all aspects of the design-build process including engineer and design management as well as procurement and estimating. CD Hall Construction, (2006–2008) Senior Project Manager: David was responsible for all aspects of construction operations including quality control, the establishment of management systems, and supervision of projects including road construction and deep sewer projects. Vrana Construction Company, INC., (1998-2006) Senior Project Manager: David was responsible for numerous roadway and bridge construction projects. He had complete fiscal responsibility for every aspect of the projects, negotiated subcontractor work order, and value engineered proposals.	
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: The Citadel Military College of South Carolina; Charleston, SC/Bachelor of Science/1994/ Civil Engineering	
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: 2009/VDOT Erosion & Sediment Control Contractor Certification Program (ESCCC)/#4973C 2016/DCR Responsible Land Distributor 4973C	
g.	Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)	
I-64 Segment II Capacity Improvements Design-Build (\$141M) Newport News, VA		
Firm:	Allan Myers	Role: Construction Manager
		Dates: 2016 - 2019
	<ul style="list-style-type: none">Role: As Construction Manager, David was the on-site construction management representative responsible for oversight of all construction activities and construction quality control management. He supported the contract administration efforts for this interstate widening project and provided extensive bridge construction expertise and oversight. He was involved in all aspects of construction field operations including detailed planning of work operations, oversight of submittals and materials procurement, and incorporating safety into operation planning efforts. David closely monitored the project schedule throughout construction to ensure on-time project completion, and managed conformance with project plans and specifications.Project Highlights: Widening of seven miles of I-64 from four-lanes to six-lanes including full-depth reconstruction of the existing lanes, one new 12-foot-wide travel lane, and a 12-foot-wide paved shoulder in each direction to improve safety and ease congestion. The project included the repair and widening of nine existing bridges, nine new bridges, 19 ramps, three interchanges (Jefferson Street, Yorktown Road, and Ramp Ridge), flyover bridges at Burma	

and Penniman Road, extensive MOT box culvert extensions, retaining walls, and SWM features. Widening of the existing roadway and bridges is occurred in the median of the existing interstate, avoiding impacts to existing interchanges. Traffic impacts were successfully coordinated with the adjacent corridor widening project. The project was constructed within budget and opened to traffic six weeks early.

- **Similarities to I-95 NB Rappahannock Project:** VDOT design-build project, on schedule and within budget, interstate widening, interchange modifications, bridge construction, stormwater management facilities, right of way acquisition, utility coordination, public outreach
- **Impact on Project:** David has implemented numerous new safety pilot programs that have greatly reduced the potential for safety incidents on this project. He managed a Craft advisory program that brought in crew members to look over their own work zones to evaluate safety and bring concerns to managers and safety personnel. He managed schedule coordination with the combination of multiple bridges and roadway sections working at once which has reduced the project duration and resulted in fully opening the roadway to traffic six weeks early. He worked closely with VDOT and VDEQ to implement best practices for erosion and sediment control inspection coordination which resulted in a green rating for E&S at project completion.

VDOT PM: Mike Davis; (757) 925-2680; MichaelR.Davis@vdot.virginia.gov

Middle Ground Boulevard Extension Design-Build (\$34M) Newport News, VA

Firm: Allan Myers

Role: Construction Manager

Dates: 2013 - 2014

- **Role:** As Construction Manager, David was responsible for field oversight and management of all construction activities, construction quality management, QC activities, safety planning, and installation/maintenance of ESC controls and ensured materials used and work performed met the contractual requirements. He oversaw construction submittals, coordinated design changes during construction, managed utility relocations, oversaw maintenance of traffic implementation, and coordinated with VDOT and project stakeholders.
- **Project Highlights:** This project consisted of the extension of Middle Ground Blvd from its termini at Route 143 (Jefferson Ave) to Route 60 including construction of 1.2 miles of primarily new mainline four-lane divided highway, widening of Jefferson Ave and Warwick Blvd to provide turn lanes to the new roadway and included intersection improvements to improve safety and ease congestion. Constructed a new bridge over CSXT railroad, public and private utility relocations, ROW acquisitions, and reconstruction of private and commercial entrances.
- **Similarities to I-95 NB Rappahannock Project:** VDOT design-build project, bridge construction, utility coordination, right-of-way acquisition, maintenance of traffic, stakeholder coordination, public outreach
- **Impact on Project:** David coordinated with all stakeholders leaving main arteries active during construction. Coordinated the installation of a new force main through the center of the project with HRSD. David implemented a Field Manager program which allowed them to develop a first draft schedule to be reviewed weekly. His leadership and team engagement led to construction without any incidents for 325 days.

VDOT PM: Tom Druhot, (757) 751-3699, tdruhot@amtengineering.com

I-680 Widening and Sprague Street Bridge (\$22M) Omaha, NE

Firm: Vrana Construction

Role: Construction Manager

Dates: 2003 - 2006

- **Role:** As Construction Manager, David was responsible for field oversight and management of all construction activities, construction quality management, QC activities, safety planning, and installation/maintenance of ESC controls and ensured materials used and work performed met the contractual requirements. He oversaw construction submittals, coordinated design changes during construction, managed utility relocations, oversaw maintenance of traffic implementation, and coordinated with VDOT and project stakeholders.
- **Project Highlights:** Widening of the I-680 interstate from two to four-lanes, completion of a cloverleaf interchange at Maple Street to bypass the City of Omaha, and construction of the Sprague Street bridge. The project consisted of 190,000 SY of concrete interstate paving; 190,000 SY of stabilized fly ash subgrade; 240,000 CY of excavation; 71,500 SY of crushed concrete; and 60,000 LF of concrete protection barrier. Construction included two bridges – each of which was 250' long x 138' wide; 16,000 LF of pipe pile; and 26 girders.
- **Similarities to I-95 NB Rappahannock Project:** Interstate widening, interchange construction, bridge construction, multiple phased maintenance of traffic, geotechnical challenges, and utility coordination.
- **Impact on Project:** With six lanes of traffic, a \$500 per lane per minute penalty was implemented for any lane restriction still set up after a specified time limit. David oversaw the planning and implementation of all traffic switches, shutdowns, and lane closures without a single penalty. In addition, David coordinated with numerous independent utility contractors for the project. The project achieved a “non-delay” outcome for utility impacts which included the total relocation of a high-tension wire structure and many underground utilities.

Client PM: Nebraska DOT, 402-471-4567

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

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

USACE Fort Eustis Aviation Complex Sitework, Construction Manager, anticipated assignment until October 2020

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.		
a. Name & Title:	John Barefoot, PE / Virginia Structural Practice Leader	
b. Project Assignment:	Lead Structural Engineer	
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time) :	KCI Technologies (Full-Time)	
d. Employment History: With this Firm <u>3</u> Years With Other Firms <u>24</u> Years	KCI Technologies, Inc. / Senior Project Manager (2016-Present): John leads all structural design services for Virginia. In addition to remaining hands-on as a Senior Structural Engineer, John also leads multiple bridge teams and serves as Senior Project Manager on complex and time critical projects for KCI. Mead & Hunt/ Business Unit Leader, Senior Project Manager, and Board of Directors (2010-2016): Managed the design operations SC, NC, and VA. Responsible for staffing offices, pursuing design-build and design-bid-build projects, overseeing project progression, and management of high-profile projects throughout the Mid-Atlantic. RPM Engineers (Merged with Mead & Hunt)/ Owner, President & Senior Project Manager (2005-2010): Managed operations and financial requirements, maintained personnel, and serviced/maintained new and existing clients throughout SC, WV, VA, and OH. John developed estimates and fee proposals, administered client contracts, oversaw subconsultant work, and coordinated/managed design-build and large projects. TRC/SITE-Blauvelt Engineers, Inc. (SBE) / Vice President & Senior Project Manager (1996-2005): Served as Lead Project/Bridge Engineer on several successful projects in VA. In 1997, John worked on VA's first P3 project (Route 895/I-95). As Vice President/Senior Project Manager, John opened a new office in SC and managed a staff of 19 employees. On John's first project with KCI in 2003, he served as Design Manager on one of SC's first design-build projects and on several high-profile bridge design projects that ranged from \$20M to \$200M.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Virginia Military Institute, Lexington, VA/BS/1993/Civil Engineering (with distinction) University of Virginia, Charlottesville, VA/MS/1995/Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	1998/PE/VA #32375	
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <p>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</p> Design-Build I-64 Segment II Capacity Improvements (\$141M) Newport News, VA	
Firm: KCI Technologies	Role: Lead Structural Engineer	Dates: 2016-2019
<ul style="list-style-type: none">• Role: John oversaw the widening design of eight bridges (EBL/WBL I-64 bridges over Yorktown Road, EBL/WBL I-64 bridges over Jefferson Road, EBL/WBL I-64 bridges over Burma Access Road and Naval Railroad (US Navy Weapons Station), EBL/WBL I-64 bridges over Penniman Road and CSX railroad), as well as the repair and retrofit of the existing eight bridges and load ratings for each stage of construction (including final "as-built").• Project Highlights: Widening of seven miles of I-64 from four to six-lanes including full-depth reconstruction of the existing lanes, one new 12-foot-wide travel lane, and a 12-foot-wide paved shoulder in each direction to relieve congestion in the Newport News area. The project included the repair and widening of nine bridges, 19 ramps, three interchanges, six box culvert extensions, retaining walls, and SWM features. John lead three teams of designers for the bridge design on an accelerated schedule, including the widening of I-64 over Jefferson Ave; I-64 over Penniman Rd and Abandoned Railroad; I-64 over Yorktown Road; and I-64 over Burma Access Road and Naval Railroad (US Navy Weapons Station) including a large retaining wall parallel to I-64 to retain fills inside the existing ROW and reduce downdrag due to surcharge.• Similarities to I-95 NB Rappahannock Project: VDOT design-build project, interstate widening with multiple bridges at different locations, design-build partnership with Allan Myers, complex maintenance of traffic requirements, constrained bridge construction workspace, innovative design and construction measures• Impact on Project: John joined KCI in October of 2016 and stepped into the management role between Stage I and Stage II plan development. The project was behind schedule for various reasons, and his leadership and management		



ATTACHMENT 3.4.1 (a)
WORK HISTORY FORM
LEAD CONTRACTOR



PARSONS



ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: I-64 Segment II Capacity Improvements Location: Newport News, York County and James City County, VA	Name: Rinker Design Associates	Name of Client/ Owner: VDOT Phone: Project Manager: Mike Davis Phone: (757) 925-2680 Email: mike.davis@VDOT.Virginia.gov	05/24/2019	05/24/2019	\$138,747	\$141,370 *Increases due to addition landscaping and bridge repairs	\$141,370 *Increases due to addition landscaping and bridge repairs

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. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.

Project Description - This seven-mile highway-widening project demolished the existing two-lane roadway and shoulders in each direction and replace them with three lanes and new, wider shoulders. The work also includes the widening and rehabilitation of nine new bridges over the seven-mile distance. The Project included aggressive storm water and erosion control, which called for the construction of sediment traps where little space exists to accommodate them. The wider three-lane road configuration required utilizing the existing heavily treed center median in both directions. Working from the center lanes at night, crews topped the trees and then worked in the median during the day using conventional means to cut and remove the trees.

Coordination with Adjacent Projects - Construction of the Project occurred simultaneously with I-64 Segment adjacent to the south. The Myers Team proactively coordinated traffic impacts including lane shifts, striping, and traffic control devices for major traffic shifts.

Bridge Construction in a Constrained Work Space - Each of the nine bridge rehabilitation and widenings were constructed in constrained work spaces. This work included two bridges at Burma Road, Penniman Road, Jefferson Avenue, and Yorktown Road as well as a single ramp bridge at a fifth location. The site constraints were the most challenging at the 400' long Jefferson Avenue bridge due to the 130-degree skew, creating a bridge nearly parallel to the roadway on Jefferson Ave. This further constrained the workspace and created narrower distances between live tight and active work activities. The clearance between I-64 and construction activities for pile driving and girder erection was only 6' to live traffic. After widening was complete, the two structures were only 4' apart.

Innovative Design Solutions and Construction Techniques - One of the major risks to the construction schedule was the utility relocations. During the proposal phase, there were 28 potential conflicts identified. The Myers Team reduced potential utility impacts by more than 75%, eliminating 22 potential conflicts by modifying the design, protecting the utility in the field, or confirming no impact during the design phase. The Myers Team eliminated the need for the open top, concrete storage basins shown in the RFP Conceptual plans by utilizing grassed swales and other channel storage facilities to manage quantitative storage needs. Elimination of the large concrete basins reduced cost and improved schedule for drainage construction items. In addition, the team discovered that the Project qualified for SWM grandfathering from Part IIB to Part IIC and reduced the number of SWM facilities by 50% from 54 to 26, providing cost savings as well as reduced future maintenance. To construct the bridges in constrained work spaces, Myers utilized two cranes at each and nine bridge construction crews to work at all bridge locations simultaneously. The bridges were originally constructed in the 1950s and each had a tolerance of less than an inch.

Limiting Project Impacts and Minimizing Congestion during Construction - For this project, Myers committed a MOT Manager on staff to manage any shifts in traffic and manage the work zone. The MOT manager worked closely with the roadway design team to ensure a seamless link between design and construction, limiting shifts or change in traffic patterns. A plan was set in place to notify stakeholders, the traveling public, and those in the community in a timely manner when major shifts were made.

Achieving Contract Milestones - The project was fully opened to three lanes of traffic in each direction six weeks early by the April 12th contractual milestone date.

Managing Risks and Realizing Incentives - The Myers Team discovered that the Project qualified for SWM grandfathering from Part IIB to Part IIC and reduced the number of SWM facilities by 50% from 54 to 26, providing cost savings as well as reduced future maintenance. Temporary lane and ramp closures were requested to reduce traffic impacts, expedite the construction schedule, and optimize construction means and methods. Allan Myers utilized a subcontractor for bridge rehabilitation work. When issues were encountered with meeting the construction schedule, Myers provided additional resources and self-performed critical work operations to ensure the construction schedule would be met. Eliminating 75% of the potential utility impacts created flexibility in the design and construction schedules to address other issues without impacting the completion of the project. The project met the required traffic opening milestone date of April 12th and delivered three lanes fully open to traffic in each direction.

Relevance to I-95 NB Rappahannock

- ✓ Interstate Widening
- ✓ Design-Build Project
- ✓ Corridor Congestion Relief
- ✓ Bridge Construction
- ✓ SWM Facilities

Staff and Firm Involvement

- ✓ Ed Hilferty *
- ✓ David Passmore*
- ✓ Jordan Lusby
- ✓ *Allan Myers*
- ✓ *KCI*

* Indicates Key Personnel



Median work on I-64



Completed I-64 Bridge

“I’ve been amazed during the past few months as I’ve watched the widening of I-64 between Williamsburg and Newport News, Virginia. Typically, when there is road construction it’s not something that drivers passing by notice. However, there is something different about Allan Myers Construction. ...It seems that construction is moving much faster than most road projects seen. Hats off to the management for operating a company that through observation appears to be at the top of their game.” - Carey Parker, Local Roadway User, via Email to PR Manager, Shannon Moody

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Design-Build I-64 to Route 623 Widening & Improvements Location: Short Pump, VA	Name: RK&K	Name of Client/ Owner: VDOT Phone: Project Manager: Shane Mann Phone: 804-720-4229 Email: shane.mann@vdot.virginia.gov	11/2015	12/2015 <i>Approved time extension from VDOT</i>	\$33,238	\$34,782	\$34,782 <i>Approved change order from VDOT for the additional mainline slope correction</i>

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. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.

Project Description: Corman, as Design-Builder, was responsible for design and construction for this project that widened 4.5 miles of I-64 from a four lane to a six lane divided highway and added a 12-ft. through lane and 12-ft. shoulder constructed to the inside of I-64 east/westbound. Upgraded the traffic signal at the Route 623 interchange and widened ramps from I-64 west/eastbound to Route 623 for additional turn lanes. Project relieves congestion along this I-64 corridor where traffic volume is increasing and improves operational efficiency at the Route 623 interchange.

Bridge Construction in a Constrained Work Space: Constructed replacement bridge adjacent to the existing bridge while maintaining traffic. During excavation, we installed sheeting due to rising water during storm events which kept the water out.

Innovative Design Solutions and Construction Techniques: The original scope included widening/replacing the bridge superstructure and widening/repairing the existing substructure. The three-span bridges were in poor condition with the simple-span steel beams, including fatigue prone details, exhibiting significant section loss. The Design-Build Team investigated several repair/replacement options, and given the inefficient span arrangement of the current bridges and concerns about overloading the existing piers, a complete bridge replacement was chosen. Twin replacement bridges were designed for I-64 over Little Tuckahoe Creek. The new 130-ft. simple span pre-stressed concrete girder bridges replaced the three-span steel girder bridges using pre-stressed concrete Bulb T girders and a deck slab extension which provided VDOT with new, low maintenance structures accompanied by a 75-year design life at a lower cost than the rehabilitation option. The westbound bridge over Little Tuckahoe Creek, located on the upstream side, is subject to significant scour for a 500-year storm event. This resulted in designing the bridge foundations for the effects of scour, which included designing the steel piles for an exposed, unbraced length of 15-20-ft. The Design-Build Team designed the steel H-piles to be socketed into rock for lateral stability during a scour event. The design also used HP 14 x 117 piles (the largest H-pile section available) to provide a pile section adequate for combined axial and bending loads for the resulting unbraced length.

Limiting Project Impacts and Minimizing Congestion during Construction: Our team gave advance notice for each construction phase through the media and Portable Changeable Message Signs (PCMS) announcing traffic pattern changes, lane closures, and provided timely updates to VDOT for the project website and email alerts. Maintenance of traffic reduced construction phases and MOT shifts, thereby creating long-term work zones and minimizing changes for motorists.

Achieving Contract Milestones: At the start of the project, the DBPM and DM developed a design submission schedule based on the construction start date and was reviewed with team members at every design meeting. Corman's QC Manager was involved in reviewing designs as they progressed. This aided in keeping the project on schedule as time-consuming re-designs and reducing Corman review time before submitting to VDOT were avoided. As part of a scope change, VDOT agreed to a shortened review period which also kept the project moving forward.

Managing Risks and Realizing Incentives: This project provided a sustainable design in two ways: 1) The widening and rehabilitation option in the RFP conceptual design would have resulted in continued maintenance and repair to the existing substructure, and a substructure with a shorter service life than the replaced superstructure. By constructing complete bridge replacements, we provided VDOT with new structures with minimal maintenance and a 75+ year design life. 2) Using MSE walls at the culvert not only reduced stream and wetland impacts, but it also saved some trees in the median

- Relevance to I-95 NB Rappahannock**
- ✓ VDOT Design-Build
 - ✓ Interstate widening
 - ✓ Interchange improvements
 - ✓ Corridor congestion relief
 - ✓ Bridge construction over a creek
 - ✓ Sign structures
 - ✓ Signals
 - ✓ Stormwater management facilities
 - ✓ Retaining walls
- Staff and Firm Involvement**
- ✓ Ryan Gorman, PE, DBIA *
 - ✓ **Corman**
 - ✓ **Allan Myers**
- * Indicates Key Personnel



I-64 Median Widening to Add Lanes

Bridge over Little Tuckahoe Creek



“This message is just a pat on the back to the crews and construction companies that are currently working on the widening project (64 & 288). I travel this road several times a day and am very pleased with the traffic safety and direction signage. The travel through this area is very smooth and hope that the work is completed soon. Thank you very much for a job well done“ – Centerville, VA Commuter

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

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					Original Contract Value	Final or Estimated Contract Value	
Name: I-95 Express Toll Lanes Rossville to Campbell Boulevards Location: Baltimore, MD	Name: URS and RK&K Joint Venture	Name of Client/ Owner: Maryland Transportation Authority (MDTA) Phone: 410-537-1000 Project Manager: Gradon Tobery Phone: 410-931-0808 Email: gtobery@I-95GEC.com	10/2010	10/2010	\$52,477	\$53,748 <i>Additional work requested by owner</i>	\$53,748

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. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.

Project Description: This project included the construction of I-95 north from the I-695 interchange between Rossville Blvd and Campbell Blvd for a total distance of 1.80 miles, and repairs to the existing Maryland 43 bridges over I-95 in Whitmarsh, Maryland. The scope of work included 300,00 CY of Excavation Cut/Fill, 400,000 S of Graded Aggregate Base, 130,000 SY of Milling, 150,000 TN of Hot Mix Asphalt, 12,000 LF of Storm Drain, 54,000 SF of sound walls, 2 retaining walls, Precast Arch Culvert System and Stream Diversion, 4 new SWM ponds, and a Wetland Mitigation Pond.

Coordination with Adjacent Projects: This project interfaced with two other major projects to the north and south. Maintenance of traffic and lane shifts were safely coordinated between Prime Contractors to minimize impacts. To start our work on this project, the adjacent express toll lanes projects needed to be finished with their paving. Myers assisted the adjacent projects with final paving operations to allow timely commencement of construction on this segment of the corridor improvements. This additional work is shown in the increase in final cost for the project.

Bridge Construction in a Constrained Work Space : Contingent repairs to the existing MD 43 bridges over I-95 were added to the scope of work to ensure the safety of the traveling public until these were removed by a later project.

Innovative Design Solutions and Construction Techniques: For this project, safety was a top priority. With this in mind, the design team planned to eliminating left exits, and reduce conflict points overall to accomplish this goal. The project also included two retaining walls which were constructed in a top-down fashion and were 482' long and 256' long. H-piles were embedded in 36" diameter caissons and installed at 8' spacing. Timber lagging was utilized and a 10" thick reinforced concrete wall was cast-in-place to the front of the H-piles. Construction of the shorter wall required one row of tiebacks.

Limiting Project Impacts and Minimizing Congestion during Construction: To minimize traffic delays and enhance safety to the traveling public, particularly during rush hour, an abundant amount of night work was utilized. In addition, safety was increased by eliminating left exits, improving interchanges, and reducing conflict points. Four-lanes of traffic were maintained in each direction during construction through this congested corridor while widening to the outside of the existing NB and SB roadways. Once the new outside lanes were completed, traffic was placed on these lanes and the middle of I-95 was reconstructed. The most challenging aspect of this project was maintaining four lanes of traffic through this congested corridor while widening to the outside of NB & SB I-95 for future lanes. Once the outside lanes were completed, traffic was placed on these lanes & the middle of I-95 was reconstructed. This work was complicated by the phased replacement of a deteriorating major large diameter structural plate pipe arch culvert under the entire width of I-95 with a pre-cast concrete arch culvert in the middle of the project.

Achieving Contract Milestones: Construction was completed on-schedule and within budget, despite the high volumes of traffic and challenging weather conditions.

Managing Risks and Realizing Incentives: Maintaining four lanes as traffic for this project was complicated by the phased replacement of a deteriorating major large diameter structural plate pipe arch culvert under the entire width of I-95 with a pre-cast concrete arch culvert in the middle of the project. In addition, major E&S controls were needed to abide by the strict rules due to proximity to the Chesapeake Bay.

Relevance to I-95 NB Rappahannock

- ✓ I-95 widening
- ✓ Adjacent project coordination
- ✓ Collector-distributor lanes
- ✓ Corridor congestion relief
- ✓ Bridge construction
- ✓ Sign structures
- ✓ SWM facilities
- ✓ Soundwalls

Staff and Firm Involvement

- ✓ Ed Hilferty*
- ✓ **Allan Myers**
- * Indicates Key Personnel

Allan Myers VA, Inc.'s affiliated company Allan Myers MD, Inc. served as the Lead Contractor for this project and will provide management and manpower support. While Allan Myers contracts under different entities for accounting purposes, all entities share resources and report to the same management team.



Maintenance of Traffic along I-95



Fill placement for roadway widening along I-95

“Allan Myers is always willing to go the extra mile. Immediate response to all issues.” – Gradon Tobery Project Manager, MDTA

ATTACHMENT 3.4.1 (b)
WORK HISTORY FORM
LEAD DESIGNER



PARSONS



KCI TECHNOLOGIES
ENGINEERS | PLANNERS | SCIENTISTS | CONSTRUCTION MANAGERS

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 Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-64 Southside Widening and High-Rise Bridge Phase 1 Location: Chesapeake, Virginia BRIDGE	General Contractor: Granite/PCG/Corman, a joint venture of Granite Construction, Parsons Construction Group, and Corman Kokosing Construction Company	Owner: Virginia Department of Transportation Owner Contact: Rick Correra, Design Project Manager Phone: (757) 494-5486 Email: Ricardo.Corraea@VDOT.virginia.gov	10/2017	07/2021	\$409,595	\$409,595	\$30,921

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. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.

Project Description:

Parsons from their Vienna, VA office is serving as the lead designer for the joint venture that included Corman and Parsons Construction Group (35%). As the largest design-build in VDOT history, the project increases the capacity of I-64 by reconstructing four existing general-purpose lanes, adding two high-occupancy toll lanes, and adding exterior hard shoulder running. PTG completed 64% of the design work and oversaw the remaining 36% as Lead Designer for the design and construction. This phase is designed to accommodate a future Phase 2, which will expand the corridor to a total of eight lanes and replace the existing High Rise Bridge.

Coordination with Adjacent Projects:

The project required the coordination with adjacent work on the HOT Lanes and ITS networks. This coordination included planning the work schedules and ensuring consistency in the signage and systems integration.

Bridge Construction in a Constrained Work Space:

The 8.5-mile long project features construction of a new 6,300-foot-long fixed-span bridge over the east branch of the Elizabeth River adjacent to the existing bi-directional bridge. It also includes replacement of the Great Bridge Boulevard Bridge over I-64 and widening of six I-64 bridges over local roadways. The existing I-64 river crossing is a low-level structure with a movable span at the navigation channel. The new I-64 high-level bridge adjacent to it will carry I-64 eastbound traffic, while the existing bridge will be reconfigured to solely carry I-64 westbound traffic. The project was divided into five roadway segments, three bridge widenings, the new High Rise Bridge, and an overpass replacement.

Innovative Design Solutions and Construction Techniques:

The foundations for the new High Rise Bridge (HRB) include 36-inch square precast piles and 66-inch-diameter precast piles. The 36-inch piles were used to construct pile bents and in clusters under pile-caps for land piers. The 66-inch piles were only used for marine foundations, which also featured waterline footings. Precast tubs were used to construct the waterline footings to minimize disturbance of the river bottom. In all cases, the waterline footings were sized to also double as pier protection guarding against damage from vessel strikes.

The 37-span HRB superstructure features a blend of precast beams (34 spans) and steel girders (3 spans). The precast beams ranged in length from 137.5 feet to 196 feet. The steel girders were used for the three-span unit centered on the navigation channel, where the span configuration was 192.5 feet, 250 feet, and 207.5 feet.

Limiting Project Impacts and Minimizing Congestion during Construction:

Parsons led the development of a detailed Category “C” TMP for the project which ultimately maintained the same number of lanes in the critical areas of the project. This was determined and analyzed through detailed traffic analysis including the impacts to the ramps and the existing local and through lanes. Alternative or “Plan B” options were developed for potential hot spot areas in case of unforeseen congestion.

Achieving Contract Milestones: The design phase was substantially completed ahead of the proposed schedule while the environmental permitting was completed 2 months ahead of schedule.

Managing Risks and Realizing Incentives:

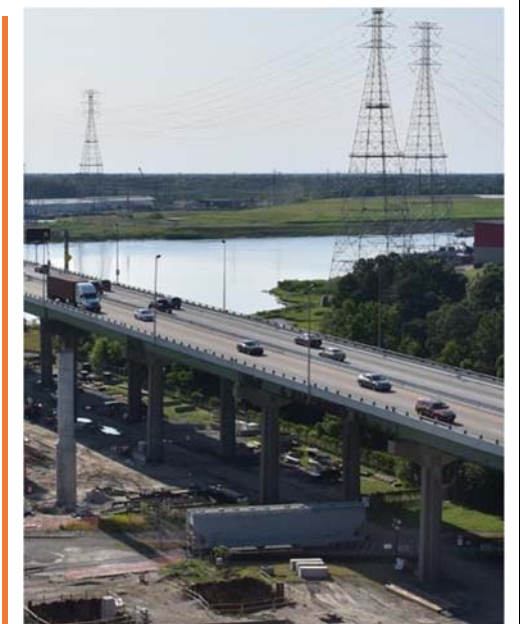
Since Parsons Construction Group was included in the joint venture, PTG was able to achieve aggressive pricing in the preliminary design because risk was mitigated by participation in the joint venture. In addition, to assist the CJV in reaching their potential milestone incentives Parsons further accelerated our efforts and obtained the environmental permits 2 months ahead of schedule!

Relevance to I-95 NB Rappahannock

- ✓ VDOT Design-Build
- ✓ Design Phase On-Schedule
- ✓ Environmental Permits Ahead of Schedule
- ✓ Interstate Widening
- ✓ Barrier Separated Lanes
- ✓ Interchange Modifications
- ✓ Adjacent Project Coordination
- ✓ Bridge Construction
- ✓ River Hydraulics
- ✓ Sign Structures
- ✓ Signals
- ✓ SWM Facilities
- ✓ Sound Walls
- ✓ Right-of-Way Acquisition
- ✓ Utility Coordination
- ✓ Public Outreach
- ✓ ATC Submissions

Staff and Firm Involvement

- ✓ Joshua Wade*
 - ✓ Dhimant Sojitra
 - ✓ James Thomas
 - ✓ *Corman*
 - ✓ *Parsons*
 - ✓ *Allan Myers*
- * Indicates Key Personnel



I-64 High-Rise Bridge

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 Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Design-Build Intercounty Connector Contract B Location: Montgomery County, Maryland	Contractor: MD200 Constructors, a JV (a JV that included Corman)	Client: Maryland State Highway Administration Phone: 301-586-9267 Client Contact: Mark Coblentz Phone: 443-844-9886 Email: MCoblentz@iccpj.com	11/2010	11/2011	\$560,000	\$560,000	\$40,900

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. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.

Project Description: Parsons' Fairfax, VA office served as the Lead Designer to MD200 Constructors, a JV that included Corman Construction, Inc. to provide engineering design services for Segment B of the Intercounty Connector Contract. The project was performed on an accelerated schedule through a design-build delivery process. PTG was responsible for the overall design of this toll road, including ITS, electronic toll collection (ETC), traffic signals, signing and pavement marking, more than 80 acres of reforestation, hiker and biker trails, and the relocation of six side-roads. The project requirements called for numerous environmental protections, mitigations, and construction methods.

Projects Coordination with Adjacent Projects: Approximately 200 permits or modifications were needed and coordination with several adjacent projects was necessary to minimize the overall impacts on the public. With the diverse group of stakeholders and agendas, extensive outreach and partnering effort was required to involve as many of the different viewpoints through public meetings, home owner association presentations, and elected official briefings. The success of this effort culminated with the 2012 Maryland Quality Initiative's Silver Partnering Award.

Bridge Construction in a Constrained Work Space: The project included 10 highway bridges consisting of five steel-girder bridges and five dual-structure mainline bridges. Five of the 10 bridge structures span 4,400 feet over streams, wetlands, and 100-year floodplains.

Innovative Design Solutions and Construction Techniques: This portion of the road is located in a sensitive environmental area and crosses through two important watersheds. The project requirements called for numerous environmental protections, mitigations, and construction methods. As part of the project ATC process, drilled shaft foundations (some up to 6.5 feet in diameter) were used for bridge foundations to eliminate the need for many deep excavations. This was to reduce costs as well as impacts to floodplains, wetlands, and waters. Through changes to cross slopes and the vertical alignment, PTG was also able to reduce the overall excavation from a waste project of approximately 2 million cubic yards to a near-balanced job. To reduce impacts to trees and nearby residences, the overall width of a large portion of the job was reduced by using innovative stormwater management techniques, including median sand filters and underground storage.

Limiting Project Impacts and Minimizing Congestion during Construction: One of the features of the project was a new grade separation at New Hampshire Boulevard which originally planned for a temporary bridge detouring/shifting traffic and the relocation of dozens of utilities. Our approved improved designs included maintaining the original alignment of the road, shifting traffic to one side and building the crossing in halves. This drastically reduced the number of utility relocations, reduced travel times through the area and reduced impacts to the nearby neighborhoods and environmental resources.

Many environmental requirements were met through the design, including the protection of wildlife through search and removal, the use of special wildlife fencing, and time-of-year restrictions on stream work. Many of the culverts designed for the project had to include wildlife passage capability as well as stream relocation designs. Furthermore, the design of the mainline bridges was such that their span lengths would facilitate wildlife crossings and corridors to minimize impacts to the wildlife in the area and reduce the conflicts caused by wildlife crossing an active roadway. In addition, temperature treatments were developed to control the temperature of the outfall water to decrease the impacts of hot pavement on runoff into the sensitive streams nearby.

Achieving Contract Milestones: Parsons coalesced a team of 150 designers to deliver a successful and environmentally friendly roadway project that was designed under challenging conditions, within a condensed schedule including opening to traffic early to allow adjacent segments to begin traffic usage and ultimately toll generation.

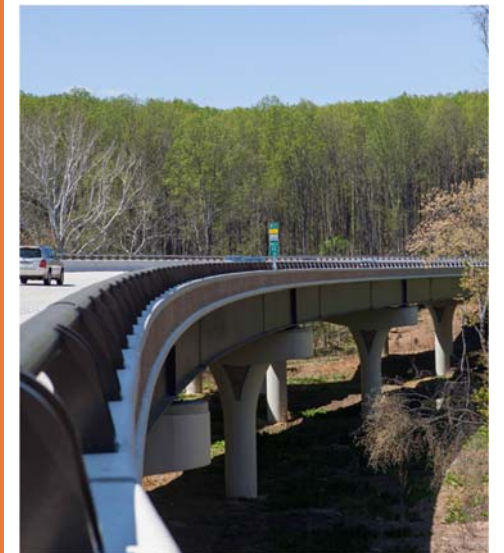
Managing Risks and Realizing Incentives: Parsons assisted the CJV in managing risks through developing multiple ATCs that were approved including foundation redesigns. In addition we developed an environmental monitoring process in our QC/IDR process to ensure commitments were met throughout the project development.

Relevance to I-95 NB Rappahannock

- ✓ Design-Build
- ✓ On-Schedule
- ✓ Within Budget
- ✓ Interchange Modifications
- ✓ Adjacent Project Coordination
- ✓ Bridge Construction
- ✓ River Hydraulics
- ✓ Sign Structures
- ✓ Signals
- ✓ SWM Facilities
- ✓ Sound Walls
- ✓ Right-of-Way Acquisition
- ✓ Utility Coordination
- ✓ Public Outreach

Staff and Firm Involvement

- ✓ Joshua Wade*
- ✓ Dhimant Sojitra
- ✓ Greg Anderson
- ✓ **Corman**
- ✓ **Parsons**
- ✓ **KCI**
- * Indicates Key Personnel



Segment B Intercounty Connector

“On behalf of the ICC Corridor Partners Joint Venture (serving as GEC to the Maryland State Highway Administration and the Maryland Transportation Authority) and in reference to the \$2.556 billion InterCounty Connector project, I write to commend Parsons Corporation on their efforts in the delivery of the ICC Design-Build project. This project had many monumental engineering and environmental challenges which the Parsons team continually rose above to obtain timely resolution. On behalf of ICC CP JV, I would like to acknowledge your teams' effort and recognize the support of all Parsons staff participating in the program.” — David Wallace, PE, Executive Program Manager, ICC CP JV

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

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					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-395 High-Occupancy Vehicle Ramp and Auxiliary Lane at Seminary Road Design-Build Location: Alexandria, Virginia	Contractor: Archer Western	Owner: Virginia Department of Transportation Owner Contact: Tina Briganti-Dunn, NoVA DB Program Manager Phone: 703-259-2304 Email: christiana.briganti@vdot.virginia.gov	04/2013	12/2015	\$56,000	\$56,000	\$6,445

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. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.

Project Description

Parsons' Fairfax, VA office was the lead designer for design and construction of this project to widen the interstate and modify the interchange at I-395 and Seminary Road. The project included new auxiliary lane along the northbound of I-395 between Duke Street and Seminary Road, a new HOV ramp bridge, the replacement of the third level Seminary Road Bridge over the interstate, new pedestrian bridge, widening of an interstate overpass and other improvements along this congested I-395 corridor. The project goals were to improve traffic operations along I-95/I-395 corridor, increase safety for and transit users working at or near the Mark Center, and improve pedestrian access for the surrounding neighborhoods and businesses. Parsons was responsible for all components of roadway design, structural design, 3D modeling, traffic analysis, drainage design, signing/lighting, the traffic management plan, noise analysis, public meeting support, and other related work. The new HOV ramp connects to third level of this complex three-level diamond interchange.

Projects Coordination with Adjacent Projects

A primary goal of every project was to balance the earthwork as much as possible and determine on-site waste areas for unsuitable or unused soils. This was done in coordination with the timing of construction activities. For this project it was a challenge due to constrained right-of-way along an urban interstate corridor and the proposed project phasing. The team made use of the limited space by accelerating retaining wall construction, which allowed additional early placement of soils while waiting for long-lead items such as beams and right-of-way acquisition.

Bridge Construction in a Constrained Work Space

A major project element was the pedestrian bridge over I-395. The design had to be coordinated with the city and had to maximize safety and function through placement proximate to the roadway structure, and proper lighting and security elements. Overall aesthetics were also a critical component of the design.

Innovative Design Solutions and Construction Techniques

Parsons' extensive experience with complex interchange configurations and interstate widenings enabled our team to significantly modify the original concept provided by VDOT. The design-build team proposed several improvements including optimizing retaining walls, continuous weathering steel curved girders versus existing splayed simple spans with fatigue prone details, eliminating deck joints, and the use of lightweight concrete. The revised design provided cost and schedule savings to the contractor while reducing future maintenance of the structure to the client. The overall result was a safer and more maintenance-free facility at 70 percent of the originally estimated cost.

Limiting Project Impacts and Minimizing Congestion during Construction

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Achieving Contract Milestones

As with most urban projects, right of way is very constrained along this. The original concept required 12 right-of-way acquisitions, including permanent and temporary easements. Parsons was able to eliminate the need for 50 percent of these. Parsons's effectively managed the remaining 6 acquisitions removing them from the critical path. The team negotiated and carefully planned removing any potential impacts to the scheduled opening of the project.

Managing Risks and Realizing Incentives

The original VDOT concept contained several items that needed to be amended including horizontal and vertical designs affected by the hammerhead pier design, utility relocations, and construction phasing. Parsons redesigned the alignments to provide proper vertical clearance, minimize utility impacts, and reduce the overall number of construction phases resulting in improved safety and reduced costs.

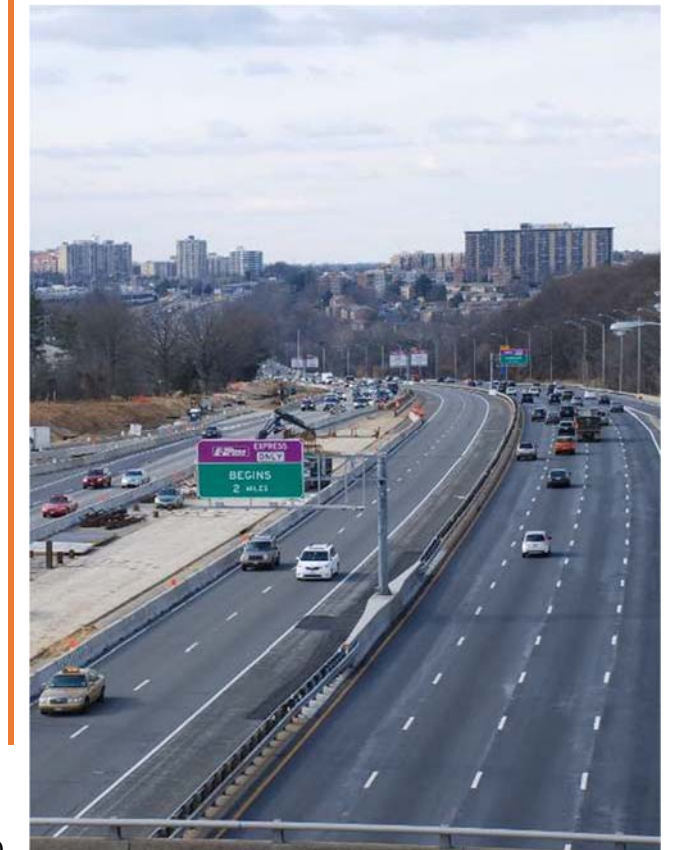
Relevance to I-95 NB Rappahannock

- ✓ VDOT Design-Build
- ✓ On-Schedule
- ✓ Within Budget
- ✓ Interstate Widening
- ✓ Interchange Modifications
- ✓ Adjacent Project Coordination
- ✓ Bridge Construction
- ✓ Sign Structures
- ✓ Signals
- ✓ SWM Facilities
- ✓ Sound Walls
- ✓ Right of Way Acquisition
- ✓ Utility Coordination
- ✓ Public Outreach

Staff and Firm Involvement

- ✓ Joshua Wade*
 - ✓ **Parsons**
- * Indicates Key Personnel

2018 Overall Engineering Award from Virginia Transportation Construction Alliance



I-395 Auxiliary Lane



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