



Original

STATEMENT OF QUALIFICATIONS

June 2, 2017

Design-Build

Warrenton Southern Interchange

US 15/17/29

Fauquier County, Virginia



State Project No.:

0029-030-121, P101,
R201, C501, B616

Federal Project No.:

STP-032-7(032)

Contract ID Number:

C00077384DB100





3.2 Letter of Submittal





12001 Guilford Road
Annapolis Junction, MD 20701

Tel: 410-792-9400 Balt
Tel: 301-953-0900 DC
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June 2, 2017

Mr. Bryan W. Stevenson, P.E.
Alternate Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

RE: Letter of Submittal | Design Build | Warrenton Southern Interchange US 15/17/29 | Fauquier County, VA | State Project No.: 0029-030-121, P101, R201, C501, B616 | Federal Project No.: STP-032-7(032) Contract ID Number C00077384DB100

Dear Mr. Stevenson:

3.2.1 Corman Construction, Inc. (Corman), 12001 Guilford Road, Annapolis Junction, MD 20701 is the legal entity who will execute the contract with VDOT and submits the following:

- One original Statement of Qualifications (SOQ) with full supporting documentation
- One CD-ROM containing the entire SOQ in a single cohesive Adobe PDF file
- 10 abbreviated copies of our original SOQ

3.2.2 Point of Contact	Secondary Point of Contact	3.2.3 Principal Officer of Legal Entity
Scott Szympruch, PE Design-Build Project Manager Corman Construction, Inc. 12001 Guilford Road Annapolis Junction, MD 20701 301-343-5476 -Cell 301-953-0384 Fax sszympruch@cormanconstruction.com	Lou Robbins, PE, DBIA, Vice President Design-Build Corman Construction, Inc. 12001 Guilford Road Annapolis Junction, MD 20701 703-772-8566 -Cell 301-953-0384 Fax lrobbins@cormanconstruction.com	Arthur C. Cox, III, President Corman Construction, Inc. 12001 Guilford Road Annapolis Junction, MD 20701 410-792-9400 Telephone ccox@cormanconstruction.com

3.2.4 Corporate Structure: Corman will be the design-build contracting entity for this project. Corman is a corporation titled in Delaware and a wholly-owned subsidiary of CG Enterprises, Inc. and will be the sole major participant firm and responsible party to the design-build contract with VDOT. Corman will hold all financial responsibility for the contract.

3.2.5 Lead Contractor: Corman Construction, Inc. | **Lead Designer:** Rinker Design Associates, P.C.

3.2.6 Affiliated and/or Subsidiary Companies Table (Attachment 3.2.6) is in the Appendix.

3.2.7 Certification Regarding Debarment Forms (Attachments 3.2.7(a) and 3.2.7(b)) are signed and are in the Appendix.

3.2.8 Corman's VDOT Prequalification evidence (C097-Active) is in the Appendix.

3.2.9 Surety Letter is in the Appendix.

3.2.10 SCC and DPOR information are in **Attachment 3.2.10** and supporting documentation are in the Appendix.

3.2.11 Corman is committed to achieving a 11% DBE participation goal for the entire value of the contract.

Sincerely,

CORMAN CONSTRUCTION, INC.

Arthur C. Cox, III, President



3.3 Team Structure



3.3 TEAM STRUCTURE

With a Design-Build portfolio of over \$1.7 billion, Corman Construction, Inc. (Corman) comes to VDOT with the hands-on experience and highly-qualified personnel required to execute the design, construction, and mitigate the risks of the Warrenton Southern Interchange US 15/17/29 Design-Build project. Recent similar VDOT Design-Build projects in Corman’s project portfolio include:

1. US 29 Solutions in Albemarle, VA, which is VDOT’s second “flash track” project and includes three project elements: US 29 Widening, US 29 and Rio Road Grade Separated Interchange, and Berkmar Drive Extension.
2. I-64/Route 15 (Zion Crossroads) Interchange Improvements in Zion Crossroads, VA which reconfigured a diamond interchange into VDOT’s first Diverging Diamond Interchange.
3. I-64 to Route 623 Widening & Improvements in Short Pump, VA where 4.5 miles of rural I-64 was widened from a four lane to a six-lane divided roadway, replaced two main line bridges and implemented improvements to the I-64/Route 623 interchange.
4. Military Highway Continuous Flow Intersection (CFI) which is Virginia’s first CFI and reconstructs 3.6 miles of Route 11 in Norfolk, VA.

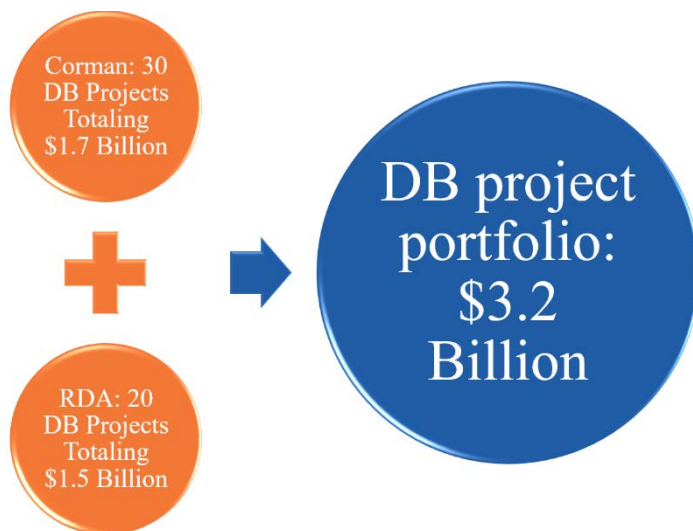


Figure 1: Corman and RDA total Design-Build projects

Throughout the years, Corman has built a solid reputation of strategically aligning with the Design-Build partners that meet project needs and requirements.

For this project, Corman selected Rinker Design Associates, P.C. (RDA) as the Lead Designer. With over 15+ years of Design-Build experience, RDA has teamed with Corman on several projects, including VDOT’s Design-Build US 29 Solutions project as the Lead Designer on the US 29 Widening segment and on the Military Highway CFI project to provide utility coordination and support.

RDA was chosen because of their depth of Design-Build experience and their ability to self-perform key critical path elements (e.g., Utilities, Right-of-Way, Surveys) as the Lead Designer.

RDA’s key personnel have successfully delivered design services to VDOT on Virginia’s heaviest-traveled interchanges, interstates, and roadways for many projects for over 32 years, including:

1. I-581/Elm Avenue Design-Build Interchange Improvements - a vital east/west commuter and emergency vehicle corridor for the City of Roanoke in Virginia. The interchange modifications alleviated significant backup on I-581 by adding additional capacity and relief.
2. I-66/Route 15 Design Build Interchange Reconstruction in Haymarket, VA - This project alleviates congestion on the heaviest interchange in Prince William County by constructing VDOT’s second Diverging Diamond Interchange.

The Corman | RDA Team delivers projects with seasoned professionals and prime resources, providing the highest quality to complete this project on budget and schedule.

Together, we are positioned to increase safety, reduce congestion, and provide improved linkage from this important north-south corridor to the Town of Warrenton, while providing access to the local community college, County landfill, and future state police barracks.

3.3.1 Key Personnel: The Corman | RDA Team has structured their staff of highly-qualified and experienced individuals for optimal performance. Our key staff and design firm come together with a shared history of successful projects and established working relationships, minimizing VDOT’s risks and staffing requirements. Although our task leaders and technical staff are responsible for items, such as design, public involvement, and

construction, everyone is responsible for ensuring total project quality and success. **Table 1** introduces our Key Personnel with their resumes located in the Appendix (Attachment 3.3.1).

.1 Design-Build Project Manager (DBPM)	Scott Szympruch, PE	Corman
.2 Quality Assurance Manager (QAM)	Kaushik Vyas, PE, DBIA	Quinn
.3 Design Manager (DM)	Darell L. Fischer, PE, DBIA	RDA
.4 Construction Manager (CM)	Thomas “TJ” Starkey	Corman

Table 1: Key Personnel

Value-Added Staff: In addition to the above key personnel, the Corman | RDA Team appoints the following value-added staff to deliver a quality project on time and within budget. **DB** symbolizes having Design-Build experience:

DB Design/Construction Integrator Ryan Gorman, PE, DBIA (Corman) will coordinate Corman and RDA’s efforts to ensure the design meets all of VDOT’s requirements. He has been involved with local Design-Build projects since 2007 and has over 20 years of heavy civil construction experience. As a Virginia PE, Ryan performs engineering designs and estimates for construction. His career path as Corman’s Superintendent to Sr. Project Manager to Design-Build Project Manager to most recently Vice President, Design-Build has broadened his attention to detail and quality. Ryan will review design submittals for conformance to project requirements, constructability and scheduling needs. *He is currently the Design/Construction Integrator AND Responsible Charge Engineer (RCE) on the first contract in Virginia to require a dedicated RCE position – the \$116 Million Design-Build US 29 Solutions project where he works with RDA daily on the US 29 Widening segment.* Ryan will report to the DBPM.

DB Deputy Design Manager/Lead Roadway Engineer John Giometti, PE (RDA) has over 28 years of experience, was the former Location & Design Engineer in VDOT’s Culpeper District, and will report to/assist Design Manager Darell Fischer in coordinating the design discipline’s daily efforts. He will also work with the Design QA/QC Manager to ensure work is per design QA/QC requirements. *John, as the Lead Design Engineer for Route 29 Widening, worked with Corman on the Route 29 Solutions Design-Build Project.*

DB Lead Structural Engineer Song Kim, PE (RDA) will report to Design Manager Darell Fischer and oversee structural engineering, including design of the bridge carrying Lord Fairfax Road over US 15/17/29. Song has 24 years of experience including work as the Lead Structural Engineer for the I-95 Express Lanes. For this project, he will lead production efforts for the structural engineering designs, including plans, estimates and specifications. He will also review structural shop drawings and assist the DBPM, CM, and DM during construction.

DB Design QA/QC Manager Mark Gunn, PE, DBIA (RDA) has 19 years of design management and review experience. He will report to the Design Manager and lead the following duties: coordinate with the QAM to integrate the Design QA/QC Plan into the Design-Build Project QA/QC Plan, ensure that design quality control procedures are completed in accordance with that plan, and verify that QC and interdisciplinary reviews (including comment resolution) are made prior to submissions. *Mark, as the Deputy Design Manager for the Design-Build I-66/15 DDI project, worked with our proposed QAM Kaushik Vyas to reinforce that Quality Control was a daily metric everyone working on the project had to adhere to.*

DB Lead Geotechnical Engineer Paul Zhang, PE (DMY) with over 20 years of experience in geotechnical engineering, will report to the Design Manager, and will collaborate with the Lead Structural Engineer and Construction Manager to ensure foundations and pavements are economically and structurally sound. Paul has been the Lead Geotechnical Engineer on five of RDA’s Design-Build projects and operates as an extension of their company.

DB Public Relations Manager Christopher Reed (RDA) has over 40 years’ experience in leading major transportation projects and ensuring robust public affairs, community outreach, marketing, advertising, and strategic public communications programs. His knowledge and experience include collaboratively planning and delivering community/media relations programs associated with transportation construction and road building. *Chris led the extremely successful Public Relations efforts with Corman on the US 29 Solutions Design-Build project. He will report to the DBPM.*

DB **MOT Engineer Brandon Shock, PE, DBIA (RDA)** reports to the Design Manager and will use his 18 years of experience to design an effective MOT Plan to ensure safety, maximize our team’s means and methods, and minimize motorist impacts. Brandon has worked side by side with Design Manager Darell Fischer on 9 Design-Build projects over the past 10 years in similar roles. *Working with Corman, he performed QC reviews of the MOT on the Route 29 Widening Design-Build project.*

DB **Right of Way (ROW) Manager James (Jimmy) Street (RDA)** will utilize his 40 years of experience in preparing the ROW Acquisition and Relocation Plan. RDA has been a VDOT Pre-Qualified Right of Way consulting firm since 2012. Jimmy will report to the Design Manager and will maintain acquisition activities in RUMS. *He was formerly a VDOT Right of Way agent in the Fredericksburg District and provided acquisition support on the Route 29 Widening Design-Build project with Corman.*

DB **Lead Utility Coordinator John Meyers (RDA)** was a former VDOT Utility Coordinator in the Northern Virginia District before going to work for RDA five years ago. He will evaluate utilities in the corridor, obtain utility agreements for relocations, and obtain letters of *no conflict* for utilities unaffected. John will report directly to the Design Manager and has worked in the exact same role on more than a half dozen Design-Build projects. *John was the Lead Utility Coordinator for all three segments of the US 29 Solutions project with Corman. He has also been working with Corman in utility coordination support role for construction on VDOT’s Military Highway CFI project.*

3.3.2 Organizational Chart: The Corman | RDA Team organizational chart on Page 7 illustrates our “*chain of command*” of all companies, including key personnel and individuals responsible for pertinent disciplines proposed on our team. Solid lines identify the reporting relationships of our team members in managing, designing and constructing the project and illustrate clear reporting lines from the DBPM to the design and construction team. Dashed lines represent indirect reporting and obligations to the owner and/or corporate management.

The chart also shows a clear separation and independence between the Quality Control (QC) and Quality Assurance (QA) programs for construction, including separation between QA and QC inspection and field/laboratory testing per Minimum Requirements for Quality Assurance and Quality Control on Design Build and P3 Projects, January 2012.

Functional Relationships – Integrate to Facilitate: Design-Build unites the contractor and designer beyond the contractually agreement. It integrates innovative design and construction techniques that benefit schedule and cost, leading to client satisfaction. Design/Construction Integrator Ryan Gorman, PE, DBIA will ensure timely interface between Corman’s field crews and the designers with concerns openly discussed. Having a dedicated Design/Construction Integrator with a Virginia PE license and construction experience active during design eliminates subsequent delays/rework, streamlines reviews, and eliminates potential construction field issues, thereby guaranteeing a superior project on time and on budget. Through our DBPM and CM, we will create a firm relationship that sets the foundation to interact and partner with VDOT and third-party stakeholders. Other integration strategies include:

- ✓ Interdisciplinary design reviews prior to milestones to coordinate design disciplines
- ✓ Corman constructability reviews of design, especially for MOT, E&S control, and utility conflict avoidance
- ✓ Weekly schedule meetings to review the previous week and develop three and four-week look aheads
- ✓ Monthly scheduling meetings to review CPM progress
- ✓ Weekly foreman meetings to discuss safety, schedule, and coordination
- ✓ Morning huddles with the crews to set daily safety and production goals
- ✓ Regular progress meetings with VDOT to review and discuss submittals and progress
- ✓ Bi-weekly contractor coordination meetings with VDOT, EMS, Police, etc.
- ✓ Monthly partnering meetings with stakeholders to identify and resolve issues

Our Key Personnel’s duties and responsibilities include:

DB **Design-Build Project Manager (DBPM) Scott Szympruch, PE (Corman)** is responsible for project design and construction, quality management, contract administration, and other services required. including procuring/furnishing materials, equipment, services, and labor required by the contract documents. He will be available to VDOT as required, has the expertise/experience to supervise and exercise control of the work, and accepts responsibility for the final work product. Scott is VDOT’s primary point of contact and will

coordinate, integrate, and administrate the Corman | RDA Team, including design, construction, quality assurance, MOT, safety, and utilities. **He will be responsible for meeting our contract obligations and avoid/resolve disputes per the RFP.** Scott will supervise the Design Manager, Design/ Construction Integrator, Construction Manager, and Quality Assurance Manager **and manage/coordinate any public outreach and public meetings through the Public Relations Manager.** He will be involved with preconstruction, design, construction, and punch out. Scott will assist with constructability reviews, safety audits, and oversee the quality management program, purchasing, and construction operations.

DB **Quality Assurance Manager (QAM) Kaushik Vyas, PE, DBIA (Quinn)** reports to the DBPM and will have direct, independent access to VDOT and our Executive Committee. He will ensure work and materials, testing, and sampling are performed in conformance with contract requirements and “*approved for construction*” plans/ specifications. Kaushik will be responsible for the development of and adherence to the QA/QC Plans, QA inspection and testing of all materials used, and work performed. As an independent entity, he will audit and monitor Corman | RDA Team’s Construction Quality Control Program. **He can stop construction, enforce compliance with specifications, and issue and require resolution of Non-Conformance Reports (NCRs).** Kaushik will manage the QA program, including the QA inspector and independent QA testing firm and testing technicians. **The QA team will conduct independent and concurrent tests and analysis of the work separate from the construction QC team.** He will maintain project quality records and approve/submit pay estimates and submit monthly written reports to VDOT’s project manager and our Executive Committee.

DB **Design Manager (DM) Darell L. Fischer, PE, DBIA** reports to the DBPM. He will be responsible for providing a quality engineering product, meeting design milestones, continual Design-Build Team coordination and ensuring the Design QA/QC Manager and independent reviewers are not tasked with other project responsibilities. Darell will ensure design work is performed in accordance with the contract, current VDOT Policies, Procedures and Guidelines. He will manage the design elements including roadway, structural, hydraulic, traffic, MOT, ROW, environmental, and geotechnical. Darell will allocate and assign resources, oversee the design sub-consultant for survey, coordinate design and review schedules, develop and implement corrective measures, if necessary, and integrate environmental compliance measures into the design. He will coordinate design and construction with each discipline lead to achieve commitments. Darell will remain involved once construction starts to oversee any plan modifications, response to Requests for Information (RFIs), review shop drawings, and review construction activities with the CM as work progresses to see if there are unrealized opportunities or needs for change. Darell has been the Design Manager on nine Design-Build projects for VDOT over the past 10 years.

DB **Construction Manager Thomas “TJ” Starkey (Corman)** has over 13 years’ hands-on experience it takes to manage construction, including QC activities to ensure materials and work meet contract requirements and “*approved for construction*” plans/specifications. He will manage the onsite construction team comprised of Project Controls, Construction QC Manager, superintendents, and project field staff including scheduling, safety, environmental compliance, utilities and MOT. **TJ will be assigned to this project and be onsite full time throughout construction.** He will play a key role in conjunction with the Design/Construction Integrator and Design QA/QC Manager in design constructability reviews, and work with Ryan Gorman to coordinate between the design and construction forces with regard to environmental commitments, utilities, ROW, and MOT. Along with his staff, TJ will focus on ensuring construction is performed safely, and along with our Construction QC Manager, that materials and work are in accordance with the approved plans/contract documents. He will coordinate with the Design Manager during construction for the accurate and timely issuance and review of any RFIs and shop drawings, as well as field visits, preparation of as-builts and plan revisions. **TJ is the Deputy Design-Build Project Manager/Design-Build Project Manager on the \$80 Million Design-Build Route 1 Improvements at Fort Belvoir project where he works with proposed DBPM Scott Szympruch.**



Keys to Success are communication and coordination between the many parties involved: The Corman | RDA Team, VDOT, review agencies, and stakeholders. This is based upon open and honest communication, frequent meetings, and updates. The Corman | RDA Team will have internal weekly meetings during design with key construction and design staff present. Tracking sheets will track progress of utilities, ROW, and design disciplines, as well as environmental and design approvals. Once

construction starts, design participants remain involved as required. Added to the weekly meetings as construction begins are the superintendents, field surveyors, MOT Manager, and Construction QC Manager.

Key stakeholder representatives including utility companies (Dominion Virginia Power, Comcast, Verizon, Columbia Gas, County Water and Sewer), Fauquier County Landfill, Town of Warrenton, Fauquier County Public Schools, Fauquier County Sheriff, Fauquier Chamber of Commerce, Lord Fairfax Community College, Mountain Vista Governor's School, EMS responders, and others will be invited. Monthly meetings will also be held with the Corman | RDA Team, VDOT, QAM, and others to enhance partnering and resolve issues quickly and efficiently.

Quality assurance inspections will be coordinated with, but independent of, daily QC and construction. The QAM will be given timely notice of construction activities so his QA staff can be onsite to document compliance. He will have access to all meetings and records he deems needed to provide independent assurance that construction complies with contractual and design requirements. Reporting to the DBPM, the QAM will provide VDOT and the Executive Committee with the reports and assurances required. He will have unrestricted access to the construction and fabricator sites/facilities. A Corman | RDA Management Team representative will contact the QAM monthly to confirm project compliance.

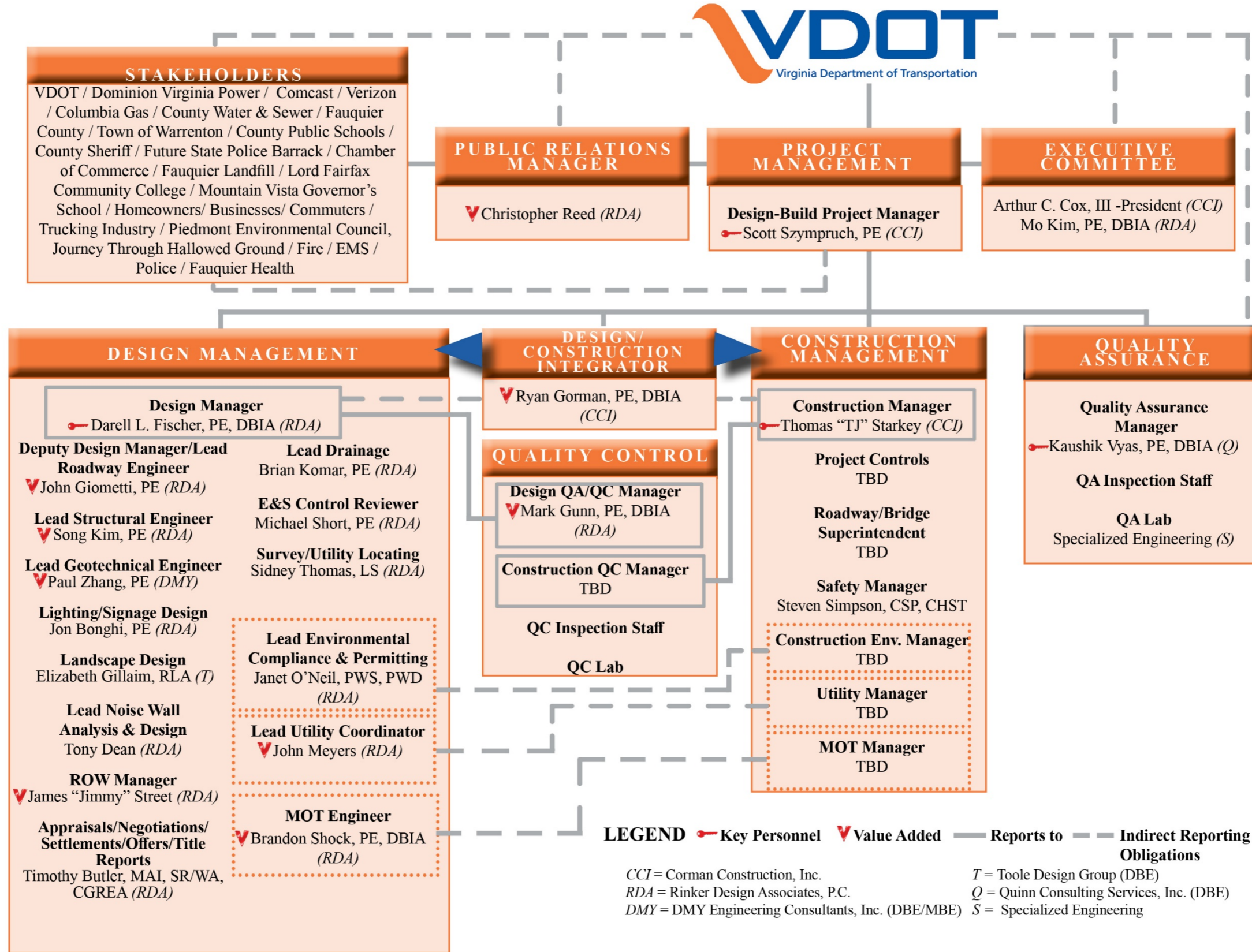


Figure 2: Organizational Chart



3.4 Team Experience



3.4 TEAM EXPERIENCE

Corman and RDA have successfully teamed on over \$160 Million of Virginia Design-Build projects, including VDOT’s highly successful Design-Build US 29 Solutions project. This cemented collaboration raises the bar to quickly identify, openly discuss, and solve issues before or as they arise. Having already worked together, team members know/trust each other, and have an effective working relationship in place.

CORMAN CONSTRUCTION **Corman Construction Inc. (Corman)** is a privately-held family business since 1920 and licensed heavy civil contractor specializing in highway, bridge, restoration, and heavy utility construction. With a corporate headquarters in Annapolis Junction, MD, and offices in Colonial Heights and Chesapeake, VA, Corman has constructed projects in Virginia for over 30 years and delivers projects on time and on budget without lingering disputes. We hold employee and public safety to a high standard and our below industry standard EMR validates this commitment.

In recent years, Corman received 20 local and national awards, including the 2015 DBIA National and Mid-Atlantic Region Merit Awards for the I-64/Route 15 (Zion Crossroads) DDI Interchange Improvements project, 2015 and 2014 Hampton Roads Utility and Heavy Contractors Association (HRUHCA) Safety Award, 2011 Maryland Washington Minority Contractors Association Prime Contractor of the Year Award, 2016 VTCA Transportation Contractor Safety Award Honorable Mention, and 2011 ARTBA Women Leadership in Transportation Glass Hammer Award.



“Considering the Route 29 Solutions Design-Build contract as a whole, many are not aware that the Route 29 Widening project was actually the critical path to successful completion of the entire contract. As such, the Lane-Corman Team developed a design that utilized the existing right-of-way to the greatest extent possible which saved the taxpayers money and facilitated a quicker construction phase. The result is that the Route 29 Widening project was completed four months ahead of the already-aggressive schedule.”Dave Covington, PE, VDOT’s Regional Program Manager for the Design-Build Route 29 Solutions project where Corman is a Lead Contractor Joint Venture partner and RDA is the Lead Designer

Current or recent VDOT Design-Build projects (with some setting a precedent regarding the first of its kind in Virginia) include:

- I-64 Widening and Route 623 Improvements, Short Pump, VA
- Fall Hill Avenue and Mary Washington Boulevard Extension, Fredericksburg, VA
- Route 29 Solutions, Albemarle, County, VA - *VDOT’s First Project with a Responsible Charge Engineer as a Key Personnel and second flash track project*
- Military Highway (CFI), Norfolk, VA - *Virginia’s First Continuous Flow Intersection*
- I-64 / Route 15 DDI, Zion Crossroads, VA - *Virginia’s First Diverging Diamond Interchange*
- Route 1 Improvements at Fort Belvoir a joint FHWA/Eastern Federal Lands/VDOT project, Lorton, VA



Rinker Design Associates (RDA), as Lead Designer, will provide project management, roadway design, structural design, drainage design, traffic engineering, utility coordination, and right-of-way acquisition services. They are a Virginia-based firm with over 115 employees operating from offices in Manassas, Fredericksburg, and Richmond. RDA is an award-winning, Virginia Certified, Small Business (DSBSD Certification #652784) and has served as the lead designer on 14 Design-Build projects in Virginia in the past 10 years; seven of which are grade-separated projects.



3.5 Project Risks

3.5 PROJECT RISKS

The Corman | RDA Team will employ the Construction Management Association of America (CMAA) endorsed approach to risk management through a *Risk Register*, which includes a list of identified risks, potential impacts, and mitigation for each. A robust risk management process considers risks throughout the project’s life and delivery processes. Our Team’s risk management process has already sprung into action and will evolve throughout design and construction, positioning us to respond quickly and effectively as issues unfold. The Corman | RDA Team employs a Five-Step Risk Management Approach:

1. **Identify** – name risks, determine cause and effect, and categorize
2. **Assess** – assign probability of occurrence, severity of impact, and determine response
3. **Analyze** – quantify severity, determine exposure, establish tolerance level, and determine contingency (applicable during preliminary design and pricing)
4. **Manage** – define response plans and actions, establish risk ownership, and manage response (after NTP)
5. **Monitor / Review** – monitor/review/update risks, monitor response plans, update exposure, analyze trends, and produce reports (after NTP, during design, during construction)



Figure 3: Risk Management Plan

We have reviewed the available information, visited the project site during various traffic and weather conditions, and jointly discussed the major risks. With the mindset of project *risk* being defined as an issue that has the potential to impact the public, schedule, budget, or a combination, we have identified the three unique risks we deem most relevant and critical to project success:

RISK NO. 1: MAINTENANCE OF TRAFFIC

Maintenance of Traffic (MOT) on any project is a risk due to changing traffic patterns, restricting lane widths, and operating construction equipment adjacent to moving traffic. Add constructing a new interchange in the same location as the existing at-grade intersection, and you create a recipe for challenging issues. Maintaining access to the stakeholders along Lord Fairfax Road (i.e., residences, Mountain Vista Governor’s School, Lord Fairfax Community College, Town of Warrenton, and Fauquier County Landfill) when the proposed grades are more than 20-ft. above the existing ground elevations is just one of the challenges impacting MOT.

Why Critical: US 15/17/29 Bypass carries almost 45,000 vehicles per day while US 15/17/29 Business carries approximately 12,000. These high traffic volumes, combined with the narrowing effect of traffic control devices (i.e., concrete barrier, barrels, cones), adjacent construction equipment, and high fills directly adjacent to the roadway, pose a significant safety concern.

Additionally, the narrowing effect that construction creates will cause vehicles to reduce speed. While this is a benefit from a safety standpoint, it causes an increase in congestion of the existing intersection in a corridor that already experiences excessive delays during peak hours.

Impact: Historically, MOT causes impacts to safety, public acceptance, cost, and schedule. This project is no different in that regard. Given the location of the new interchange with respect to the existing intersection and the significant grade separation between them, the potential cost and schedule impact resulting from increased phases (or sub-phases) of work are significant. A specific example is the construction of the western half of the interchange. The intended sequence of construction based on the Public Hearing plans is to build Ramp B (**Figure 4 – shown in red below**) while maintaining existing traffic (**Figure 4 – shown in orange**). As you can see from the cross sections below in **Figure 5**, this approach will require a temporary retaining wall in excess of 15-ft. tall. These unintended impacts are extremely costly and will require extensive safety treatments (i.e., guardrail and barrier). Additionally, they add a phase to the construction sequence which will increase the construction duration, stakeholder impact, and cost.

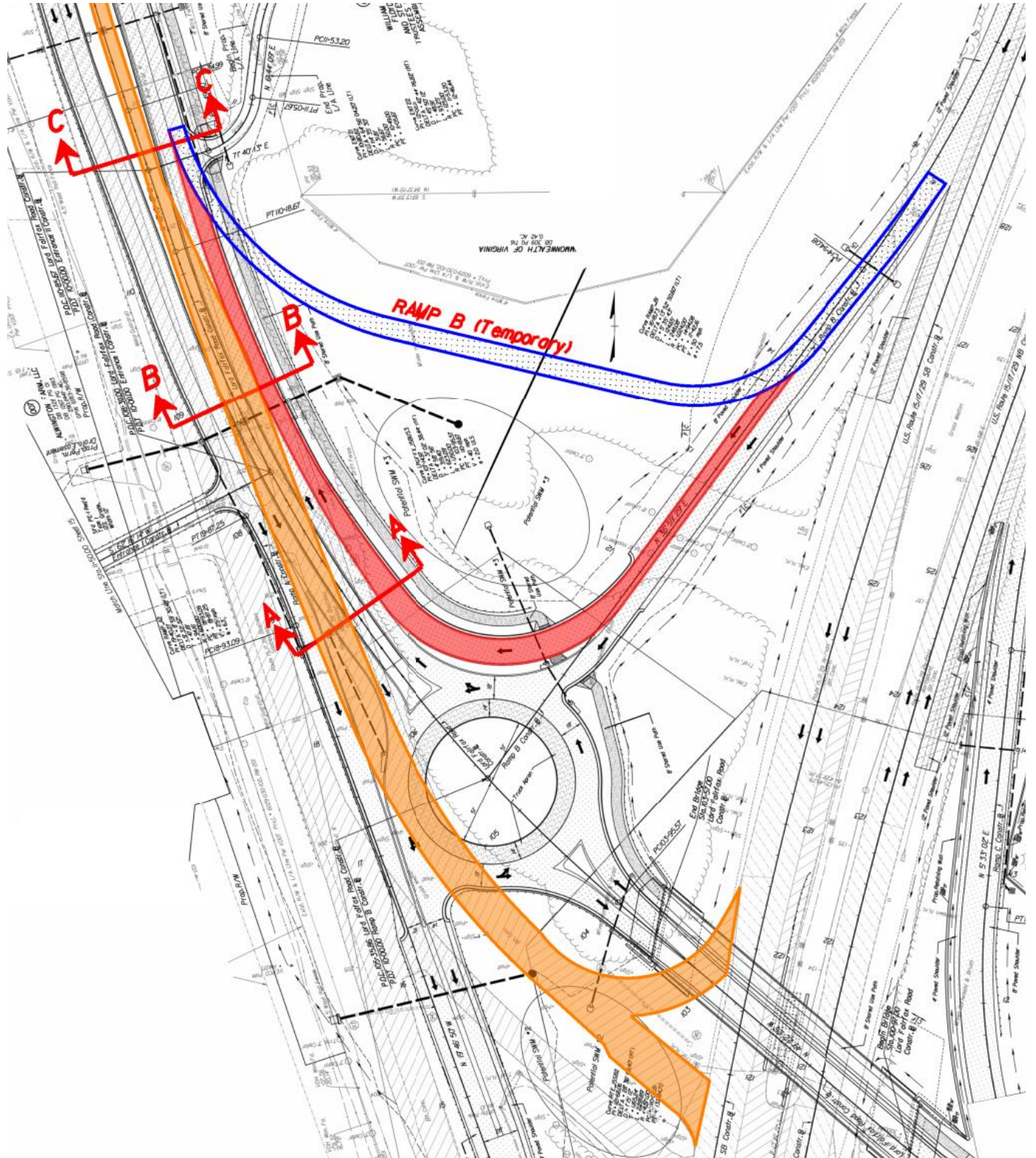


Figure 4: Ramp B shift to the north

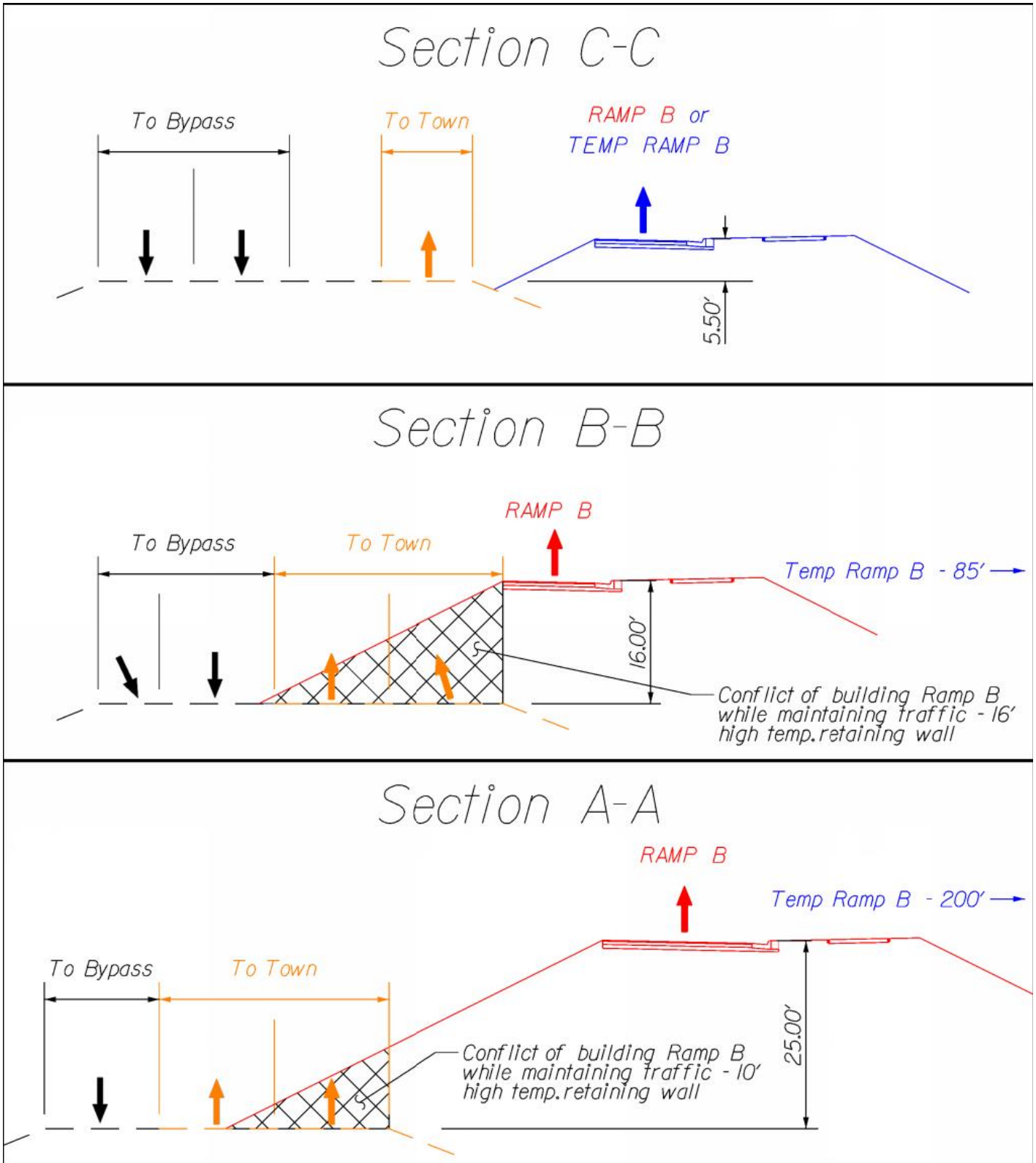


Figure 5: Ramp B Cross Sections

The more construction phases there are, the more time it takes to build, resulting in construction inefficiencies, increased costs, and increased impacts to the traveling public.

Mitigation: Mitigation of public impact, cost, and schedule can be achieved simultaneously. Our Team, in addition to evaluating alternative designs through a potential ATC process, will also evaluate offsetting the current design further to the north. Greater separation between the work area and the existing roadway will improve safety and congestion, while cost and schedule impacts will be reduced due to increased efficiencies associated with constructing out of traffic.

- ✓ Our team, as described above, will evaluate shifting the Ramp B bypass lane to US 15/17/29 Business further to the north (**blue roadway in Figure 4**) to avoid the potential need for temporary retaining walls between Ramp B and existing Lord Fairfax Road pavement. Depending on design factors, this shift may be permanent or temporary.
- ✓ Prior to attending the Public Hearing, we anticipated introducing a temporary intersection at the existing crossover south of the current intersection in order to access Lord Fairfax Road away from the majority of construction. Ironically, the Public Hearing plans showed this identical scheme on the Sequence of Construction sheets – great minds think alike. However, to improve efficiency of this new intersection, realigning Lord Fairfax Road and Bingham Road may be necessary so that separation and stack length can be obtained for the temporary signal (**See Figure 6**). The right in to Lord Fairfax Road could potentially remain to provide direct access to the Community College and County Landfill from Route 15/17/29 North.
- ✓ To improve safety and congestion as a whole, an increased public outreach component would be implemented. A contract requirement is to hold a *Pardon our Dust* meeting prior to breaking ground. We propose to hold this meeting as required and hold additional meetings at the start of each construction phase. The graphics for these follow up meetings will focus solely on the upcoming phase shift to educate stakeholders of traffic pattern changes and lane configurations. In addition, we will provide Variable Message Signs (VMS) for advanced warning of upcoming traffic pattern changes. These strategies are beneficial in improving safety through awareness. These efforts will be coordinated with the District Public Affairs Manager as our team did on the Route 29 Solutions projects.
- ✓ Finally, our team will explore ways to provide wider lane widths during construction using shoulder strengthening and temporary paving. This is especially important with the high volume of trucks that currently use this corridor (12%). While restricted lanes cause vehicles to brake and slow down thereby increasing the potential for accidents (such as rear end collisions or side impacts), wider lanes will move traffic along safer without over reactions to vehicles/trucks in adjacent lanes or the potentially sideswipe of an adjacent 18-wheeler due to the narrow lane width.

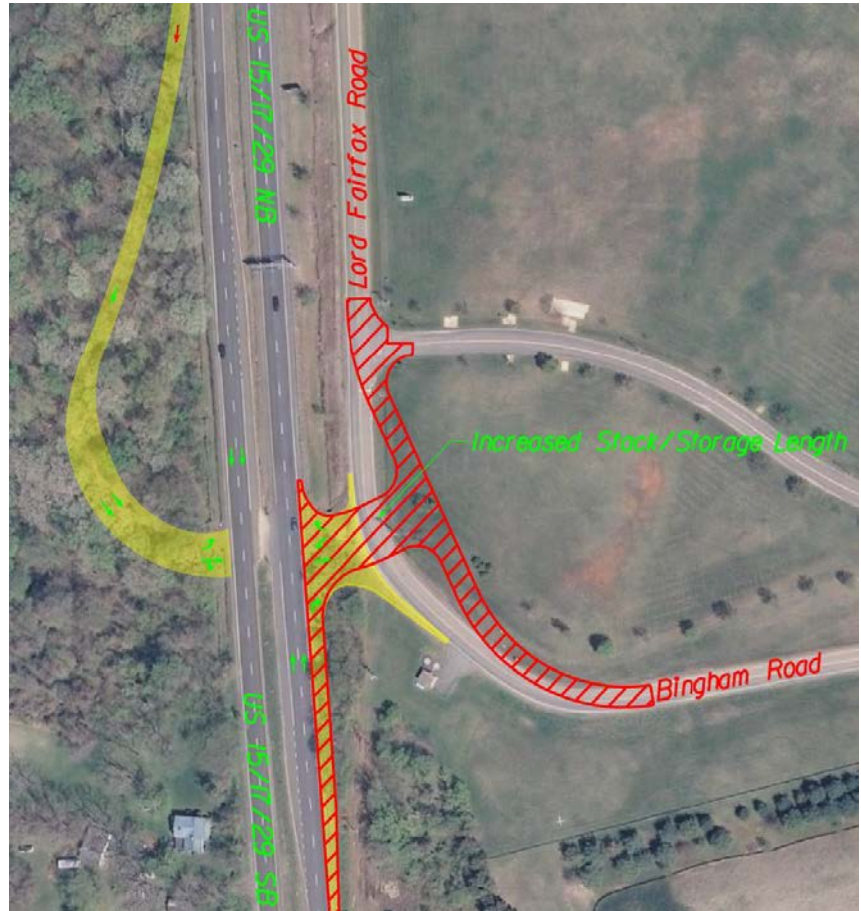


Figure 6: Realignment of Lord Fairfax Road

Role of VDOT and/or other Agencies: Reviewing material for and attending/participating in the required *Pardon our Dust* meetings, along with the additional meetings conducted for each construction phase.

RISK NO. 2: STAKEHOLDER COORDINATION

The 15/17/29 Interchange is the last piece of critical infrastructure to complete the Warrenton Eastern Bypass. This location serves as a gateway to the Town of Warrenton and access point for local businesses, residences, and public services. Since stakeholders have a direct line to VDOT and elected officials, it is imperative that a clear and comprehensive outreach program be developed.

Why Critical: As the design evolves, it is vital to integrate the stakeholders (Journey Through Hallowed Ground, Lord Fairfax Community College, Fauquier Landfill, Town of Warrenton, Fauquier County, Fauquier County Public Schools, Fauquier County Sheriff, State Police, Fauquier County Chamber of Commerce, Piedmont Environmental Council, etc.) to keep negative press at bay, which could delay or cancel the project and to generate positive acceptance.

Impact: Citizen or political opposition to the project and its design features can result in delays, especially if special accommodations need to be made after designs are completed or approved. Project delays and cost can escalate if expensive hardscape, landscape, or other architectural features are not identified and coordinated early in the design. Due to implementing traffic pattern changes to construct the project, safety can be compromised if drivers are not notified of the changes in corridor access points and traffic patterns.

Mitigation: Formalizing a “*Stakeholder Information Panel*” to facilitate consensus and ownership by the community would mitigate the potential for delays and cost over-runs. Establishing goals and expectations for aesthetic treatments at the project onset through outreach would control cost. This panel can relay concerns and project information among their constituents and present them to the Corman | RDA Team and VDOT through regularly-scheduled meetings.

One-on-one meetings with key stakeholders representing the Town of Warrenton, Fauquier County, Lord Fairfax Community College, Fauquier County Dept. of Environmental Services (Landfill), First Responders, business owners, and impacted residents would be held at the beginning of the project to establish trust and lines of communication. Additional outreach would be provided through updates for VDOT posting on project website, e-mail address, and a toll-free phone number. These efforts will be coordinated in conjunction with and facilitated through the District Public Affairs Manager.

Safety concerns can be mitigated by educating the public prior to any traffic shifts or access changes, including public meetings, radio ads, and news releases. To reach those not engaged with the project, information flyers can be left at accessible locations, i.e., Landfill office/weigh station, Lord Fairfax Community College, Town offices, County offices, VDOT Warrenton Residency, and VDOT District Offices. The Corman | RDA Team anticipates providing lane closures, traffic changes, and other construction information to VDOT weekly, similar to the successful *Traffic Alert* notices that have been used on the Route 29 Solutions or Route 3 projects. Weekly *Traffic Alert* notices can heighten public awareness so they can plan their weekly or daily trips through the corridor.



Chris Reed is the Corman | RDA Team’s Public Relations Manager. He has been in a similar role with VDOT’s Route 29 Solutions Design-Build project and will employ successful lessons learned from that active public engagement process. He is a Town of Warrenton resident and was the VDOT Culpeper District Location and Design Engineer during construction of the interchange at the northern end of the Warrenton Eastern Bypass. He will draw on his experience with many of the stakeholders and his existing relationship with the District Public Affairs Manager to be proactive and avoid the pitfalls that could lead to potential delays. **Table 2** below suggests appropriate methods of coordination for each stakeholder.

	Stakeholder Information Panel	Public Meetings	One on One Meetings	Media Releases	Weekly Traffic Alerts	Information Flyers
Journey Through Hallowed Ground	✓	✓		✓		
Lord Fairfax Community College	✓	✓		✓	✓	✓
Fauquier Landfill	✓	✓		✓	✓	✓
Town of Warrenton	✓	✓		✓	✓	
Fauquier County	✓	✓		✓	✓	
Fauquier County Public Schools		✓	✓	✓	✓	
Fauquier County Sherriff		✓	✓	✓	✓	
State Police		✓	✓	✓	✓	
Fauquier County Chamber of Commerce	✓	✓		✓	✓	
Piedmont Environmental Council		✓	✓	✓		
Homeowners		✓	✓	✓	✓	
Business Owners		✓	✓	✓	✓	✓
Commuters		✓		✓	✓	

Table 2: Public outreach campaign

Role of VDOT and/or other Agencies: VDOT to partner with the Corman | RDA Team to review/approve the project’s Public Involvement Plan, Stakeholder Information Panel charter, and public communication procedures. In addition, VDOT review of public communications, such as radio ads, web page updates, flyers, and news releases, along with an invitation to participate in the Stakeholder Information Panel.

The Town of Warrenton and Fauquier County would be invited to appoint members for the Stakeholder Information Panel, as well as recommending participation of other community leaders.

Public entries through the project area, such as the Landfill and Lord Fairfax Community College, will have a role to participate on the Stakeholder Information Panel and communicate activities within their service areas that could cause a change in traffic use.

RISK NO. 3: HIGH VOLUME OF TRUCKS

The US 15/17/29 corridor is a heavily-traveled roadway, especially by truckers. The average daily traffic (ADT) is almost 45,000 vehicles per day, including 5,400 trucks, representing 12% of the total volume. That averages 225 trucks per hour. However, during peak traffic, that number exceeds 800 trucks per hour.

Why Critical: Such a high percentage (and volume) of trucks puts a strain on driver safety and results in heavier congestion. This condition is further complicated by long uphill grades which causes decreased speeds due to trucks.



Figure 7: US 15/17/29 high truck volume

Impact: The US 15/17/29 Bypass and US 15/17/29 Business / Lord Fairfax Road intersection experiences backups for over a mile during peak hours, which already forms a negative perception. Once construction starts, the strain on commuters and other stakeholders could generate a public relations nightmare as a result of increased collisions and congestion resulting in a decrease in safety. Additionally, the time to construct temporary pavement for MOT, as well as wider pavements needed to accommodate truck movements is a concern.

Mitigation: To mitigate or eliminate the impacts, the Corman | RDA Team has identified the following strategies:

- ✓ **Public Relations:** Public relations is vital and VDOT has created a solid foundation through their *small group stakeholder meetings* which were held prior to Public Hearings. Our Team will build upon that success through their experience on other projects where public relations was critical to success. Most notably, they will draw upon their success and lessons learned on the US 29 Solutions Design-Build project (a corridor that

carries many of the same trucks associated with this project), where RDA leads the Public Relations efforts for the entire 29 Solutions Project and worked hand-in-hand with the District Public Affairs Manager to maintain continuity and ensure success.

To alleviate concerns over specific work elements (i.e., MOT, public outreach, safety, etc.) that are anticipated to be problematic from a stakeholder perspective and heightened by the significant truck traffic in the corridor, Advisory Committees will be formed to engage the stakeholders. The results are two-fold: First, our team will be positioned to get ahead of potential issues, establish reasonable expectations, and have sure-fire solutions for implementation. Second, they will allow our team to get buy-in from stakeholders who will be a part of the solution.

Specialized outreach to the trucking industry will be made through local and regional trucking associations including:

- **ATT** - American Association of Truckers, Inc. – <http://www.americanassociationoftruckers.com>
- **AITA** – America’s Independent Truckers’ Association – <http://aitaonline.com>
- **VA Trucking Association** – <http://www.vatrucking.org>
- **MMTA** - Maryland Motor Truck Association – <http://www.mmtanet.com>

Flyers and other roadway information will be made available at local truck stops including:

OPAL, VA
MAPCO Express – US 15/29
Quarles Truck Stop – US 15/29

FREDERICKSBURG, VA
MAPCO Express - I-95 & Route 17
Sunoco – I-95 & Route 17

- ✓ **Safety:** To address safety concerns which are heightened by the high volume of trucks, we will reach out to the trucking industry (organizations, such as the Virginia Trucking Association or the American Trucking Association among others) to ask them to encourage their members to use alternate routes during the interchange construction. Knowing this may only minimally reduce the numbers, we will also implement a corridor campaign that gives advance notice of construction activities impacting traffic, including implementation of multiple *Pardon our Dust* meetings (as discussed in our first risk), public notices (i.e., flyers on windshields at truck stops – Quarles Truck Stop in Opal, VA) and increased advanced warning signs. We will also explore restricting truck traffic to the right lane through the work zone, and then provide additional width in that lane which would include a widened shy distance from the concrete barrier to the lane line.
- ✓ **Cost:** To offset any uptick in project duration or cost due to increased pavement widths to accommodate design vehicles (presumed to be WB-62 or WB-67), the Corman | RDA Team will assess the interchange movements to see if:
 1. Directional movements can be further segregated for increased flexibility in grade/radius
 2. If entry/exit radii for the roundabouts can be flattened for anticipated transfer truck traffic to and from the landfill without degrading the *fastest path* through the roundabout to an unacceptable level.



Figure 8: Side-by-side WB 67's –Design vehicles on Route 15/17/29

Role of VDOT and/or other Agencies: Increased public outreach and Advisory Committees will enhance stakeholder involvement, which includes VDOT.

If restricting truck traffic to the right lane is allowed, it will require an increased presence by state and local police to enforce and establish these new behavioral patterns. Finally, roundabout configuration tweaks and/or revisions may require additional reviews by VDOT.



Appendix



ATTACHMENT 3.1.2

Project: 0029-030-121, P101, R201, C501, B616

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	16-18
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	19
Letter of Submittal (on Offeror's letterhead)				
Authorized Representative's signature	NA	Section 3.2.1	yes	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	20
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	21-26
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	27
Evidence of obtaining bonding	NA	Section 3.2.9	no	28-30

ATTACHMENT 3.1.2

Project: 0029-030-121, P101, R201, C501, B616

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	31-32
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	33-38
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	39-44
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	45-46
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	47
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	3 & 5
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	48-49
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	50-51
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	52-53
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	54-55
Organizational chart	NA	Section 3.3.2	yes	7
Organizational chart narrative	NA	Section 3.3.2	yes	4-6

ATTACHMENT 3.1.2

Project: 0029-030-121, P101, R201, C501, B616

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	56-58
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	59-61
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	9-15

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00077384DB100

PROJECT NO.: 0029-030-121, P101, R201, C501, B616

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 – April 26, 2017
(Date)

2. Cover letter of RFQ Addendum #1- May 22, 2017
(Date)

3. Cover letter of _____
(Date)


SIGNATURE

6/2/17
DATE

Arthur C. Cox, III
PRINTED NAME

President
TITLE

ATTACHMENT 3.2.6

State Project No. 0029-030-121, P101, R201, C501, B616

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
Affiliate (Parent)	CG Enterprises, Inc.	12001 Guilford Road, Annapolis Junction, MD 20701
Affiliate (Sister)	Corman Marine Construction, Inc.	711 East Ordnance Road, Suite 715, Baltimore, MD 21226
Affiliate (Joint Venture)	CK Constructors, A Joint Venture	12001 Guilford Road, Annapolis Junction, MD 20701
Affiliate (Joint Venture)	Intercounty Constructors Joint Venture	120 White Plains Road, Suite 310, Tarrytown, NY 10591
Affiliate (Joint Venture)	MD 200 Constructors, A Joint Venture	450 Dividend Drive, Peachtree City, GA 30269
Affiliate (Joint Venture)	Wagman, Corman, McLean Joint Venture	3290 North Susquehanna Trail, York, PA 17406
Affiliate (Joint Venture)	Corman-Wagman, A Joint Venture	12001 Guilford Road, Annapolis Junction, MD 20701
Affiliate (Joint Venture)	KC Constructors, A Joint Venture	1800 South Bell Street, Suite 300, Arlington, VA 22202
Affiliate (Joint Venture)	Corman-E.V. Williams, a Joint Venture	12001 Guilford Road, Annapolis Junction, MD 20701
Affiliate (Joint Venture)	LANE/Corman Joint Venture	14500 Avion Parkway, Suite 200, Chantilly, VA 20151
Affiliate (Joint Venture)	Kiewit-Corman-Greenbelt, a Joint Venture	7250 Parkway Drive, Suite 310, Hanover, MD 21076

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0029-030-121, P101, R201, C501, B616

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

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

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

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

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

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

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

	6/2/17	President
Signature	Date	Title

Corman Construction, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)


**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0029-030-121, P101, R201, C501, B616

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

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

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


Signature _____ Date 5/24/17

Director of Design-Build Services
Title

Rinker Design Associates, P.C.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0029-030-121, P101, R201, C501, B616

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

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

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



May 17, 2017

Vice President

Signature

Date

Title

DMY Engineering Consultants inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0029-030-121, P101, R201, C501, B616

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

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

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

	05/17/2017	President
Signature	Date	Title
<hr/>		
Toole Design Group, LLC		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0029-030-121, P101, R201, C501, B616

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

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

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



Signature

June 2, 2017

Date

President

Title

Quinn Consulting Services, Inc.

Name of Firm

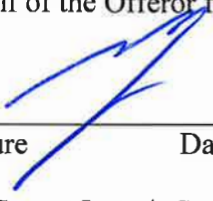
ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0029-030-121, P101, R201, C501, B616

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

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

	<u>5/23/2017</u>	<u>VP of Business Development</u>
Signature	Date	Title

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



Virginia Department of Transportation

Date Printed: 05/19/2017

Prequalified Vendors Sorted By Vendor Name

12:00 AM

Includes All Qualified Levels As Of 5/19/2017

Page 110

- C -

Vendor ID: C1378

Vendor Name: COPELAND CONCRETE CONSTRUCTION, INC.

Prequal Exp: 03/31/2018

-- PREQ Address --

1539 EAGLE GLEN DRIVE

CHESAPEAKE, VA 23322

Phone: (757)353-9808

Fax:

Work Classes (Listed But Not Limited To)

022 - INCIDENTAL CONCRETE

186 - SUBCONTRACTOR ONLY

Bus. Contact: COPELAND, GARRY PIKE

Email: GPC@COPELANDCONCRETEVA.COM

-- DBE Information --

DBE Type: N/A

DBE Contact: N/A

Vendor ID: C097

Vendor Name: CORMAN CONSTRUCTION, INC.

Prequal Exp: 03/31/2018

-- PREQ Address --

12001 GUILFORD ROAD

ANNAPOLIS, MD 20701-1201

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



June 2, 2017

Virginia Department of Transportation
Alternate Project Delivery Office
1401 East Broad Street
Richmond, VA 23219
Attn: Mr. Bryan W. Stevenson, P.E.

Re: Corman Construction, Inc. – Surety Qualification
Request for Qualifications – A Design-Build Project
Warrenton Southern Interchange US 15/17/29
From: Route 15/17/29 & Route 15/17/29 Business
To: 1.0 mile South of Route 15/17/29 & Route 15/17/29 Business
Contract ID No.: C00077384DB100
State Project No.: 0029-030-121, P101, R201, C501, B616
Federal Project No: STP-032-7(032)

Dear Mr. Stevenson:

As Surety for Corman Construction, Inc., Fidelity and Deposit Company of Maryland and Zurich American Insurance Company with A.M. Best Financial Strength Ratings “A+” and Financial Size Category “XV” are capable of providing 100% Performance Bond & 100% Labor and Materials Payment Bond in the anticipated amount of \$20,000,000.00 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.

If Corman Construction, Inc. is short-listed and/or awarded a contract for the referenced project and requests that we provide the necessary Bid and Performance and Payment Bonds, we will be prepared to execute the bonds subject to our acceptable review of the contract terms and conditions, bond forms and any other underwriting considerations at the time of the request.

Fidelity and Deposit Company of Maryland and Zurich American Insurance Company are proud to have represented Corman Construction, Inc.’s as its surety for over twenty (20) years. Based on Corman Construction, Inc.’s financial strength and track record, we are prepared to consider jobs of \$150,000,000 single/\$400,000,000 aggregate total program.

Our consideration and issuance of bonds is a matter solely between Corman Construction, Inc. and ourselves, and we assume no liability to third parties or to you by the issuance of this letter.

We trust that this information meets with your satisfaction. If there are further questions, please feel free to contact me.

Sincerely,

Robert A. Chlada, Attorney-in-Fact

Gallagher CRS
11311 McCormick Road | Suite 450
Hunt Valley, MD 21031

p 443.798.7499
ajg.com



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

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Maryland, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Maryland (herein collectively called the "Companies"), by **GERALD F. HALEY, 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 **Joseph A. PIERSON, Robert A. CHLADA, Cynthia M. CHARVAT, Dennis C. OURAND, Steven A. DZURIK, JR., John J. MARKOTIC and Diane S. LOUGHRY, all of Hunt Valley, Maryland, 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 22nd day of September, A.D. 2016.

ATTEST:

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



By: *Eric D. Barnes*

Secretary
Eric D. Barnes
State of Maryland
County of Baltimore

Gerald F. Haley

Vice President
Gerald F. Haley

On this 22nd day of September, A.D. 2016, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **GERALD F. HALEY, Vice President, and ERIC D. BARNES, 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



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 June, 2017.



Michael Bond, 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

ATTACHMENT 3.2.10

State Project No. 0029-030-121, P101, R201, C501, B616

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
Corman Construction, Inc.	F046798-7	Foreign	Active/In Good Standing	12001 Guilford Road Annapolis Junction, MD 20701	Class A Contractor	2701014794	10-31-17
Rinker Design Associates, P.C.	02270627	Corporation	Active/In Good Standing	4301 Dominion Blvd., Suite 100 Glen Allen, VA 23060	ENG	0410000220	2-28-18
DMY Engineering Consultants, Inc.	0768895-5	Incorporated	Active/In Good Standing	45662 Terminal Drive Suite 110 Dulles, VA 20166	ENG	0407005631	12-31-17
Toole Design Group, LLC	T024345-3	Limited Liability Co.	Active/In Good Standing	8484 Georgia Ave., Suite 800 Silver Spring, MD 20910	ENG, LA	0407005510	12-31-17
Quinn Consulting Services, Inc.	0492551-7	Incorporated	Active/In Good Standing	14160 Newbrook Dr., Suite 220 Chantilly, VA 20151	ENG	0407003733	12-31-17
DIW Group, Inc. (Specialized Engineering)	F128190-8	Foreign	Active/In Good Standing	4845 International Blvd., #104 Frederick, MD 21703	ENG	0407004748	12-31-17

ATTACHMENT 3.2.10

State Project No. 0029-030-121, P101, R201, C501, B616

SCC and DPOR Information

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
Rinker Design Associates, P.C.	Darell L. Fischer, PE	Glen Allen, VA	14101 Spring Gate Terrace Midlothian, VA 23112	PE License	0402023296	6-30-18
Quinn Consulting Services, Inc.	Kaushik Vyas, PE, DBIA	Chantilly, VA	10170 Spring Drive Gordonsville, VA 22942-7581	PE License	0402039004	6-30-18
Rinker Design Associates	Timothy Butler	Glen Allen, VA	925 Dispatch Road Quinton, VA 23141	Real Estate Appraiser License	4001001792	9-30-18

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05/16/17

CISM0180 CORPORATE DATA INQUIRY

10:19:33

CORP ID: F046798 - 7 STATUS: 00 ACTIVE STATUS DATE: 01/06/06
CORP NAME: CORMAN CONSTRUCTION, INC.

DATE OF CERTIFICATE: 11/02/1984 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: DE DELAWARE 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: CT CORPORATION SYSTEM

STREET: 4701 COX ROAD, SUITE 285 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060-0000

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143
ACCEPTED AR#: 216 16 8343 DATE: 11/14/16 HENRICO COUNTY
CURRENT AR#: 216 16 8343 DATE: 11/14/16 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
16 100.00 1,000

(Screen Id:/Corp_Data_Inquiry)

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05/24/17

CISM0180 CORPORATE DATA INQUIRY

10:40:44

CORP ID: 0227062 - 7 STATUS: 00 ACTIVE STATUS DATE: 04/22/91
CORP NAME: Rinker Design Associates, P.C.

DATE OF CERTIFICATE: 02/24/1982 PERIOD OF DURATION: INDUSTRY CODE: 70
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: JOHN S WISIACKAS

STREET: ODIN FELDMAN & PITTLEMAN PC AR RTN MAIL:
1775 WIEHLE AVENUE STE 400
CITY: RESTON STATE : VA ZIP: 20190-0000
R/A STATUS: 4 ATTORNEY EFF. DATE: 08/27/12 LOC : 129
ACCEPTED AR#: 217 02 2082 DATE: 01/17/17 FAIRFAX COUNTY
CURRENT AR#: 217 02 2082 DATE: 01/17/17 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
17 190.00 20,000

(Screen Id:/Corp_Data_Inquiry)

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ATTENTION: SCC CISIWeb will be unavailable on Saturday, May 20 from 3:45 a.m. to 12:00 noon, for system maintenance. We apologize for the inconvenience and thank you for your patience.

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CISM0180

CORPORATE DATA INQUIRY

05/19/17

18:59:38

CORP ID: 0768895 - 5 STATUS: 00 ACTIVE STATUS DATE: 10/23/14
CORP NAME: DMY ENGINEERING CONSULTANTS INC.

DATE OF CERTIFICATE: 09/06/2013 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND: Y
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: WEIYI MA

STREET: 45662 TERMINAL DRIVE AR RTN MAIL:
SUITE 110

CITY: DULLES STATE : VA ZIP: 20166-0000

R/A STATUS: 1 DIRECTOR EFF. DATE: 09/06/13 LOC : 153

ACCEPTED AR#: 216 54 0648 DATE: 10/31/16 LOUDOUN COUNTY

CURRENT AR#: 216 54 0648 DATE: 10/31/16 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
16	130.00					10,000

(Screen Id:/Corp_Data_Inquiry)



01/19/17

CISM0180

CORPORATE DATA INQUIRY

11:52:29

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#: 216 13 3280 DATE: 08/29/16 ARLINGTON COUNT

CURRENT AR#: 216 13 3280 DATE: 08/29/16 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEE	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
16	100.00					5,000

(Screen Id:/Corp_Data_Inquiry)

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05/25/17

CISM0180 CORPORATE DATA INQUIRY

19:52:41

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 ROAD AR RTN MAIL:
SUITE 285

CITY: GLEN ALLEN STATE : VA ZIP: 23060-0000

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

ACCEPTED AR#: 217 01 2461 DATE: 12/05/16 HENRICO COUNTY

CURRENT AR#: 217 01 2461 DATE: 12/05/16 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
17	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
10-31-2017

NUMBER
2701014794

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS H/H



CORMAN CONSTRUCTION INC
12001 GUILFORD RD
ANNAPOLIS JUNCTION , MD 20701-0160



James W. DeBorja
James W. DeBorja, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)
(DETACH HERE)



COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

CLASS A BOARD FOR CONTRACTORS
CONTRACTOR

CLASSIFICATIONS H/H
NUMBER: 2701014794 EXPIRES: 10-31-2017

CORMAN CONSTRUCTION INC
12001 GUILFORD RD
ANNAPOLIS JUNCTION , MD 20701-0160



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

DPOR-PC (05/2015)

COMMONWEALTH OF VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-28-2018

NUMBER

0410000220

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

PROFESSIONS: ENG



RINKER DESIGN ASSOCIATES PC
4301 DOMINION BOULEVARD, SUITE 100
GLEN ALLEN, VA 23060




Jay W. Lebeck, Director

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

12-31-2017

NUMBER

0407005631

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

DMY ENGINEERING CONSULTANTS INC
45662 TERMINAL DRIVE
SUITE 110
DULLES, VA 20166



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



James W. DeBoer
JAMES W. DEBOER, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON
12-31-2017

NUMBER
0407005510

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

PROFESSIONS: ENG, LA



TOOLE DESIGN GROUP, LLC
8484 GEORGIA AVE STE 800
SILVER SPRING, MD 20910



James W. DeLoach
James W. DeLoach 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: 0407005510 EXPIRES: 12-31-2017
PROFESSIONS: ENG, LA
TOOLE DESIGN GROUP, LLC
8484 GEORGIA AVE STE 800
SILVER SPRING, MD 20910



(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
12-31-2017

NUMBER
0407003733

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

PROFESSIONS: ENG



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



Jay W. DeBoer
Jay W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

(DETACH HERE)

DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR AP/ELSC/DLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003733 EXPIRES: 12-31-2017
PROFESSIONS: ENG
QUINN CONSULTING SERVICES INC
14160 NEWBROOK DR STE 220
CHANTILLY, VA 20151



(FOLD)

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

DPOR-PC (05/2015)

COMMONWEALTH OF VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 3678500

EXPIRES ON
12-31-2017

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



James W. Barber
James W. Barber, Director

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

DPOR-LIC (05/2015)
(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: 0407004748 EXPIRES: 12-31-2017
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 (05/2015)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

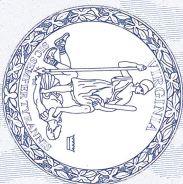
EXPIRES ON

06-30-2018

NUMBER

0402023296

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



DARELL LEE FISCHER
14101 SPRING GATE TERRACE
MIDLOTHIAN, VA 23112



Jan W. DeBoer
Jan W. DeBoer, Director

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

EXPIRES ON
06-30-2018

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

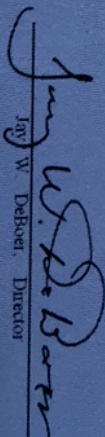
NUMBER
0402039004

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



KAUSHIKKUMAR BHUPENDRAPRASAD VYAS
10170 SPRING DRIVE
GORDONSVILLE, VA 22942-7581




James W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

09-30-2018

NUMBER

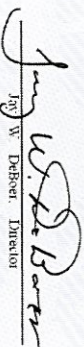
4001001792

REAL ESTATE APPRAISER BOARD

CERTIFIED GENERAL REAL ESTATE APPRAISER

TIMOTHY O BUTLER
925 DISPATCH RD
QUINTON, VA 23141




James W. DeBoer, Director

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.											
a. Name & Title: SCOTT SZYMPRUCH, PE, VICE PRESIDENT OF ENGINEERING											
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) : CORMAN CONSTRUCTION (FULL TIME)											
<p>d. Employment History: With this Firm <u>17</u> Years With Other Firms <u>4</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):</p> <p>Vice President of Engineering, Corman Construction, Inc. —————→ 2017-Present Scott is responsible for in house engineering and design work. He works with design-build projects from their inception to assist and review design activities. Scott also manages estimating and project selection activities for Corman and Corman Marine.</p> <p>Vice President, Mid-Atlantic Division, Corman Construction, Inc. —————→ 2016-2017 Scott was in charge of all operations in Northern Virginia, Maryland, Washington, DC, and Delaware.</p> <p>Corman Mid-Atlantic Division Manager, Corman Construction, Inc. —————→ 2013-2016 Scott oversaw engineering and project management, including schedules, resources, manpower, temporary designs, budget and change orders.</p> <p>Project Manager/Sponsor, Corman Construction, Inc. —————→ 2011-2013 Scott was assigned to projects where he oversaw start up, long-range planning/scheduling, design, cost analysis/ monthly reviews, owner relationships, change orders/claims reviews and steered projects toward successful final completion.</p> <p>Project Manager/Construction Manager, Corman Construction, Inc. —————→ 2004-2011 Scott was assigned onsite on projects, including two design-builds where he provided project management, supervision, professional engineering designs, field layout, subcontract negotiations/ administration, quality control, materials control/procurement, safety management, environmental compliance management, cost accounting and scheduling for compliance and successful completion.</p> <p>Sr. Project Engineer, Corman Construction, Inc. —————→ 2000-2003 Scott was assigned onsite on road and bridge projects, including one Design-Build where he developed schedules, worked with superintendents and worked with owners on submittals, payments and RFIs.</p>											
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Maryland, Baltimore, MD BS 1995 Civil Engineering											
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2005 Professional Engineer VA #0402041661											
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <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> <table border="1" style="width: 100%; border-collapse: collapse; background-color: #0056b3; color: white;"> <tr> <td style="width: 15%;">Project:</td> <td style="width: 40%;">Design-Build Route 1 Improvements at Fort Belvoir, Lorton, VA</td> <td style="width: 15%;">Dates:</td> <td style="width: 30%;">July 2013-Present</td> </tr> <tr> <td>Project Role:</td> <td>Design-Build Project Manager/Project Executive</td> <td>With Current Firm?</td> <td>Yes</td> </tr> </table>				Project:	Design-Build Route 1 Improvements at Fort Belvoir, Lorton, VA	Dates:	July 2013-Present	Project Role:	Design-Build Project Manager/Project Executive	With Current Firm?	Yes
Project:	Design-Build Route 1 Improvements at Fort Belvoir, Lorton, VA	Dates:	July 2013-Present								
Project Role:	Design-Build Project Manager/Project Executive	With Current Firm?	Yes								
As Design-Build Project Manager (July 2013-Jan. 2017)/Project Executive (Jan. 2017-Present) , Scott is overseeing construction from start up to close out. He manages the project team, equipment, material, and labor procurement, objectives and goals, work plans, and budgets and resources, procures/coordinates subcontractors, monitors schedules,											

conducts progress meetings, minimizes exposures and risks, mitigates issues, reviews/approves deliverables, RFIs, and change orders, administers contracts, oversees budget, safety, and quality compliance, meets obligations and avoids/resolves disputes under the contract, and steers the project to successful completion per contract. Scott and the design team coordinate *Pardon our Dust* meetings where he speaks and answers questions/inquiries about the project. This project constructs and/or widens Route 1 from 4-6 lanes, a multi-use trail, bicycle lanes and safer crosswalks, route realignment, intersection improvements, bridge demolition/construction, including underpass, retaining walls, noise walls, street lighting, stormwater management, drainage, utility relocations, right of way acquisition, and traffic signals. The project is constructed in coordination with VDOT, Fairfax County, and the Army Garrison at Fort Belvoir, is highly visible to local authorities and is a major focus of local and federal elected officials, with an emphasis on MOT, stakeholder communication, protecting the environment, and historical significance. **Client: Federal Highway Administration/Eastern Federal Lands Highway Division | Cost: \$82 Million | Relevancy: Design-Build, pedestrian and cycling facilities, survey, structure and bridge (including retaining walls), environmental, geotechnical, hydraulics and stormwater management, traffic control devices, TMP, MOT, ROW acquisition, utilities, including coordination/relocations lighting, landscaping, public involvement/relations, QA/QC, construction engineering and inspection, project management**

Project:	Design-Build MD 30 Hampstead Bypass, Hampstead, MD	Dates:	Nov. 2006-Jan. 2007
Project Role:	Project Manager	With Current Firm?	Yes

As **Project Manager**, Scott oversaw construction, worked with the designer, including design packages, managed the project team, equipment, material, and labor procurement, objectives and goals, work plans, and budgets and resources, procured/coordinated subcontractors, monitored schedules, conducted progress meetings, minimized exposures and risks, mitigated issues, reviewed/approved deliverables, RFIs, and change orders, administered contracts, oversaw budget, safety, and quality compliance, and met obligations and avoided/resolved disputes under the contract. This project was constructed to return the town of Hampstead to its residents by allowing commuter/commercial traffic to bypass the town center and mitigate the gripping rush hour traffic. There was 4.5 miles of two-lane asphalt urban minor arterial roadway with stream/wetland crossings and four bridges spanning them, traffic enters/exits via two new at-grade roundabouts at the north and south ends of the new road, and a third at-grade roundabout is at the intersection of the bypass and MD 482. Work included new storm drainage, MSE/noise walls, stormwater management facilities, water/sewer relocations, and BGE, Verizon and Comcast utility relocations. **Client/Owner: Maryland State Highway Administration Cost: \$43.2 Million | Relevancy: Design-Build, roundabouts, survey, structure and bridge (including MSE and noise walls), environmental, geotechnical, hydraulics and stormwater management, traffic control devices, TMP, MOT, ROW acquisition, utilities, including relocations, lighting, landscaping, public involvement/relations, construction engineering and inspection, project management**

Project:	Design-Build Intercounty Connector Contract A, Montgomery County, MD	Dates:	Jan. 2007-Jan. 2011
Project Role:	Construction Manager	With Current Firm?	Yes

As **Construction Manager**, Scott oversaw construction of the entire project, contributed to partnering and progress meetings, worked with environmental teams on environmental stewardship, and coordinated inspections/resolutions with our independent QC team. During procurement, he authored the schedule and was a leader in conceptual design development. Upon Notice to Proceed, Scott participated in design development task force undertakings and provided constructability reviews. He worked with design-build coordinators and construction project engineers leading the roadway, bridge, drainage, environmental, utility and subcontracting areas. Scott participated in the geotechnical task force team efforts and oversaw drilling. He provided professional engineering designs (support of excavation and temporary work) and supervised field layout, construction, quality control, and safety management. Scott was involved in the CPM schedule, oversaw the Construction Quality Manager and coordinated with adjacent projects. He coordinated with the Quality Assurance Manager regarding quality compliance, scheduled and allocated resources for materials, equipment, services, and labor. Scott participated in public meetings where he answered questions/inquiries relevant to the project and was responsible for meeting obligations and avoiding/resolving disputes under the contract. Project was 7.2 miles controlled-access tri-lane divided highway beginning at the I-270/I-370 Interchange in Rockville heading east to the MD 97 Interchange in Olney. Features include 18 steel girder or precast concrete girder bridges, a "Signature" Arch Bridge spanning Rock Creek and a "Gateway" Bridge at the MD 97 Interchange. There was inside median widening, widened six bridges on I-370, milled prepared the surface, and placed latex modified concrete on the deck portion that originally existed prior to the widening. Project also included stormwater management/drainage systems, 130,000 SF retaining and MSE walls, and community outreach to approximately 10,000 residents surrounding the corridor. **Client/Owner: Maryland State Highway Administration Cost: \$483.4 Million | Relevancy: Design-Build, grade-separated interchange, Park-and-Ride, pedestrian and cycling facilities, survey, structure and bridges (including retaining walls), environmental, geotechnical, hydraulics and stormwater management, traffic control devices, TMP, MOT, ROW acquisitions, utilities, including coordination and relocations, lighting, landscaping, public involvement/relations, QA/QC, construction engineering and inspection, project management**

* 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, provide a current list of assignments, role, and the anticipated duration of each assignment. *N/A*

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.									
a. Name & Title:	KAUSHIK VYAS, PE, DBIA, QUALITY ASSURANCE MANAGER								
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>7</u> Years With Other Firms <u>24</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):	<p>Quality Assurance Manager (QAM), Quinn Consulting Services, Inc. —————▶ March 2010-Present Kaushik has provided professional services on Design-Build (DB) transportation projects and PPTA/P3 Projects where he was a Quality Assurance Manager (QAM) on 7 VDOT DB projects. QAM responsibilities included supervising Quality Assurance (QA) inspection staff, material record documentation for payment application approval, QA and overseeing construction, including the QA testing technicians; review of test, daily, safety, and environmental reports; determining/certifying to VDOT whether the materials and work complied with the contract documents; conducting preparatory inspection meetings prior to start of any new work; overseeing/directing independent QA testing/inspections; and reviewing QA and QC documentation for conformance to VDOT’s Minimum QA/QC Requirements Manual and the project Quality Control Plan.</p> <p>Transportation Engineer, TRC, Formally Site-Blauvelt —————▶ April 2001-March 2010 Kaushik ensured construction work was performed per project plans/specifications, confirmed adequate materials testing, materials documentation was in order, and pay items were verified. He was an Owner’s Representative on Prince William County Design-Build Projects where he ensured construction work was performed per approved plans/specifications, confirmed material testing, reviewed reports, and the Materials Notebook. Kaushik verified pay quantities and pay applications and coordinated with utility companies for utility relocations.</p>								
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Gujarat University, Ahmedabad, India BS 1983 Civil Engineering								
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	2004 Civil Engineer VA #0402 039004								
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.)	<table border="1"> <tr> <td>Project:</td> <td>Design-Build I-66 Route 15 Diverging Diamond Interchange, Haymarket, VA</td> <td>Dates:</td> <td>March 2015-Aug. 2017</td> </tr> <tr> <td>Project Role:</td> <td>Quality Assurance Manager</td> <td>With Current Firm?</td> <td>Yes</td> </tr> </table> <p>As Quality Assurance Manager, Kaushik coordinated with the QA/QC teams for execution of the work per plans and VDOT specifications. Daily responsibilities included checking test reports, daily reports, safety reports, and environmental reports. Kaushik was responsible for the QA of the construction operations, including QA testing technicians. He determined and certified to VDOT whether the materials and work complied with the Contract Documents, conducted preparatory inspection meetings prior to the start of any new work; oversaw/directed the</p>	Project:	Design-Build I-66 Route 15 Diverging Diamond Interchange, Haymarket, VA	Dates:	March 2015-Aug. 2017	Project Role:	Quality Assurance Manager	With Current Firm?	Yes
Project:	Design-Build I-66 Route 15 Diverging Diamond Interchange, Haymarket, VA	Dates:	March 2015-Aug. 2017						
Project Role:	Quality Assurance Manager	With Current Firm?	Yes						

independent QA testing/inspections of all materials used and work performed, including monitoring the contractor's QC program; and compared the QA and QC tests to ensure that they were within the tolerances established by VDOT's Minimum QA/QC Requirements Manual, ensured work and materials, testing, and sampling are performed per contract and *approved for construction* plans/specifications, developed and resolved Non-Compliance Reports (NCRs) and deficiencies, and maintained the punch list.

The project constructed a diverging-diamond interchange (DDI) on US 15 at I-66 to relieve congestion, enhance public safety, operations and capacity, and accommodate forecasted local traffic demand and includes two new bridges to carry US 15 traffic over I-66 with two crossover intersections; ramp improvements to ease traffic flow; roadway improvements; wider intersections on US 15 at Heathcote Boulevard and Route 55, adding turn lanes to both; and a 10-ft. wide shared-use path for pedestrians and bicyclists. **Client/Owner: Virginia Dept. of Transportation Cost: \$36 Million | Relevancy: VDOT Design-Build, grade-separated interchange, pedestrian and cycling facilities, survey, structure and bridge (including retaining walls), environmental, geotechnical, hydraulics and stormwater management, traffic control devices, TMP/MOT, ROW, utilities, lighting, public involvement/relations, QA/QC, project management**

Project:	Design-Build Belmont Ridge Road, Loudoun County, VA	Dates:	Sept. 2016-Dec. 2018
Project Role:	Quality Assurance Manager	With Current Firm?	Yes

As **Quality Assurance Manager**, Kaushik coordinated with the QA/QC teams for execution of the work per plans and VDOT specifications. Daily responsibilities included checking test reports, daily reports, safety reports, and environmental reports. Kaushik was responsible for the QA of the construction operations, including QA testing technicians. He determined and certified to VDOT whether the materials and work complied with the Contract Documents, conducted preparatory inspection meetings prior to the start of any new work; oversaw/directed the independent QA testing/inspections of all materials used and work performed, including monitoring the contractor's QC program; and compared the QA and QC tests to ensure that they were within the tolerances established by VDOT's Minimum QA/QC Requirements Manual, ensured work and materials, testing, and sampling are performed per contract and *approved for construction* plans/specifications.

Project is located along Route 659 between Route 642 and Route 2150 (Gloucester Parkway) for 1.9 miles and addresses current and future traffic volume needs by widening the two-lane roadway to a four-lane median divided facility. A bridge for grade-separation is being constructed at the Washington & Old Dominion Trail and shared-use paths will be provided on both sides of Route 659 with direct connections to the trail. **Client/Owner: Virginia Dept. of Transportation Cost: \$45 Million | Relevancy: VDOT Design-Build, grade-separated for the trail, pedestrian and cycling facilities, bridge, environmental, geotechnical, stormwater management, traffic control devices, TMP, ROW, utilities, lighting, QA/QC, construction engineering and inspection**

Project:	Design-Build Route 7 Truck Climbing Lanes, Loudoun County, VA	Dates:	April 2014-Dec. 2015
Project Role:	Quality Assurance Manager	With Current Firm?	Yes

As **Quality Assurance Manager**, Kaushik coordinated with the QA/QC teams for execution of the work per plans and VDOT specifications. Daily responsibilities included checking test reports, daily reports, safety reports, and environmental reports. Kaushik was responsible for the QA of the construction operations, including QA testing technicians. He determined and certified to VDOT whether the materials and work complied with the Contract Documents, conducted preparatory inspection meetings prior to the start of any new work; oversaw/directed the independent QA testing/inspections of all materials used and work performed, including monitoring the contractor's QC program; and compared the QA and QC tests to ensure that they were within the tolerances established by VDOT's Minimum QA/QC Requirements Manual, ensured work and materials, testing, and sampling are performed per contract and *approved for construction* plans/specifications.

Project included Route 7 roadway widening, westbound truck climbing lanes, ramp improvements, roundabouts, retaining walls, and stormwater management facilities. **Client/Owner: Virginia Dept. of Transportation Cost: 28 Million | Relevancy: VDOT Design-Build, survey, structure and/or bridge (including retaining walls), environmental, geotechnical, hydraulics and stormwater management, traffic control devices, TMP, ROW, utilities, public involvement/relations, QA/QC, construction engineering and inspection, project management**

* 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, provide a current list of assignments, role, and the anticipated duration of each assignment.

Project	Role	Anticipated Duration
Design-Build I-66 Route 15 Diverging Diamond Interchange (Part Time)	Quality Assurance Manager	March 2015-Aug. 2017
Design-Build Belmont Ridge Road (Part Time)	Quality Assurance Manager	Sept. 2016-Dec. 2018

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.									
a. Name & Title: DARELL L. FISCHER, PE, DBIA, PRINCIPAL / GENERAL MANAGER (RICHMOND)									
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) : RINKER DESIGN ASSOCIATES, P.C. (RDA) (FULL TIME)									
<p>d. Employment History: With this Firm <u>10</u> Years With Other Firms <u>21</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):</p> <p style="margin-left: 20px;">Executive Director of Design-Build Services/General Manager/Principal, Rinker Design Associates, Richmond, VA —————→ 2016-Present Darell pursues and oversees RDA's design-build projects and is actively involved in DBIA and with the VTCA Design-Build (DB) Committee. He establishes the DB project teams – putting in the right people and bringing in the right sub-consultants – and provides project leadership for design consistency.</p> <p style="margin-left: 20px;">Assistant Director of Transportation/Principal, Rinker Design Associates, Richmond, VA —————→ 2007-2016 Darell allocated, oversaw, and managed designs performed by RDA, as well as sub-consultants on DB projects. Managed design elements included roadway design, hydrology/hydraulic analysis, traffic analysis/ design, construction plan preparation, ROW acquisition, utility coordination/design, environmental permitting/compliance, and structural design. He developed and implemented design QA/QC programs for DB projects. From 2007 and 2011, Darell performed the same role in RDA's Fredericksburg Office. In these roles, Darell has been involved in many transportation projects, including:</p> <p style="margin-left: 20px;">Vice President/Branch Manager, Johnson Mirmiran & Thompson, Richmond, VA —————→ 2002-2007 Darell obtained and executed the work produced in the Richmond Office, ensured the quality, and oversaw all disciplines. He was responsible for contractual obligations with clients and sub-consultants, and managed many key projects.</p>									
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, Blacksburg, VA BS 1986 Civil Engineering									
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1992 Professional Engineer VA #023296 2012 DBIA Professional #D-1377									
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <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> <table border="1" style="width: 100%; border-collapse: collapse; background-color: #0056b3; color: white;"> <tr> <td style="width: 15%;">Project:</td> <td style="width: 35%;">Design-Build Middle Ground Blvd. Extension, Newport News, VA</td> <td style="width: 15%;">Dates:</td> <td style="width: 35%;">June 2011-Dec. 2015</td> </tr> <tr> <td>Project Role:</td> <td>Design Manager</td> <td>With Current Firm?</td> <td>Yes</td> </tr> </table> <p>As Design Manager, Darell was responsible for the design, management, and design QA/QC for complete construction plans per contract. Responsibilities include coordinating disciplines and sub-consultants and establishing/overseeing a</p>		Project:	Design-Build Middle Ground Blvd. Extension, Newport News, VA	Dates:	June 2011-Dec. 2015	Project Role:	Design Manager	With Current Firm?	Yes
Project:	Design-Build Middle Ground Blvd. Extension, Newport News, VA	Dates:	June 2011-Dec. 2015						
Project Role:	Design Manager	With Current Firm?	Yes						

QA/QC program for all disciplines (i.e., roadway, structures, traffic, drainage, utilities, ROW, geotechnical, and environmental) involved in the design. He provided design direction for all project elements and disciplines and was the final review before plan submission. Darell coordinated with local jurisdictions and state agencies to ensure that the project met all regulatory requirements. He provided construction support to resolve field issues that required design modifications/redesign due to changed conditions or complications. **Highlights:** Scope involved developing roadway design on new alignment and widening highly congested, urban roadways including 1.2 miles of new mainline four-lane divided highway and widening adjacent roadways. There was utility coordination and design, TMP, E&S and environmental permitting, and bridge design, and geotechnical analysis oversight. The plans were developed in work packages so the contractor could initiate phased construction prior to final approval which provided schedule flexibility. The TMP design along the congested roadways presented unique challenges for driver and construction personnel safety. Collaboration with the contractor's construction staff for the TMP design included specific sequencing needs to address construction means and methods. **Client: VDOT | Cost: \$32.5M | Relevancy: Design-Build, grade-separated, provides linkage between multiple classifications of roadways, phased construction under traffic, survey, environmental, geotechnical, hydraulics & stormwater management, TMP/MOT, ROW acquisition, utilities (including design/coordination), lighting, public involvement/relations, QA/QC, and project management.**

Project:	Design-Build I-581/Elm Avenue Interchange Improvements, Roanoke, VA	Dates:	Aug. 2012-Aug. 2015
Project Role:	Design Manager	With Current Firm?	Yes

As **Design Manager**, Darell was responsible for the design, management, and QA/QC. QA/QC responsibilities included establishing/overseeing a program for all disciplines involved in the design, including design review, working plans, shop drawings, specifications, and constructability reviews for complete roadway construction plans. His program was designed and run to meet the RFP requirements and Design Criteria compliance. Darell provided design input and oversaw TMP/MOT, utility coordination/design, bridge reconstruction/widening design, and geotechnical analyses. He coordinated with VDOT, City of Roanoke, contractor, and utility companies for constructability and implementation. **Highlights:** This project improved traffic flow along Elm Avenue and I-581 by reducing congestion at the interchange. Improvements added a lane to both off-ramps, extended turning lanes, widened/replaced two bridges, and reconstructed all four ramps. **Client: VDOT | Cost: \$20.4M | Relevancy: Design-Build, grade-separated interchange, pedestrian facilities, provides linkage between multiple classifications of roadways, phased construction under traffic, survey, structure and/or bridge, environmental, geotechnical, hydraulics and stormwater management, TMP/MOT, ROW acquisition, utilities, including design/coordination, lighting, public involvement/relations, QA/QC, and project management**

Project:	Design-Build Rolling Road/Franconia-Springfield Parkway Interchange Improvements, Fairfax County, VA	Dates:	Feb. 2014-May 2016
Project Role:	Design Manager	With Current Firm?	Yes

As **Design Manager**, Darell was responsible for the design, management and QA/QC. Responsibilities included establishing/overseeing the QA/QC program for all disciplines involved in the design, leading the team in preparing design reviews, working plans, shop drawings, specifications, and constructability reviews for complete roadway construction plans per contract. He managed/developed the interchange widening design of ramps from and to Franconia-Springfield Parkway and Fairfax County Parkway. Darell oversaw development of a complex TMP/MOT Plan to reconstruct the loop ramp and parkway widenings that included widening to both sides of traffic. He developed drainage strategies to minimize reconstruction of existing facilities by over managing drainage in the proposed SWM. Darell led his team in preparing cost-saving alternative that provided VDOT an improved design. **Highlights:** Interchange improvements included adding lane capacity on Fairfax County Parkway, Rolling Road, and the ramps/loops in the northwest quadrant of these two main roadways. **Client/Owner: VDOT | Cost: \$9.8M | Relevancy: Design-Build, grade-separated interchange, pedestrian and cycling facilities, provides linkage between multiple classifications of roadways, survey, structure and/or bridge, environmental, geotechnical, hydraulics and stormwater management, traffic control devices, TMP, ROW, utilities, including design and coordination, lighting, public involvement/relations, QA/QC, and project management**

* 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, provide a current list of assignments, role, and the anticipated duration of each assignment. **N/A**

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: THOMAS "TJ" STARKEY PROJECT 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) : CORMAN CONSTRUCTION, INC. (FULL TIME)
d. Employment History: With this Firm <u>2</u> Years With Other Firms <u>12</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): Deputy Design-Build Manager/Construction Manager, Corman Construction, Inc., Annapolis Junction, MD 2015-Present. TJ oversees design submittals and construction, reviews constructability, manages the project team, equipment and material procurement, objectives and goals, work plans, budgets and resources, procures/coordinates subcontractors, monitors schedules, attends progress meetings, minimizes exposures/risks, mitigates issues, reviews/approves deliverables, RFIs, change orders, and oversees budget, safety, and quality compliance. Project Manager, Facchina Construction Co., LaPlata, MD →2014-2015 TJ managed 40 employees while fostering team cohesion and optimum performance, directed/monitored QC for contract/specification compliance, resource allocation, including personnel, equipment, and subcontractors, managed cost reports, tracked quantities/pay items, QC and safety adherence, managed project budgets, updated cost reports, reviewed/negotiated invoices, transmitted/monitored submittals and RFIs, drafted, reviewed, and enforced subcontracts, purchase orders, service agreements, and professional service agreements, and negotiated change orders. Sr. Project Manager/Project Manager, Trumbull Corporation, Pittsburgh, PA →2011-2014 TJ managed 45 employees while fostering team cohesion and optimum performance, directed/monitored QC for contract/specification compliance, resource allocation, including personnel, equipment, and subcontractors, managed cost reports, tracked quantities/pay items, QC and safety adherence, material/service procurement, managed project budgets, updated cost reports, reviewed/negotiated invoices, transmitted/monitored submittals and RFIs, drafted, reviewed, and enforced subcontracts, purchase orders, service agreements, and professional service agreements, and negotiated change orders. He assisted the Estimating Dept. in pursuing new projects, held meetings with subcontractors and utility companies, constructed pre-bid construction schedules, and obtained <i>best price value</i> quotes for materials. Superintendent/Construction Manager, Project/Field Engineer, E.V. Williams, Inc., Virginia Beach, VA Nov. 2008-Oct. 2011 Superintendent/Construction Manager. TJ managed 30 employees while fostering team cohesion and optimum performance, directed/monitored QC for contract/specification compliance, resource allocation, including personnel, equipment, and subcontractors, managed cost reports, tracked quantities/pay items, QC and safety adherence, material/service procurement, managed project budgets, and enforced subcontractor/supplier environmental and quality compliance. June 2003-Nov. 2008 Project/Field Engineer. Produced 3-D programs via Terra-Model Software for GPS equipment control, set up GPS and survey control points for jobsites and provided layout for rough and fine grade work, calibrated heavy equipment GPS machine control, updated cost reports, reviewed invoices, set up budget adjustment forms, transmitted/monitored submittals and RFIs, estimated material, highway and earthwork quantities, formulated project baseline schedules and monthly updates to complete tasks on schedule and per contract.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Norfolk State University, Norfolk, VA BS 2006 Construction Management
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2008/Virginia DEQ Responsible Land Disturber/#RLD06957 Will hold the VA Erosion & Sediment Control Contractor Certification prior to the commencement of construction.
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.)

Project:	Design-Build Route 1 Improvements at Fort Belvoir, Lorton, VA	Dates:	Sept. 2015-Present
Project Role:	Deputy Design-Build Project Manager/Design-Build Project Manager	With Current Firm?	Yes

As **Deputy Design-Build Project Manager (through Jan. 2017)/Design-Build Project Manager (Jan. 2017-Present)** for this project that widens US Route 1 to relieve heavy traffic near the Fort Belvoir military installation, TJ oversees design submittals and construction, including QC activities to ensure materials used and work performed meet contract and *approved for construction* plans/specifications, reviews constructability, manages the project team, equipment and material procurement, objectives and goals, work plans, budgets and resources, procures/coordinates subcontractors, monitors schedules, attends progress meetings, minimizes exposures and risks, mitigates issues, reviews/approves deliverables, RFIs, change orders, oversees budget, safety, and quality compliance, and helps steer the project to successful completion per contract. This project constructs and/or widens Route 1 from four to six lanes with left and right turn lanes at intersecting roadways, a multi-use trail, bicycle lanes and safer crosswalks, route realignment, intersection improvements, bridge demolition/construction, including underpass, retaining and noise walls, street lighting, stormwater management, drainage, utility relocations, ROW acquisition, and traffic signals. It is constructed in coordination with VDOT, Fairfax County, and the Army Garrison at Fort Belvoir, is highly visible to local authorities and is a major focus of local and federal elected officials, with an emphasis on MOT, stakeholder communication, protecting the environment, and historical significance. **Client: Federal Highway Administration/EFLHD | Cost: \$82 Million | Relevancy: Design-Build, pedestrian and cycling facilities, survey, structure and bridge (including retaining walls), environmental, geotechnical, hydraulics and stormwater management, traffic control devices, TMP, MOT, ROW acquisition, utilities, including coordination/relocations lighting, landscaping, public involvement/relations, QA/QC, construction engineering and inspection, project management**

Project:	Design-Build Intercounty Connector Contract D/E, Laurel, MD	Dates:	2013-2014
Project Role:	Construction Manager	With Current Firm?	No

As **Construction Manager/Assistant Project Manager**, TJ was responsible for field activities, including construction, CPM schedule submission and adherence, three-week schedules, quality and cost control, resource management, safety compliance, subcontractor scheduling and oversight, pay requisition, and design plan constructability reviews. TJ reviewed highway hydraulics, and bridge designs with the designers, and gave design input on how to save time and time. He also ensured materials used and work performed met contract requirements and *approved for construction* plans/specifications. This project constructed a mile of tolled roadway, interchanges at US 1 and Virginia Manor Road, and 2.4 miles of new collector distributor roads adjacent to I-95 north and south bound lanes. There were improvements to US 1, 8 miles of storm drain, 3,000 LF of MSE walls, ½ mile of sound wall near the MD 198 interchange, 7.5 of asphalt paving, 400,000 CY of excavation, stormwater management, and a new bridge on Virginia Manor Road. **Client: Maryland Transportation Authority | Cost: \$90 Million | Relevancy: Design-Build, grade-separated interchange, Park-and-Ride, pedestrian and cycling facilities, structure and/or bridge (including retaining walls), environmental, geotechnical, hydraulics and stormwater management, traffic control devices, TMP, ROW, utilities, lighting, landscaping, public involvement/relations, QA/QC, construction engineering and inspection, project management**

Project:	I-64 Witchduck Road Widening, Virginia Beach, VA	Dates:	2008-2011
Project Role:	Construction Manager	With Current Firm?	No

As **Construction Manager**, TJ managed field resources (labor and equipment), construction, work installations and quality of subcontracted work, material/service procurement, directed/monitored quality control for contract/plan/specification compliance, resource allocation, including personnel, equipment, and subcontractors, managed cost reports, tracked quantities and pay items, quality control and safety adherence, managed the budget, enforced subcontractor/supplier environmental and quality compliance, and was responsible for the production and quality of the final product. This project increased roadway capacity for the rapidly growing Witchduck area of the city. There was water and sewer utility relocations, 74,000 CY excavation (cut to fill), five miles of storm drainage, reconstructed/widened a four-lane road to six lanes, and 1.5 miles of asphalt paving and striping. The other portion constructed a stormwater management outfall facility which required 120,000 CY excavation (cut to export), and a concrete retaining wall that encompassed the outfall facility (1,500 CY decorative colored concrete) supported by 210 concrete piling and decorative brick paver crosswalks. **Client: VDOT | Cost: \$28 Million | Relevancy: Pedestrian and cycling facilities, survey, structure and/or bridge (including retaining walls), environmental, geotechnical, hydraulics and stormwater management, traffic control devices, TMP, ROW, utilities, lighting, landscaping, public involvement/relations, QA/QC, construction engineering and inspection, project management**

* 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, provide a current list of assignments, role, and the anticipated duration of each assignment.

Project	Role	Anticipated Duration
Design-Build Route 1 Improvements at Ft. Belvoir, Ft. Belvoir, VA	Deputy DB Project Manager	Sept. 2015 – June 30, 2017


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 Route 29 Solutions-US 29 Widening Segment Location: Albemarle County, VA	Name: Rinker Design Associates, PC for the US 29 Widening Segment	Name of Client/ Owner: Virginia Dept. of Transportation Phone: 434-422-9860 Project Manager: Dave Covington Phone: 434-529-6310 Email: Dave.Covington@VDOT.Virginia.gov	10/2017	07/2017	\$55,700	\$55,700	\$55,700

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 with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

<p>SCOPE & COMPLEXITY SIMILARITIES</p> <ul style="list-style-type: none"> ✓ VDOT Design-Build ✓ Pedestrian facilities ✓ Survey ✓ Environmental, including Permitting ✓ Geotechnical ✓ Hydraulics & Stormwater Management Facilities ✓ Traffic Control Devices ✓ TMP/MOT ✓ ROW ✓ Utilities ✓ Landscaping ✓ Public Involvement/Relations ✓ QA/QC ✓ Construction Engineering & Inspection ✓ Project Management 	<p>CORMAN ROLE: Lane/Corman Joint Venture with Corman as a JV partner, is the Lead Contractor responsible for design and construction.</p> <p>PROJECT NARRATIVE: Widening/improving US Route 29 for 1.8 miles from four to six lanes from Route 643 to Hollymead Town Center. Upgrading US 29's configuration to meet current geometric standards, including stopping sight distance. Reconstruction of the northbound lanes, which includes drainage and installation of a new waterline along the right of way, involves major construction and a traffic shift. The US 29 widening design adds capacity and improves the rural shoulder section along a heavy traffic corridor with large truck volume, many of the same trucks that will travel through the Warrenton Southern Interchange US 15/1/29 project. This is a vital commuter route with residential developments and businesses adjacent to the road.</p> <p>After switching northbound traffic onto the new pavement in the former median area, crews are grading the original northbound lanes to create a third lane for northbound traffic and a 10-ft. wide paved path. This multi-use path will run just to the east of and parallel to the highway from Polo Grounds Road Route 643) to North Hollymead Drive (Hollymead Town Center). From there, a pedestrian crosswalk guides users to a sidewalk on the west side of the road where they can continue a short distance north to Hollymead Town Center.</p> <p>DEMONSTRATING SUCCESSFUL DELIVERY This segment is currently ahead of schedule with a targeted early completion incentive date of 7/1/17.</p> <p>TEAM MEMBERS</p> <ul style="list-style-type: none"> ✓ Proposed Design/Construction Integrator Ryan Gorman, PE, DBIA is the Responsible-Charge Engineer and Design/Construction Integrator. ✓ Proposed Deputy Design Manager/Lead Roadway Engineer John Giometti, PE (RDA) is the Design Manager. ✓ Proposed Public Relations Manager Christopher Reed (RDA) is the Public Relations Manager. ✓ Proposed Lead Drainage Engineer Brian Komar, PE (RDA) is the Lead Roadway Engineer. ✓ Proposed E&S Control Reviewer Michael Short, PE (RDA) is the Lead Drainage Engineer. ✓ Proposed Survey/Utility Locating Sidney Thomas, LS (RDA) is the Survey Manager. ✓ Proposed Lead Utility Coordinator John Meyers (RDA) is the Lead Utility Coordinator. 	
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“Considering the Route 29 Solutions Design-Build contract as a whole, many are not aware that the Route 29 Widening project was actually the critical path to successful completion of the entire contract. As such, the Lane-Corman Team developed a design that utilized the existing right-of-way to the greatest extent possible which saved the taxpayers money and facilitated a quicker construction phase. The result is that the Route 29 Widening project was completed four months ahead of the already-aggressive schedule.” ...Dave Covington, PE, VDOT's Regional Program Manager


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/Route 15 (Zion Crossroads) Interchange Improvements Location: Zion Crossroads, VA	Name: Parsons Transportation Group	Name of Client/ Owner: Virginia Dept. of Transportation Phone: 434-906-7979 Project Manager: Greg Cooley, PE Phone: 434-906-7979-Cell Email: Gregory.cooley@vdot.virginia.gov	04/2015	04/2015	\$6,883	\$6,883	\$6,883

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 with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

<p>SCOPE & COMPLEXITY SIMILARITIES</p> <ul style="list-style-type: none"> ✓ VDOT Design-Build ✓ Reconfiguring an existing interchange ✓ Survey ✓ Environmental ✓ Geotechnical ✓ Stormwater Management ✓ Traffic Control Devices ✓ TMP/MOT ✓ ROW ✓ Utilities ✓ Lighting ✓ Landscaping ✓ Public Involvement/Relations ✓ QA/QC ✓ Construction Engineering & Inspection ✓ Project Management 	<p>CORMAN ROLE: As Design-Builder, Corman was responsible for design and construction, including TMP, roadway, MOT plans, QA/QC, public relations/outreach, site survey, environmental permits/protection, ROW, utility verification relocations, drainage, erosion & sediment control, stormwater management, lighting, signage, road markings, signal installation, and site worker and public safety.</p> <p>PROJECT NARRATIVE: Louisa and Fluvanna Counties identified Zion Crossroads as a future high-growth area. VDOT analysis had shown that this anticipated growth, including substantial truck volumes, will cause existing diamond interchange ramps to fall well below the desired Level of Service C. This project improves the I-64 Interchange on Route 15 at Zion Crossroads and reconstructs a stretch of Route 15, improving the Route 15 and Spring Creek Parkway intersection and realigning the standard diamond interchange into a Diverging Diamond Interchange (DDI), the first one in Virginia. By briefly shifting vehicles to the opposite side of the road, the DDI design eliminates traditional left turns that must cross oncoming traffic. It improves safety by reducing the number of spots where vehicles can collide. The original concept created <i>trap</i> lanes on Route 15 for traffic exiting from I-64 off ramps, which introduced an additional weave that heavy trucks may have trouble operating. Our concept eliminated the trap lanes and detrimental weaves and included a study of interchange movements prior to bid. This improved safety by eliminating a potential obstruction to traffic, eases maintenance, and alleviates I-64 off-ramp confusion. The ramps to and from I-64 were widened to accommodate the turning movements of the new DDI and approach roadway to those ramps. Due to the unique new roadway configurations, a communication program with stakeholders, including adjacent businesses, drivers, and local community, was vital to project success. We provided advance notice for each construction phase through media and Portable Changeable Message Signs regarding traffic pattern changes, updated VDOT, maintained a public hotline number, and worked with VDOT on informational brochures and training sessions. Meetings were held with the larger traffic generators, including trucks, such as the Walmart Distribution Center, to keep them informed of the construction schedule.</p> <p>Through innovative construction sequencing, MOT phases were reduced. The final switch-over occurred over a single weekend instead of multiple or extended phases. This resulted in the successful completion and smooth transition to the new interchange. The switchover from the existing to new configuration consisted of multiple stages and was meticulously planned, including hold points, timing, resource and truck staging, dry-runs, and final verification of signal operations. VDOT and the Design-Build Team developed, practiced, and implemented a 4-phase, 64-step Operations Plan that executed a complicated Traffic Control Plan to convert the existing intersection to a DDI while maintaining traffic.</p> <p>DEMONSTRATING SUCCESSFUL DELIVERY</p> <ul style="list-style-type: none"> ✓ 2016 DBIA-MAR Outstanding Owner Award ✓ 2015 DBIA National Award of Merit (Transportation) ✓ 2015 DBIA-MAR Design-Build Merit Award ✓ 2014-2015 ACEC/MW Engineering Excellence Honor Award ✓ 2014 VDOT Culpeper District Construction Project of the Year <p>Preliminary DDI safety results: There has been a 66% reduction in crashes and 100% reduction in injuries. This data covers 13 months immediately prior to construction (10/18/12) and the 13 months we have available since completion (4/15/14).</p> <p>TEAM MEMBERS</p> <ul style="list-style-type: none"> ✓ Proposed Deputy Design Manager/Lead Roadway Engineer John Giometti, PE was VDOT's Culpeper District Location and Design Engineer (prior to coming to RDA) 	
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“The Department and the DBT worked as a cohesive unit on many items, to produce highly successful mitigations to risks. One such example was the step by step overnight transition from the existing conventional diamond interchange to a fully functioning DDI. Together, the Department and the DBT developed, practiced and implemented a successful four (4) phase, 64-step Operations Plan that fully encompassed each and every process in a uniquely complicated Traffic Control Plan to convert the existing intersection to a DDI, all while maintaining traffic through the project. With advanced planning, this potentially dangerous and problematic traffic shift was executed safely without a single issue”Gregory J. Cooley, PE, VDOT Culpeper District Design-Build Area Construction Engineer


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 Route 1 Improvements at Fort Belvoir Location: Lorton, VA	Name: AMT	Name of Client/ Owner: Federal Highway Administration/EFLH Phone: 703-339-5454 Project Manager: Timothy M. Brown Phone: 703-963-7481 Email: Timothy.Brown@dot.gov	02/2016	08/2017 Est. Due to owner directed changes and differing site condition.	\$69,391	\$82,019 Due to owner directed changes and differing site condition.	\$82,019

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 with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

<p>SCOPE & COMPLEXITY SIMILARITIES</p> <ul style="list-style-type: none"> ✓ Design-Build ✓ Pedestrian & Cycling Facilities ✓ Survey ✓ Structure and Bridge (Including Retaining Walls) ✓ Environmental ✓ Geotechnical ✓ Hydraulics & Stormwater Management Facilities ✓ Traffic Control Devices ✓ TMP/MOT ✓ ROW Acquisition ✓ Utilities, including Coordination/Relocations ✓ Lighting ✓ Landscaping ✓ Public Involvement/Relations ✓ QA/QC ✓ Construction Engineering & Inspection ✓ Project Management 	<p>CORMAN ROLE: Corman-Wagman, A Joint Venture, with Corman as the Lead JV partner, is the Lead Contractor responsible for design and construction of 3.5 mile road improvement project adjacent to Ft. Belvoir. Project located in suburban settings included new roadway, \$6 million dollars of utility relocations (Fairfax Water and sewer lines OH Dominion, electric, Verizon, Cox, and Comcast communication fiber and an underground Washington Gas 12" transmission main), drainage, MOT with high rush hour volumes, traffic signals/improvements, ROW acquisition, building demolition, architectural and noise studies, and new dual multi-span bridges.</p> <p>PROJECT NARRATIVE: Project widens US Route 1 to relieve heavy traffic near the Fort Belvoir military installation. The 3.5 mile stretch between Mount Vernon Memorial Highway and Telegraph Road is home to some of the region's worst rush hour traffic. This project constructs and/or widens Route 1 from 4-6 lanes, a multi-use trail, route realignment, intersection improvements, bridge demolition/construction, Maintenance Vehicle underpass, retaining walls, noise walls, street lighting, stormwater management, drainage, utility relocations, right of way acquisition, and traffic signals. There are improvements to accommodate bicycles and pedestrians, pedestrian signals, bicycle lanes, sidewalks, curb ramps, and safer crosswalks. Retaining walls are at several locations to accommodate grade changes and reduce the extent of slope excavation, particularly at the historic Woodlawn Baptist Church and Cemetery. Project included two bridges. A new 170-ft. multi-span pre-stressed girder bridge replaces a bridge over Accotink Creek. The stormwater management system was designed using VDOT's new MS4 water quality requirements, and includes bio-filtration and bio-retention methods and conversion of multiple stormwater management ponds into permanent wetlands. A Traffic Management Plan provided multiple lane stages, coordination with VDOT, and County and Fort authorities. Maintenance of traffic include daily lane closures along US Route 1 and shifting traffic to the newly-constructed southbound lanes as the northbound lanes were constructed. Additional detours and lane shift were implemented to construct cross drainage, including the Mason Run triple cell culvert installation on southbound Route 1 and during right of way and demolition in the Accokeek Village Center. The project team established and maintained a dedicated web site, held public <i>Pardon Our Dust</i> meetings, communicated lane closures and traffic switches with the local VDOT traffic operations center and the Ft. Belvoir authorities.</p> <p>The project is constructed in coordination with VDOT, Fairfax County, and the Army Garrison at Fort Belvoir, is highly visible to local authorities and is a major focus of local and federal elected officials, with an emphasis on maintenance of traffic, stakeholder communication, protecting the environment, and historical significance.</p> <p>DEMONSTRATING SUCCESSFUL DELIVERY</p> <p>Reviews were streamlined by incorporating owners and stakeholders in the upfront design process, as well as identifying and addressing upcoming changed condition work early on. We worked with the owner regarding project element changes during the course of the project and finalized a completion date that was beneficial to the owner and Corman.</p> <p>With a multitude of stakeholders, bi-weekly progress meetings were held with most of them attending during the entire progress of the project. VDOT, Fairfax County, Historic Trust, and the Army Garrison at Fort Belvoir were highly involved due to the project was being delivered to VDOT, it is on military Ft. Belvoir property, and The Historic Trust is getting a new entrance. The Design-Build Team collaborated with each stakeholder to incorporate their requests for work which was added to the contract through workshop meetings and daily communication. This resulted in accommodating stakeholder requests for additional work and keeping the project moving forward.</p> <p>TEAM MEMBERS</p> <ul style="list-style-type: none"> ✓ Proposed Design-Build Project Manager Scott Szympruch, PE was the Design-Build Project Manager and is now the Project Executive. ✓ Proposed Construction Manager Thomas "TJ" Starkey was the Deputy Design-Build Project Manager and is now the Design-Build Project Manager. ✓ Proposed Safety Manager Steven Simpson, CSP, CHST is the Safety Manager, Mid-Atlantic Region. 	<p><i>Removing existing road for widening and median along Route 1</i></p> 
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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 Route 29 Solutions-US 29 Widening Element Location: Albemarle County, VA	Name: Lane / Corman Joint Venture	Name of Client: Virginia Dept. of Transportation Phone: 540-825-7500 Project Manager: David Covington Phone: 434-529-1630 Email: Dave.Covington@vdot.virginia.gov	03/2015	10/2017 (Est.)	\$55,700	\$55,700	\$1,997

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 with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

SCOPE & COMPLEXITY SIMILARITIES

- ✓ VDOT Design-Build
- ✓ Pedestrian Facilities
- ✓ Survey
- ✓ Environmental, including Permitting
- ✓ Geotechnical
- ✓ Hydraulics & Stormwater Management Facilities
- ✓ Traffic Control Devices
- ✓ TMP/MOT
- ✓ ROW
- ✓ Utilities
- ✓ Landscaping
- ✓ Public Involvement/Relations
- ✓ QA/QC
- ✓ Construction Engineering & Inspection
- ✓ Project Management

RDA ROLE: Rinker Design Associates, P.C. (RDA) provided professional engineering services for the widening phase of the US Route 29 Solutions project. As a sub-consultant to the Lead Designer, RDA performed design services out of their Fredericksburg office while leading survey, utility coordination, Right of Way acquisition, and public involvement for all three Project Elements from their Fredericksburg and Manassas offices.

PROJECT DESCRIPTION/NARRATIVE: The Route 29 Widening was designed to add capacity and improve the rural shoulder section along a heavy traffic corridor with large truck volumes, many of the same trucks that will travel through the Warrenton Southern Interchange US 15/17/29 project. It expanded the existing road from four to six lanes for a length of approximately 1.8 miles (Polo Grounds Road to Towncenter Drive). Shoulder improvements included upgrading to an urban road section with curb & gutter and shared-use path/sidewalk on one side. These enhancements were crucial due to the residential developments and businesses adjacent to the road. For the hydraulics side, most of the older culverts required replacement or rehabilitation. To determine a course of action, video pipe inspections were conducted and evaluated. Design also included hydrologic/hydraulic analysis for major box culvert extension/ rehabilitation at Powells Creek.

The roadway design and Maintenance of Traffic (MOT) were considered simultaneously to eliminate costly retaining walls and minimize temporary pavement while largely staying within the existing Right of Way. Our complex Transportation Management Plan (TMP) involved several phases that brought existing vertical geometry to standard, maintained existing capacity which resulted in significant cost savings for VDOT. Extensive utility relocation coordination was required, including electric, cable, gas, two water/sewer services, and six different communications lines. This coordination was on the critical path for construction activities to begin and was completed in only seven months from Notice to Proceed (NTP). RDA performed the ROW acquisition and served as the Public Involvement lead on behalf of the Lane/Corman JV. Major activities included representation at monthly Project Delivery Advisory Panel meetings, established and maintained a toll-free project hotline, and coordinated with VDOT's District Public Affairs Manager.

As of May 2017, the project continues to progress rapidly and ahead of schedule. Northbound traffic has been shifted to the two outside lanes with final construction and cleanup occurring in the median.

DEMONSTRATING SUCCESSFUL DELIVERY

- ✓ Delivered approved ROW Plans within the first four months - a process that typically takes over nine months.
- ✓ Designed advance work package in five months from NTP for construction that was to occur within existing ROW.
- ✓ Delivered Approved for Construction plans within seven months of NTP; five months sooner than original time of delivery.



TEAM MEMBERS

- ✓ Proposed Design/Construction Integrator Ryan Gorman, PE, DBIA is the Responsible-Charge Engineer and Design/Construction Integrator.
- ✓ Proposed Deputy Design Manager/Lead Roadway Engineer John Giometti, PE (RDA) is the Design Manager.
- ✓ Proposed Public Relations Manager Christopher Reed (RDA) is the Public Relations Manager.
- ✓ Proposed Lead Drainage Engineer Brian Komar, PE (RDA) is the Lead Roadway Engineer.
- ✓ Proposed E&S Control Reviewer Michael Short, PE (RDA) is the Lead Drainage Engineer.
- ✓ Proposed Survey/Utility Locating Sidney Thomas, LS (RDA) is the Survey Manager.
- ✓ Proposed Lead Utility Coordinator John Meyers (RDA) is the Lead Utility Coordinator.


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 I-66 / Route 15 Interchange Reconstruction Location: Prince William County, VA	Name: The Lane Construction Corporation	Name of Client: Virginia Dept. of Transportation Phone: 703-259-2960 Project Manager: Christiana Briganti-Dunn, PE, CCM Phone: 703-259-2960 Email: christiana.briganti@vdot.virginia.gov	06/2014	07/2017 (Est)	\$36,194	\$36,194	\$2,570

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 with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

SCOPE & COMPLEXITY SIMILARITIES <ul style="list-style-type: none"> ✓ VDOT Design-Build ✓ Grade-Separated Interchange ✓ Pedestrian and Cycling Facilities ✓ Survey ✓ Structure and Bridge (Including Retaining Walls) ✓ Environmental ✓ Geotechnical ✓ Hydraulics & Stormwater Management Facilities ✓ Traffic Control Devices ✓ TMP/MOT ✓ ROW ✓ Utilities ✓ Lighting ✓ Landscaping ✓ Public Involvement/Relations ✓ QA/QC ✓ Project Management 	<p>RDA ROLE: Rinker Design Associates, P.C. (RDA) provided professional engineering services from their Manassas office for the reconstruction of I-66/Route 15 Interchange Project. As the Lead Designer, RDA provided the design which led to congestion relief, enhanced public safety, improved operations and capacity, and accommodated forecasted traffic demands in the project area. They assisted in delivering a high-quality, innovative design to VDOT by changing the RFP design from a flyover to a Diverging Diamond Interchange (DDI), the third of its kind in Virginia. This required a revised Interchange Modification Report (IMR) and reopened the public involvement process. RDA led the public outreach program which was instrumental in gaining approval of the IMR. RDA designed the DDI to accommodate the projected traffic volumes, as well as critical pedestrian movements. An extensive analysis was conducted by RDA to find an alternative interchange design that accommodated the traffic demand, reduced the project footprint and environmental impacts, improved constructability and shortened construction duration when compared to previously-considered alternatives, and reduced the project cost. All of these factors led RDA selecting the DDI design. RDA also assisted in developing the Traffic Management Plan (TMP) to ensure constructability while maintaining traffic operations.</p> <p>PROJECT DESCRIPTION/NARRATIVE: The I-66/Route 15 Interchange was designed and reconstructed in order to: relieve congestion which is heightened by higher truck traffic, enhance public safety, operations, and capacity, and accommodate forecasted traffic demands in the project area. A DDI was designed to accommodate the project traffic volumes using a WB-67 design vehicle and critical pedestrian movements. Part of the advantage with this design was the ability to widen heavily-traveled roadways through a tightly-constrained corridor. A complex Transportation Management Plan (TMP) was implemented to safely and efficiently construct the project in a constricted work zone with high traffic volumes (including higher than normal truck percentages) and pedestrian mobility. Coordination with emergency providers (e.g., police, fire, rescue, etc.) and the hospital (located adjacent to the project) ensured that access through work zones would not impede their services. In addition to meeting and coordinating with the public, we also met with emergency responders and local school bus drivers to educate them of the changing traffic patterns and configurations.</p> <p>DEMONSTRATING SUCCESSFUL DELIVERY</p> <ul style="list-style-type: none"> ✓ By introducing a DDI to this interchange and through design efficiencies, ROW was condensed by reducing impacts from 22 to 16 parcels and eliminating two total parcel takes – saving VDOT over \$500K. Our approach with the 17/15/29 project will take advantage of lessons learned and develop a ROW acquisition plan that minimizes VDOT's costs. ✓ Part of our team's innovation resulted in revisions to the Interchange Modification Report (IMR) to implement a DDI without delay in the project schedule. ✓ The team assisted VDOT in bringing consensus to the political stakeholders representing the State, County, and Town by providing independent education and coordination meetings early in design which resulted in stakeholder understanding and consensus. 	 <p><i>Aerial image of bridge construction prior to implementing DDI traffic switch</i></p>	<p>TEAM MEMBERS</p> <ul style="list-style-type: none"> ✓ Proposed Executive Committee Member Mo Kim was the Design Manager. ✓ Proposed Design QA/QC Manager Mark Gunn, PE, DBIA (RDA) was the Lead Roadway Engineer. ✓ Proposed Lead Environmental Compliance & Permitting Manager Janet O'Neill, PWS, PWD (RDA) was the Environmental Manager. ✓ Proposed Deputy Design Manager/Lead Roadway Engineer John Giometti, PE (RDA) was the Design QA Engineer. ✓ Proposed Public Relations Manager Christopher Reed (RDA) was the Public Relations Manager. ✓ Proposed Quality Assurance Manager Kaushik Vyas, PE, DBIA is the Quality Assurance Manager.
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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 I-95 at Temple Avenue Interchange Improvements Location: City of Colonial Heights, VA	Name: Allan Myers VA, Inc.	Name of Client: Virginia Dept. of Transportation Phone: 804-663-4188 Project Manager: R. Shane Mann, PE Phone: 804-720-4229 Email: Shane.Mann@vdot.virginia.gov	02/2015	12/2017 (Est.)	\$13,368	\$13,368	\$1,364

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 with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

SCOPE & COMPLEXITY SIMILARITIES

- ✓ VDOT Design-Build
- ✓ Grade-Separated Interchange
- ✓ Pedestrian Facilities
- ✓ Survey
- ✓ Structure and Bridge (Including Retaining Walls)
- ✓ Environmental Permitting
- ✓ Geotechnical investigation and analysis
- ✓ Hydraulics & Stormwater Management Facilities
- ✓ Traffic Control Devices
- ✓ TMP/MOT
- ✓ ROW
- ✓ Utilities
- ✓ Lighting
- ✓ Public Involvement/Relations
- ✓ QA/QC
- ✓ Project Management

RDA ROLE: Rinker Design Associates, P.C. (RDA) provided professional engineering services from their Richmond and Manassas offices for the reconstruction of I-95 Interchange at Temple Avenue. As the Lead Designer, RDA provided a design that relieved congestion, enhanced public safety, operations, and capacity, accommodated forecasted traffic demands in the project area, and incorporated a roundabout at the intersection of the I-95 off-ramps and Temple Avenue. The roundabout design was chosen for a continuous flow of traffic, allowing a significant reduction in the queuing. Additionally, the interstate off-ramps were shifted to the west to add capacity and improve geometry. The drainage design was also completely redone to efficiently convey storm water to the adjacent Old Town Creek.

PROJECT DESCRIPTION/NARRATIVE: This project replaces a signalized intersection with a roundabout and realigns the entrance and exit ramps to provide better sight distance, increase vehicle capacity, and improve transition from interstate speeds to the roundabout. Due to an adjacent development (Kroger) that will be built simultaneously, the roundabout lane configurations were increased and adjusted. A westbound bypass lane, along with free-flowing right turn movements (eastbound to the I-85 ramps and from the ramps to eastbound Temple Avenue) were incorporated into the design. A systematic demolition plan was set to remove the two bridges carrying traffic from the local roadway network to the interchange with I-95. Fill was placed over the abandoned railroad below in order to facilitate the construction of a roundabout to improve traffic flow and interstate access. Widening was maintained at all times for heavily-traveled roadway where there was residential and commercial access.

An intense Transportation Management Plan (TMP) was developed in order to clearly phase the roundabout construction to the traveling public. Temporary striping and lane configurations were implemented to allow drivers to get accustomed to the movements before setting permanent measures. Although a *Pardon our Dust* meeting kicked off construction, an educational program, with informational brochures, was held for drivers to understand the nuances of navigating a roundabout. These additional meetings also briefed the City Council and answered questions and concerns about implementation and use. They also served as a forum for the public to voice any concerns to VDOT, the project team, City of Colonial Heights, and Kroger representatives.

DEMONSTRATING SUCCESSFUL DELIVERY

- ✓ Worked with VDOT and a major adjacent stakeholder (Kroger) to integrate into our design required public improvements of their development.
- ✓ Projections shows completion ahead of schedule – three months early.

TEAM MEMBERS

- ✓ Proposed Design Manager Darell Fischer, PE, DBIA (RDA) is the Design Manager.
- ✓ Proposed Survey/Utility Locator Sidney Thomas, LS (RDA) is the Lead Surveyor.
- ✓ Proposed Lighting/Signage Designer Jon Bonghi, PE (RDA) is the Lead Traffic Engineer.
- ✓ Proposed E&S Control Reviewer Michael Short, PE (RDA) is the Lead Drainage Engineer.
- ✓ Proposed Lead Environmental Compliance & Permitting Manager Janet O’Neill, PWS, PWD (RDA) is the Environmental Compliance Manager.
- ✓ Proposed Lead Noise Wall Analysis & Design Engineer Tony Dean (RDA) is the Lead Noise Analyst.
- ✓ Proposed Right of Way Manager James Street (RDA) is the Right of Way Manager.
- ✓ Proposed Geotechnical Engineer Paul Zhang, PE (DMY) is the Lead Geotechnical Engineer.

