

Submitted to:



A Design-Build Project  
**Route 606 Bridge  
Replacement over I-95  
with 606 Improvements**  
Spotsylvania County, Virginia



Statement of Qualifications



February 4, 2016





12001 Guilford Road  
Annapolis Junction, MD 20701

Tel: 410-792-9400 Balt  
Tel: 301-953-0900 DC  
Fax: 301-953-0384

February 4, 2015

Stephen D. Kindy, P.E.  
Alternate Project Delivery Office  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219

**RE: Letter of Submittal: Route 606 Bridge Replacement over I-95 with 606 Improvements.  
Contract ID Number: C00105463DB89**

Dear Mr. Kindy:

**3.2.1** Corman Construction, Inc. (Corman), 12001 Guilford Road, Annapolis Junction, MD 20701 is the legal entity that will execute the contract with VDOT.

**3.2.2 Point of Contact: Chris Rutkai, PE, Division Manager**, Corman Southern Region – Richmond, 16500 Happy Hill Road, Colonial Heights, VA 23834, Telephone 804-520-9766 / Fax 804-520-9810, Email: [crutkai@cormanconstruction.com](mailto:crutkai@cormanconstruction.com). (**Alternate Point of Contact: Louis Robbins, PE, DBIA, Vice President**, Corman Construction, Inc., 12001 Guilford Road, Annapolis Junction, MD 20701, Telephone 410-792-9400 / Fax 301-953-0384, Email: [lrobbins@cormanconstruction.com](mailto:lrobbins@cormanconstruction.com).)

**3.2.3 Principal Officer:** Arthur C. Cox, III, General Manager, Corman Construction, Inc., 12001 Guilford Road, Annapolis Junction, MD 20701, Tel: 410-792-9400, Fax 301-953-0384, [ccox@cormanconstruction.com](mailto: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, is 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:** Rummel, Klepper & Kahl, LLP (RK&K).

**3.2.6 Affiliated and/or Subsidiary Companies Table** is included in the Appendix.

**3.2.7 Certification Regarding Debarment Form(s) Primary Covered Transactions (Attachment 3.2.7[a]) and Certification Regarding Debarment Form(s) Lower Tier Covered Transactions (Attachment 3.2.7[b])** have been signed and are in the Appendix.

**3.2.8 VDOT Prequalification Certificate:** An 8 1/2 x 11 copy of Corman's VDOT Prequalification Certificate (C097-Active) is included in the Appendix.

**3.2.9 A Surety Letter** stating Corman is capable of obtaining a performance and payment bond based on the current estimated contract value is included in the Appendix.

**3.2.10** The SCC and DPOR information are listed on **Attachment 3.2.10** with supporting documentation in the Appendix.

**3.2.11** Corman is committed to achieving a 15% DBE participation goal for the entire value of the contract.

We present to you a design-build team equipped with the experience, knowledge, dedication, and resources to partner with the Virginia Department of Transportation in successfully delivering the Route 606 project.

Sincerely,

**CORMAN CONSTRUCTION, INC.**

Arthur C. Cox, III, General Manager

### 3.3 Offeror's Team Structure

**3.3 TEAM STRUCTURE**



**CORMAN CONSTRUCTION, INC.**  
 Construction & Project Management

**RUMMEL, KLEPPER & KAHL CONSULTING ENGINEERS (RK&K)**  
 Lead Designer, Quality Control

**RK&K**  
 Roadway | Traffic | MOT | Environmental | Utilities | Site Development, Quality Control

**Schnabel Engineering Consultants, Inc.**  
 Geotechnical Testing and Analysis

**Diversified Property Services, Inc.**  
 Right-of-Way

**H&B Surveying and Mapping, LLC**  
 Surveying (WBE)

**Utility Professional Services, Inc.**  
 Dry Utilities

**Athavale, Lystad & Associates, Inc.**  
 Bridges / Structures

**KCI Technologies, Inc.**  
 Quality Assurance

Having successfully delivered over \$1.4 billion in design-build (DB) roadway and bridge projects, Corman brings to VDOT the experience and personnel needed to effectively execute the design and construction, as well as manage the risks of the Route 606 Bridge Replacement over I-95 with Route 606 Improvements. During our 15-year DB history, Corman has exceeded owners’ expectations with on-time and on-budget delivery of high-quality projects, without any claims, while meeting strenuous schedules, maintenance of traffic, and environmental commitments. Over \$1.3 billion of the projects have included contractor-led QC or QA programs.

Through the years, Corman has built a solid reputation of strategically aligning with the DB partners most suited to meet the needs and requirements of the project. For this proposal, Corman has selected Rummel, Klepper & Kahl, LLP (RK&K) as the lead design firm with the added depth of the following subconsultants: Schnabel Engineering Consultants (SE), Diversified Property Services (DPS), H&B Surveying and Mapping, LLC (H&B), Utility Professional Services (UP), Athavale, Lystad & Associates (ALA), and KCI Technologies (KCI). Together these firms make up the Corman DB Team.

Corman recently worked with RK&K on the following DB projects:

DESIGN-BUILD PROJECT	COST
Route 29 Solutions (Charlottesville, VA)	\$116 M
I-64 Widening and Route 623 Interchange Improvements (Richmond, VA)	\$32 M
Intercounty Connector Contract A (Montgomery Co., MD)	\$483 M
Intercounty Connector Contract B (Montgomery Co., MD)	\$558 M
MD Route 216 US 29 to I-95 (Howard Co., MD)	\$21 M
Frederick Douglass Bridge/South Capitol Street over Anacostia River (Washington, DC)	\$34 M
Division 1B – Bridges (Dare and Hyde Counties, NC)	\$8M
Military Highway Continuous Flow Intersection, Norfolk, VA	\$59

The Corman DB Team delivers projects with qualified professionals and resources, providing the highest quality to ensure that the project will be complete within budget and on schedule. *We will provide this same service for the I-95/606 Project.*



*I-64 over Little Tuckahoe Creek  
 Designed by RKK, constructed by  
 Corman Construction*

### 3.3.1 KEY PERSONNEL

Corman has assembled a team of highly-qualified and experienced individuals and structured them for optimal performance. Our key staff and design firms come together with a shared history of successful projects and established working relationships. These strengths will minimize VDOT’s risks and staffing requirements on this project. Though our task leaders and technical staff are responsible for items such as design, public involvement and/or construction, everyone is responsible for the total success of the project. The following table introduces our Key Personnel with resumes in the Appendix (Attachments 3.3.1):



Fall Hill bridge construction over I-95.

<b>Design-Build Project Manager (DBPM)</b>	Chris Rutkai, PE (Corman)
<b>Quality Assurance Manager (QAM)</b>	M. Dow Lasitter, III, PE, CCM (KCI)
<b>Design Manager (DM)</b>	Owen L. Peery, PE (RK&K)
<b>Construction Manager (CM)</b>	John “Jake” Leffler (Corman)

**Value-Added Staff:** In addition to the above key personnel, the Corman DB Team appoints the following value-added staff to complete our Team and deliver a quality project. A **DB** symbol represents individuals with DB experience:

**DB Design/Construction Coordinator (DCC) & Public Outreach Manager, Rennie Friedman, PE, Assoc. DBIA (CCI)** will coordinate with the contractor and designers to ensure the design meets all VDOT standards. He will review design submittals for conformance to project requirements, constructability, and scheduling needs. Rennie recently completed DBIA training to more efficiently guide the project from development through completion. He will also monitor public awareness needs, keeping travelers and local businesses up-to-date on construction progress and activities. He will report to the DBPM.

**DB Roadway Design Engineer, John McDowell, PE, DBIA (RK&K)** brings more than 35 years of experience in the design and management of complex roadway design projects and will focus on roadway and intersection design for this contract. He is responsible for leading and directing the geometric design and plans production for the roadway design, preparation of the traffic control plans, as well as interfacing with the various elements of the project design including structures, drainage, signals and lighting design. His *previous VDOT project experience includes the I-64 Widening and Route 623 Interchange Improvements DB project with Corman* where he performed various design activities including roadway quality control in close coordination with Owen L. Peery, PE, our proposed DM for this project. John will report to the DM.

**DB Lead Traffic Engineer, Jim Durbin, Jr., PE, LEED AP (RK&K)** brings 20 years of experience in the design and management of a variety of projects, including the preparation of MOT plans and pedestrian improvements. Jim has been lead engineer on numerous projects for roadway and traffic approvals, being responsible for design/construction documents for traffic and roadway engineering. His management and design experience has involved interfacing with federal (FHWA, OSHA, COE), state (DCR, VDOT), and municipalities throughout design and construction stages. *Jim performed similar services on previous VDOT DB projects including the I-64 Widening and Route 623 Interchange Improvements DB Project and the Route 29 Solutions DB Project—both with Corman.* He will report to the DM.

**DB Drainage/Hydraulics Design Engineer, Brian Finerfrock, PE (RK&K)** offers more than 13 years of advanced technical roadway and drainage experience, as well as rural and urban design project experience. *He provided similar services for the VDOT I-64 Widening and Route 623 Interchange Improvements DB project and the Route 29 Solutions DB project—both with Corman.* Brian has extensive experience in design and consultant management oversight of general drainage, hydrologic studies, hydraulic bridge studies, and bridge scour analysis for many of VDOT’s largest projects. His project experience includes various types of municipal and roadway design projects on new location, reconstruction and widening as well as major VDOT

drainage improvements for 12 of RK&K's contracts since 2009. This experience includes serving as lead Hydraulics Engineer via RK&K's statewide VDOT On-Call Drainage and River Mechanics contract. Brian will report to the DM.

**DB Structural Design Engineer Dan Walsh, PE (ALA)** will be in charge of structural engineering, including bridge, retaining wall, and foundation design. He will also be responsible for any other miscellaneous structural designs. He will lead production for structural engineering evaluations and plans, estimates, and specifications. Dan will review structural shop drawings and assist the DBPM, CM, and DM during construction for any structural engineering questions that arise. ***Dan is working on Corman's DB Route 1 project in Ft. Belvoir for the demolition of an historic railroad bridge and the design of a major river crossing replacement.*** Dan will report to the DM.

**DB Utility Design Engineer (Dry) Dale Kniffin (Utility Pros)** has more than 31 years of experience coordinating utility installations and relocations, many while working for Verizon. He will be the single point of contact coordinating utility service relocations and working with the service providers for timely delivery. Dale will also track milestone project dates and provide complete utility notifications while consolidating documentation tracking of service correspondence to further ensure timely service deliveries. ***He has worked with Corman on the following DB projects: Route 1 Improvements at Fort Belvoir, VDOT's Fall Hill Avenue and Mary Washington Boulevard Extension, and VDOT's I-64 Widening and Route 623 Interchange Improvements.*** Dale will report to the DM.

**DB Utility Design Engineer (Wet) Jeff Kapinos, PE (RK&K)** has 30 years of experience in utility design. He knows the importance of early coordination with utility agencies and is conversant in VDOT's current policies and procedures for utility relocations. Jeff will be responsible for coordinating the design and/or relocation of utilities within the project limits, such as the sanitary force main, water main, overhead power, and VDOT fiber optic line. ***His project experience includes the I-64 Widening project near the I-295 interchange in western Henrico County with Corman, the City of Fairfax drainage and utility relocation project in the Old Down district, and utility projects along State Route 3 in King George County.*** Jeff will report to the DM.

**DB Wetland Delineation & Environmental Permitting Coordinator, Ricky Woody, II, PWS (RK&K)** has more than 27 years of experience providing project management leading and supporting the preparation of various NEPA documents, securing wetlands and water quality permits and promoting compliance with environmental clearances for both large and small transportation projects. He has a strong foundation in environmental resource studies which is required for successful document/permit approvals including: wetland delineation; Unified Stream Methodology; rare, threatened and endangered species studies; water quality monitoring; habitat assessments; and mitigation design. Ricky performs project reviews and provides corrective action recommendations to remain compliant with project specific environmental commitments. Ricky has been involved with numerous VDOT projects providing environmental engineering and services and has managed all environmental aspects of several major and minor infrastructure projects ***including the I-64 Widening and Route 623 Interchange Improvements DB Project, the Route 29 Solutions DB Project—both with Corman, Woodrow Wilson Bridge, Manassas Bypass, and Fairfax County Parkway.*** Ricky will report to the DM.

**DB Geotechnical Engineer/Pavement Designer Ed Drahos, PE (Schnabel)** has 36 years of geotechnical experience on similar projects. His experience in soil and rock characterization using a variety of methods has been applied in situations ranging from piedmont conditions to coastal plain deposits of Virginia. He reviews and designs foundations, assesses slope stability, performs seismic hazard studies, characterizes rock masses, calculates soil settlement, prepares earthwork design, and evaluates hillside developments and lateral pile loading. ***Ed's most recent projects are the DB Route 1 Widening and Military Highway—both with Corman.*** Ed will report to the DM.

**DB ROW Manager Vanessa Ringgold, SR/WA, R/W-RAC (DPS)** will play an integral role in pre-construction by leading the ROW acquisition for the Corman DB Team. Vanessa is familiar with VDOT's policies/procedures having recently completed VDOT Route 606, VDOT Pacific Blvd Phase III, and Route 28 Belfort Park. She will balance pre-construction activities, such as clearing title on impacted properties where Right-of-Way and/or easements are needed, an important step in maintaining the project schedule. She will work with property owners in partnership with our design team to promote fair, equitable, and

constructive negotiations. Vanessa will manage ROW activities for Corman’s DB Team including appraisal, independent appraisal reviews, approved just compensation/offer, negotiations, and settlement and title services. As DPS, she will facilitate timely and sensitive ROW acquisition services while maintaining the VDOT reputation as a fair and responsive adjoining property owner. Vanessa will report to the DBPM.

**DB Construction QC Manager (CQC) Meghan Stallings, CMIT, STS (CCI)** will manage/coordinate QC activities independent from, but coordinated with, the QA Team. Megan will coordinate the third-party QC testing lab and testing technicians. She has recently provided quality control oversight for: Structural Repairs to Pier R-3 at Yorktown Naval Weapons Station; P-891 Small Arms Range for NSW-G2, Joint Expeditionary Base Little Creek/Fort Story (DB with NAVFAC MidLant); Elizabeth River Tunnels Project - Portsmouth & Norfolk, VA, DB with VDOT; and Chincoteague Bridge Replacement- Chincoteague, VA. She will coordinate with the QAM during the QC program development, attend weekly two-week look-ahead meetings and keep abreast of the project schedule to coordinate inspection staff. She has the authority to stop specific work that does not meet QC requirements. Meghan will report to the CM.

**DB Design QA/QC Manager, Gary Johnson, PE, DBIA (RK&K)** will arrange for design quality assurance and design quality control procedures in accordance with the Quality Control Plan. He will verify that checks and reviews have been made prior to submissions, including review comment checking, contract conformance reviews, interdisciplinary reviews, and constructability reviews. With more than 23 years of experience, Gary will serve as a DB resource to the Team and he has extensive experience in successfully delivering DB projects in multiple states. He provides the hands-on efforts needed to ensure adequate resources are assigned, accelerated schedules are maintained, and the Team is responsive to clients. *Gary has worked with Corman on the I-64 Widening/Route 623 Interchange Improvements and Route 29 Solutions DB projects.* He will report to the DM.

**DB Safety Manager Steven Simpson, CSP, CHST (CCI)** will oversee plans and field activities providing a safe environment for VDOT, construction workers, and motorists. He will provide safety training and aid in developing a job-specific Safety Plan that addresses hazards and incorporates standard Corman policies, including subcontractor protocols. Steven has the authority to cease work which does not meet Corman’s strict safety requirements. Steven will report to the CM.

### 3.3.2 ORGANIZATIONAL CHART

The Corman DB Team organizational chart on Page 7 illustrates our “*chain of command*” and notes key personnel team members. Solid lines identify the reporting relationships of our team members—from the DBPM to those managing, designing, and constructing the project. 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 more than just contractually. It integrates innovative design and construction techniques that benefit schedule and cost which lead to client satisfaction. Rennie Friedman, PE, Assoc. DBIA (Design/Construction Coordinator) will ensure the required interface between the Corman’s DB Team’s field crews and the designers occurs during design and construction timely with concerns openly discussed. Having a dedicated Design/Construction Coordinator during the design stages eliminates subsequent delays or 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:

- Inter-disciplinary design reviews prior to milestones to coordinate design disciplines;
- Corman constructability reviews of design, especially for MOT, ROW, Utilities, E&S Control, and SWM Plans;
- Weekly schedule meetings to review the previous week and develop two and four-week look aheads;
- Placing a Construction Engineer in RK&K’s design office for a seamless link between designer and constructor;

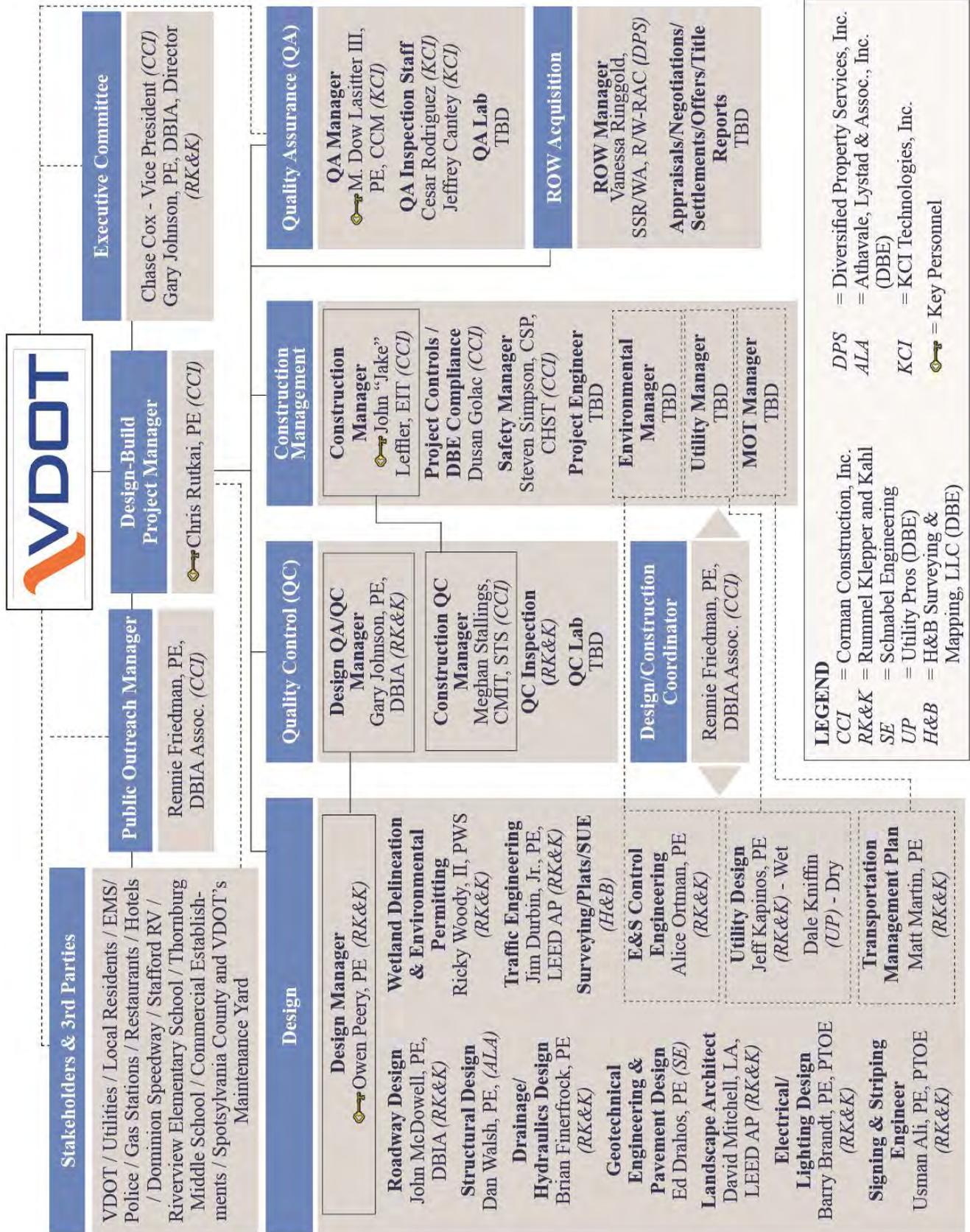
- Monthly scheduling meetings to review CPM progress;
- Weekly foreman meetings to discuss the schedule and coordination;
- Morning huddles with the crews to set the safety and production goals for the day;
- Weekly progress meetings with the owner to review and discuss submittals and progress;
- Bi-weekly contractor coordination meetings with adjacent contracts, EMS, Police, etc.; and
- Monthly partnering meetings with stakeholders for issue identification and resolution.

**DB Design-Build Project Manager (DBPM), Chris Rutkai, PE (Corman)** is responsible for overall project design and construction, quality management, contract administration, and other required services, including procuring/furnishing materials, equipment, services and labor reasonably inferable from the Contract Documents. He will be available to the Department and has the expertise/experience to supervise and exercise control of the work and accept responsibility for the final work product. Chris will be VDOT's primary point of contact coordinating, integrating, and administering the Corman DB Team, including design, construction, quality assurance, MOT, safety, and utilities. ***He will be responsible for meeting the contract obligations and avoid/resolve disputes per the RFP.*** Chris will supervise the Design Manager, Design/Construction Coordinator, Construction Manager, community involvement, Right-of-Way Manager, Quality Assurance Managers, ***and coordinate any required public outreach and public meetings.*** He will be involved with preconstruction, design, construction, and project closeout. He will assist with constructability reviews and safety audits, and oversee the quality management program, purchasing, and construction operations.

**DB Quality Assurance Manager (QAM), M. Dow Lasitter, III, PE, CCM (KCI Technologies)** will have direct, independent access to VDOT. He will ensure work is performed in conformance with contract requirements and “*approved for construction*” plans/specifications. He will be responsible for development and adherence to the QA Plan, QA inspection and testing of all materials used, and work performed. As an independent entity, Dow will audit and monitor Corman's Construction Quality Control Program. ***He can stop construction, enforce compliance with specifications, and issue and require resolution of Non-Conformance Reports (NCRs).*** He 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 with the construction quality control team. He will maintain project quality records, and approve and submit pay estimates. He will also submit monthly written reports to VDOT's project manager and the Corman DB Team's Executive Committee. Dow will report to the DBPM.

**DB Design Manager (DM) Owen L. Peery, PE** brings more than 32 years of experience to this project. He will provide a quality product and input into the schedule, meet design milestones and interfaces, and involve the Design QC Manager. He will assure designs are per current policies, procedures, and guidelines. Owen will manage the design, including roadway, structural, hydraulic, traffic, MOT, environmental, and geotechnical. Owen will assign resources, oversee design subconsultants, coordinate design and review schedules, develop and implement corrective measures, if necessary, and integrate environmental compliance measures into the design. He will remain involved once construction starts to oversee any plan modifications and shop drawings, and review construction progress with the CM. He will collaborate with the design and construction team leaders for constructability characteristics, inter-operability of bridge/roadway/utilities/drainage aspects, and cost control. Owen led the design for the ***DB Route 29 Solutions project and the I-64 Widening and Route 623 Improvements project—both with Corman.*** Owen will report to the DBPM.

**DB Construction Manager (CM) John “Jake” Leffler, EIT** will manage the on-site construction team, including the project controls, Construction QC Manager, Safety Manager, Project Engineer, superintendents, and scheduling. Jake will be on-site full-time throughout construction. He will play a key role in conjunction with the Design/Construction Coordinator, Rennie Friedman, and the Design QA/QC Manager in constructability reviews for design. He will work with Rennie overseeing and coordinating the design and construction forces with regard to utilities, ROW and MOT. He will ensure construction is performed safely and, along with our CQC Manager, Meghan Stallings, make sure materials and work are per plan and specification. Jake will coordinate with the DM during construction to accurately and quickly review RFI's and shop drawings, perform field visits, and prepare as-builts and plan revisions. Jake will report to the DBPM.



**Keys to Success:** The key to success is communication and coordination between the many parties involved: the Corman DB Team, VDOT, review agencies, and stake-holders. This is based upon open and honest communication, frequent meetings, and updates. The Corman DB Team will have internal weekly meetings during the design stage with key construction and design staff present. Tracking sheets will record progress of utilities, ROW, and design discipline efforts, as well as environmental and design approvals. Once construction starts, design participants will continue to be involved. Added to the weekly meetings as the construction begins are the superintendents, field surveyors, MOT Manager and Construction QCM. Key stakeholder representatives, including utility companies, EMS responders, etc. will be invited. Monthly meetings will also be held with the Corman DB Team, VDOT, QAM, stakeholders and others to enhance partnering and resolve any pertinent issues.



*Piers for Churchman's Road Bridge over I-95.*

Quality assurances will be coordinated with, but independent of, the daily QC and construction efforts. The QAM will be given timely notice of all construction activities so his QA staff can be on site to document compliance. He will have access to all meetings and records he feels are required to provide independent assurance that the construction complies with contractual and design requirements. The QAM will report to the DBPM and 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 representative from Corman's DB Management Team will contact the QAM monthly to confirm the project is in compliance.



*Bridge girders for MD 210 Bridge over I-95.*

The Corman DB Team has identified three critical risks for the project: geotechnical issues, environmental impacts, and maintenance of traffic. Team members were chosen because of their firsthand knowledge of the site, as well as their ability to handle the above risks and minimize VDOT involvement. This table validates the established working relationship between Corman and their proposed subconsultants, and their understanding of each other's strengths and abilities.

	Corman	RK&K	Schnabel	ALA	H&B	KCI	DPS	UP
DB Route 1 Widening	✓		✓	✓		✓	✓	✓
DB Fall Hill & Mary Washington Extension	✓			✓	✓			✓
DB I-64/Route 15 (Zion Crossroads)	✓		✓		✓			✓
Diverging Diamond Interchange (DDI)	✓							
DB Route 29 Solutions	✓	✓	✓		✓			
DB Intercounty Contract A	✓	✓	✓	✓		✓		
Design-Build Intercounty Contract B	✓	✓	✓			✓		
DB Military Highway Continuous Flow Intersection	✓	✓	✓	✓		✓	✓	✓
MD 210 Over I-95/I-495 Woodrow Wilson Bridge MB-3	✓	✓						

**3.4 Experience of Offeror's Team**

### 3.4 EXPERIENCE OF OFFEROR’S TEAM

Corman and RK&K have teamed on numerous projects utilizing their ability to identify, openly discuss, and resolve issues as they arise. This successful working relationship is the result of their established trust and understanding of effective partnering. The key team members include:

 **Corman Construction (Corman)** is a privately-owned family business established in 1920, licensed in heavy civil contracting, specializing in highway/bridge/utility restoration and construction. With their corporate headquarters in Annapolis Junction, MD and additional offices in Colonial Heights and Chesapeake, Virginia, Corman has constructed projects in Virginia for over 30 years. Corman delivers projects on time and on budget without lingering disputes, and holds employee and public safety to the highest standard as shown by their 0.72 EMR.

In recent years, Corman has 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, 2014 VTCA Transportation Contractor Safety Award Honorable Mention, and 2011 ARTBA Women Leadership in Transportation Glass Hammer Award.

Corman is experienced in solving challenging MOT and utility issues on VDOT projects (many being the first of their kind). Current or recent VDOT DB projects include:

1. Route 1 Improvements at Fort Belvoir, a joint FHWA/EFFLHD/VDOT project, Lorton, VA;
2. I-64 / Route 15 DDI, Zion Crossroads, VA, *Virginia’s first Diverging Diamond Interchange*;
3. Fall Hill Avenue & Mary Washington Boulevard Extension, Fredericksburg, VA;
4. I-64 Widening and Route 623 Improvements, Henrico and Goochland County, VA;
5. Military Highway Continuous Flow Intersection (CFI), Norfolk, VA, *Virginia’s first CFI*; and
6. Route 29 Solutions, Albemarle, Co., VA, *VDOT’s first Responsible Charge Engineer as Key Personnel*.

 **Rummel, Klepper & Kahl, LLP (RK&K)** offers the full range of transportation planning and design services. Their Team excels in resolving complex infrastructure and permitting challenges. RK&K recently received an award from the VTCA for the Route 250 Bypass Interchange at McIntire Road project in the City of Charlottesville. This project was chosen as the top submittal in the category of “Projects Greater than \$10 Million.” RK&K also received an award from the VTCA for their North Main Street Improvement project in the Town of Blacksburg where they were selected as the top submittal in the category of “Projects Smaller than \$10 Million.” These awards recognize outstanding design work in the Virginia transportation industry.

RK&K has carefully selected subconsultants to further enhance their team capabilities. They have enjoyed long-standing relationships in the design arena with Schnabel Engineers, H&B Survey and Mapping, Utility Pros, Athavale, Lystad & Associates, KCI Technologies, and Diversified Property Services, and look forward to delivering another successful project together. In addition, three of these firms bring W/DBE participation to the Corman DB Team.

Team members are heightened believers in the DB model. During the proposal and design phase, RK&K will lay out goals to determine where innovation could lead to future benefits in maintenance, schedule, and/or cost. The design team will interface with the Design/Construction Coordinator and construction personnel throughout design and project execution. Through this process, designers and contractors create beneficial working relationships. This integration allows us to interact and partner with VDOT and other stakeholders, streamline reviews, eliminate possible field problems during construction, and deliver this project safely and as early as possible within budget.

**Inter-Team Relationship:** Corman, RK&K and our major subconsultants have a history of working together on projects for VDOT, DDOT MDOT and other local transportation agencies/authorities. Our mutual involvement includes a range of functional relationships from DB partnerships (Intercounty Connector Contracts A and B, Route 1 Widening) to GEC/Program Manager and contractor roles (Woodrow Wilson Bridge Contracts VAC and MB-3, Route 29 Solutions, MD 30/Hampstead Bypass and I-64 to Rte 623 Widening in Short Pump, VA) to design-bid-build roles (Powhite Parkway Widening in Richmond), which include close coordination through construction for design compliance.

**3.5 Project Risks**

### 3.5 PROJECT RISKS

*The Corman DB 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 sprung into action, will evolve throughout design and construction, and position us to respond to changes as specific issues unfold.

The Corman DB 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).



The Corman DB Team has reviewed the available information for the project, visited the 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 schedule, budget, or both, the Team has identified these three critical risks:

#### 3.5.1. RISK NO. 1– GEOTECHNICAL

The RFQ information package included a Geotechnical Data Report (GDR) dated December 4, 2015. Twenty-seven standard penetration test borings were included in the GDR. The GDR indicated Coastal Plain soils were encountered in the borings and are characterized by undifferentiated fluvial deposits of Tertiary to Cretaceous Age. These deposits are likely represented by mixed Terrace soils of the Aquia, Calvert and Potomac Formations. The borings identify the Tertiary Age soils as Terrace deposits, which generally exist from the surface to about 35 to 40 feet below I-95. Lower elevation coastal plain deposits likely represent the Cretaceous Age Potomac Formation as noted in the GDR. The coastal plain formations are underlain by residuum and rocks of the Po River metamorphic suite. Groundwater was generally encountered at about 5 to 6 feet below I-95, although perched ground water was occasionally present at higher elevations. The GDR included the following soil laboratory tests: index, consolidation, CBR, pH, total sulfur, acid-base accounting, and rock compressive strength.

The Potomac Formation soils consisted of soft clay with layers of loose sand. At the bridge, this layer varies from about 16 to 30 feet thick with an average thickness of about 25 ft. The average Standard Penetration Test (SPT) N value was very low between 2 and 3 blows per foot indicating very soft or very loose soil. However, the consolidation test on a sample with an estimated SPT N value of 5 to 6 exhibited net pre-consolidation of about 3 tsf greater than the existing overburden pressure which is indicative of a stiff soil. Based on our review of the data, it appears that the soils from this stratum may be sensitive to disturbance during sampling and may actually be stronger and less compressible than indicated by the SPT N values.

Four of the five total sulfur and acid-base accounting tests were performed on existing fill or Terrace soils. These tests indicate total sulfur of 0.01% and an excess of net neutralizers indicating these soils are not acid-sulfate soils. The remaining total sulfur and acid-base accounting tests were performed on Potomac soils. These tests indicate total sulfur of 0.34% and a calcium carbonate (lime) demand of 7.99 tons per 1000 tons of soil to neutralize these soils both of which indicate acid-sulfate soils.

Corrosion tests on existing fill, Terrace soils and Potomac soils indicate pH values from 4.5 to 6.3 with an average pH of 5.2. Three of the five tests indicated pH less than 5.5 which indicates they could be corrosive to buried metals such as the steel H piles being considered for use on this project.

Our Team’s interpretation of the geologic conditions encountered is slightly different than that in the GDR. We believe it is possible that the Potomac soils described in the GDR may actually be Tertiary soils of the

Aquia or Calvert Formations because of their sensitivity suggested by the consolidation test results, and because they appear to be acid-sulfate soils which is more likely for Tertiary than Potomac soils. Potomac clays are also typically much stiffer than the soils encountered in the GDR borings. Both Tertiary and Potomac soils may be considered “stiff-fissured” and stability of these soils could represent a geotechnical risk.

**Identify Risks:**

1. **Unsuitable Soils:** The Existing Fill and Terrace soils encountered in the borings were generally stiff to very stiff, and the sands were generally medium dense to dense. These soils are generally considered suitable for support of the proposed embankments and pavements. However, the GDR indicated some of the on-site soils will likely be considered unsuitable due to their high plasticity and low strength. Where present below pavements, these soils can be undercut and replaced, or stabilized in-situ by treating them chemically with hydrated or quick lime. Other potential unsuitable soils include those that are too soft and/or wet to support structures or to be used as fill.
2. **Acid Sulfate Soils:** The GDR indicates that the Potomac sediments encountered on this site likely represent acid-sulfate soils. The GDR indicates the design builder should consider remediation of acid-sulfate soils when the calcium carbonate (lime) demand exceeds 4 tons per 1000 tons of soil. The Acid-Base Accounting (ABA) test results provided with the GDR indicate about 20% of the samples tested could require remediation with agricultural lime. Remediation would be necessary to promote plant growth and minimize acidic surface water, the formation of iron-stained surfaces, and degradation of concrete structures. There is also some risk of increased acidity for shallow ground water and wells in the Tertiary sediments. Tertiary soils were encountered and remediation was required during and after construction of the Stafford County Regional Airport about 4 miles northeast of the proposed project.
3. **Corrosive Soils:** Corrosion of buried metal structures such as steel piles and culverts is also possible where pH values are low. About 60% of the samples tested indicated pH values less than 5.5 (with a low of 4.5).
4. **Slope Stability in Stiff-Fissured Clays:** The stability of slopes in stiff-fissured clays must be analyzed using residual strengths, the lowest possible clay strength. If these clays are present in cut slopes or if these soils are reused as embankment fill, remediation will be necessary. Remediation could include but may not be limited to flattening the slopes where possible, construction of retaining walls, stabilizing the slopes with deep foundations, or partial removal of these soils and replacement with suitable soils. We understand that similar soils and slope instability were encountered during construction of the Centreport Parkway interchange with I-95 about 4 miles northeast of the proposed project in Stafford County.
5. **Embankment Settlement at Bridge Abutments:** The placement of additional fill will be needed at both abutments to raise the grade slightly, and also for widening of the bridge. The consolidation test was performed on a stiffer portion of the soft clay that had a SPT N value of about 5 to 6. The soft clay layer also had areas where the SPT N value was as low as 0 or 1 which indicates soils softer than that tested with the consolidation test are present within this layer.

**Why this Risk is Critical:** The unknowns of the subsurface conditions place financial and schedule risk on the DB team and therefore the project.

**Risk Impact:** The impacts on the project from the potential geotechnical issues include additional cost and time for the Design Builder to complete the project.

**Risk Mitigation:** Mitigation strategies would include those performed during the design phase to reduce the number of unknowns and to incorporate mitigation measures into the design and those performed during the construction phase to minimize costs and delays. A summary of these strategies is as follows:

- Perform additional subsurface exploration and soil laboratory testing to better delineate the risks associated with unsuitable soils. The additional subsurface exploration will include the number of borings and types of sampling needed to meet or exceed the requirements of the VDOT Materials Manual of Instructions, Chapter III. Provide recommendations for suitable remediation methods;
- Provide additional analysis and testing to evaluate the presence and remediation of acid-sulfate soils including the following:
  - ✓ Perform a thorough evaluation of the geologic conditions on site to identify Tertiary soils that are potentially acidic;
  - ✓ Perform pH and total sulfur tests to screen for potential acidity. Acid-sulfate soils typically have low pH and/or total sulfur greater than 0.2%;

- ✓ Perform acid-base accounting tests to evaluate potential acidity and lime demand to neutralize acidity;
  - ✓ Evaluate the potential of designing the project to avoid excavations in acid-sulfate soils as much as possible to reduce the volume of soils that may have to be treated with agricultural lime; and
  - ✓ Establish standard acid soil remediation procedures into the design and construction of this project. This would include soils in cut areas to be treated in place along with any soils that are to be used as fill.
- Provide pH, resistivity, sulfate and chloride tests to evaluate corrosion potential for buried metal and concrete structures. Develop design alternatives to mitigate these soils to include oversizing piles to account for possible long-term corrosion, different pile types, or drilled shafts;
  - Provide direct shear testing with multiple stress reversals and/or ring shear testing on stiff-fissured clay soils to obtain the residual strength. These test results will be used in stability analyses of cut slopes or embankments constructed with similar materials in order to evaluate potential remediation methods;
  - Evaluate advantages and disadvantages of each remediation method to optimize design and construction;
  - Provide additional consolidation testing to better characterize the net pre-consolidation of the entire soft clay layer identified by the GDR. Recommendations for magnitude of settlement and time rate of settlement of the embankment fills should be included in the final geotechnical report;
  - Include standardized remedial design information on the plans to illustrate how the impacts should be mitigated during construction; and
  - Perform QA/QC services to identify unsuitable situations and mitigate them as needed.

During the design and construction phases, the team will identify issues and options to work towards an optimal solution for any of the risks encountered.

**Role of VDOT and other Agencies:** The Team fully expects to manage the risks associated with the existing subsurface conditions. No role is anticipated from VDOT or any other state agency other than traditional oversight.

### 3.5.2 RISK NO. 2– ENVIRONMENTAL

**Identify Risks:** There are multiple environmental constraints that can delay or even derail this project. Because of this fact, we see environmental constraints as a critical risk. Specifically, this risk is made of the following sub-risks:

#### 1. Property Ownership

- a. The Virginia Outdoors Foundation Easement (VOF) on the property located to the northeast of the Interchange;
- b. Hazardous Materials Environmental Site Assessment (ESA) Phase II ESA required for the two known properties (old Shell station and Old Texaco Station).

#### 2. Threatened & Endangered Species

- a. The presence of the Federally Threatened & State Endangered Small Whorled Pogonia (SWP) (*Isotria medeoloides*);
- b. The presence of the Federally Threatened Northern Long-Ear Bat (*Myotis septentrionalis*) (NLEB);
- c. The stream located 500 feet directly north of I-95/Route 606 Interchange along I-95 alignment is listed as having a Stream Conservation Unit (SCU) that contains habitat for a federally listed Endangered Mussel species, the Dwarf Wedgemussel (*Alasmidonta heterodon*).

#### 3. Required Permits

- a. The estimated 0.18 acres of wetlands will require a Section 404 general permit from the U.S. Army Corps of Engineers (USACE). If the project impacts to wetlands and streams are greater than presented then agencies coordination will be required including a project alternative analysis to support the U.S Army Corps of Engineers NEPA process to document the Least Environmentally Damaging Practicable Alternative (LEDPA) decision and their Public Interest Finding and water quality permit authorization.

- b. Any land disturbance over 2,500 square feet of land disturbance will require Virginia Stormwater Management Permit (VSMP) from the Virginia Department of Environmental Quality (VDEQ).

### **Why this Risk is Critical:**

#### **Property Ownership**

- ✓ This risk is critical because the VOF Board decides the validity of the Right-of-Way actions within this type of easement which requires a comparable values mitigation options presentation. This is one of the highest levels of land protection easements within the Commonwealth of Virginia and overall is difficult to mitigate.
- ✓ Hazardous material requirements and their management solutions could create impacts to the project schedule and cost.

#### **Threatened & Endangered Species**

- ✓ Section 7 consultation may be required between the Federal Highway Administration (FHWA) and U.S. Fish and Wildlife Service if the surveys identify either the plants and/or bats species presences. If improperly handled, this could severely delay the project and end up restricting tree removal within the project limits.
- ✓ If the project terminus is extended north requiring impacts to the stream with the SCU for the Dwarf Wedgemussel, a species survey of the stream would be required. The risk lies that if the survey finds the species, Section 7 consultation will be required between U.S. Fish and Wildlife Service and Federal Highway Administration. This coordination will be will have to be completed prior to the NEPA reevaluation and water quality permit issuance.
- ✓ The Section 404 permit risk is critical because if the project impacts to wetlands and streams turns out greater than the regulatory agencies general permit thresholds then an individual permit from both the U.S. Corps of Engineers and the Virginia Department of Environmental Quality will be required which will affect the project delivery schedule between 6 to 12 months.
- ✓ The acquisition or generating the required nutrients credits through the project design required may be challenging if a local source or design solutions are not identified early in the project design.

### **Risk Impact:**

#### **Property Ownership**

- ✓ If the VOF determines the proposal is not acceptable then Right-of-Way cannot be taken from the VOF easement.
- ✓ If Hazardous Materials are identified within the project's proposed Right-of-Way, the cost of the Right-of-Way and associated cleanup/treatment will increase the project Right-of-Way acquisition timeframe and may affect the project schedule and cost for any required site clean-up/treatment during project construction.
- ✓ The results of the Phase II ESA will determine the management requirements.
- ✓ It is anticipated that the hazardous materials conditions will be managed through minimization or avoidance, removal, disposal and/or treatment/remediation which increase VDOT and the contractor's liability as co-generators.

#### **Threatened & Endangered Species**

- ✓ If Section 7 Consultation is required for any of the Federally Listed species, it could be between 6 and 9 months to complete this coordination and will include species specific minimization conditions that will result in an increase in project construction cost and delay the issuance of the U.S. Corps of Engineers Section 404 Permit and the NEPA Re-evaluation. The mussel species presence would apply the project impacts to the stream to an additional time of year restriction for in-stream work between 15-March to 31-May and 15-August to 30 September.
- ✓ The identification of the SWP would result in aggressive evaluations of design avoidance and minimization efforts.

## **Risk Mitigation:**

### **Property Ownership**

- ✓ The Team will design the project to stay within the project impacts of the 0.18 acre temporary easement form the VOF property that was cleared as part of the project NEPA Categorical Exclusion (CE) document.
- ✓ The Team will coordinate ESA's results with VDOT to bring clarity to the environmental hazardous materials requirements and to appropriately identify solutions to resolve project opportunities.

### **Threatened & Endangered Species**

- ✓ For Small Whorled Pogonia (SWP) and for Northern long-eared bat (*Myotis septentrionalis*) (NLEB), our team will explore shifting the alignment to avoid potential critical habitat areas;
- ✓ The Team will clarify the results of the VDOT SWP and NLEB surveys and coordinate with FWS to bring clarity to this natural resource and consider the result during project design by evaluating avoidance and minimization measures;
- ✓ Minimize clearing of existing vegetation;
- ✓ Adhere to the time-of-year restrictions for tree removal (SWP-Apr 15 to August 15) (NLEB April 15 to September 15).

Our Team will apply the Fish and Wildlife Service (FWS) *Northern Long-Ear Bat Final 4(d) Rule* that goes into effect on February 16, 2016. This final rule reduces the scope of the incidental take prohibitions that were in the interim rule that applies the time of year restriction on tree cutting presented above. The final rule allows incidental take from permanent conversion of forest lands to other uses such as Right-of-Way creation or expansion that were prohibited under the interim rule. The anticipated result is an elimination of the time of year restriction or a reduction in the time of year restriction duration on tree cutting for the NLEB; and

- ✓ If a terminus is extended to the north and the mussel species is found, we will prepare the Biological Assessment report to ensure the permit application review time of the Corps of Engineers, and the Federal Highway Administration NEPA reevaluation time runs concurrently with the U.S. Fish and Wildlife preparation of their Biological Opinion to minimize effects on the project schedule.

### **Required Permits**

- ✓ The Team will design the erosion and sediment controls and stormwater management to comply with the VSMP requirements and the project will be constructed with strict adherence to erosion and sediment control requirements and stormwater permits;
- ✓ Secure Corps Jurisdictional Determination, implement avoidance and minimization measures, and provide compensatory mitigation for unavoidable impacts and develop restoration approaches for temporary impact areas to secure the water quality permits and keep project design impacts within the regulatory agencies general permit thresholds to expedite the project permitting process time.
- ✓ Identify project compensatory mitigation opportunities for wetlands and nutrient credits early the project development process to minimize delays following the permit authorization to expedite project construction;
- ✓ Utilize proven experience with the regulatory agencies to work collaboratively and achieve consensus on appropriate avoidance and minimization actions that will result in securing the required environmental clearances within the project schedule; and
- ✓ Use early informal meetings with the regulatory agencies to ensure complete understanding of their expectations on regulated environmental resources within our project limits. The Team will use regular agency consultation meetings as the project progresses to eliminate surprises and minimize risk.

**Role of VDOT and Other Agencies:** No role is anticipated from VDOT or any other agency other than the traditional information sharing, oversight, permit review and acceptance.

### 3.5.3 RISK NO. 3 – MAINTENANCE OF TRAFFIC

**Identify Risk:** Maintenance of Traffic (MOT) during construction and Constructability are critical issues due to the limited availability of detour routes, the high volume of traffic along I-95, and the need to maintain access to the adjacent commercial properties around the clock. Traffic must be maintained and disturbance minimized to ensure efficient and safe road operations during construction.

**Why this Risk is Critical:** On I-95, traffic volumes dictate the need for three lanes of traffic during peak and daytime hours, with an even directional split. Since reducing the number of travel lanes will severely impact traffic flow on I-95 during peak hours, it is anticipated that any reduction in travel lanes will be unacceptable. On Mudd Tavern Road/Route 606, maintaining the existing I-95 overpass during construction will be critical, as detour routes are long and circuitous. The proposed grade of the bridge over I-95 is to be raised as much as five feet in order to provide the required vertical clearance over I-95. This elevation difference will require the use of shoring, multiple phasing, and temporary pavements to successfully convey traffic and maintain the interchange ramps during construction. Additionally, lane restrictions, closures, or narrowing of lanes can increase the hazards associated with the MOT installation on both I-95 and along Mudd Tavern Road/Route 606. With this in mind, the safety of construction workers and the traveling public is paramount.

There could be an economic impact to the businesses located at the interchange. Some of the businesses operate around the clock and rely on access to and from I-95 for them. Any MOT scheme that eliminates or limits access to these businesses could adversely impact these businesses. Therefore, a MOT plan that reduces access will likely be met with protests and claims from the business owners

**Risk Impact:** Without a properly developed and executed MOT plan, travel through the work zone could become hazardous for both the road users and construction personnel, and travel delays may become more frequent. In addition, an inefficient MOT plan could extend the project duration, further compounding these risks.

**Risk Mitigation:** As part of the MOT and TMP development, the Corman DB Team will investigate strategies to keep traffic flowing smoothly along I-95 during construction. Traffic will be maintained in three lanes in each direction during daytime and peak hours; but shoulders may be closed to provide room for constructing the bridge pier and abutments adjacent to the roadway. In order to perform overhead work, traffic will be stopped for short periods of time during nighttime operations to allow for the placement of beams; setting of formwork, placing of concrete, and superstructure demolition. The detailing of the bridge superstructure will also be designed with a focus on minimizing girder erection time, thereby minimizing the number and length of necessary closures. This will occur over several phases as the bridge replacement and demolition of the existing bridge is undertaken.

Along Mudd Tavern Road/Route 606, traffic lanes will be provided at all times to carry traffic across I-95 and to the adjacent businesses. Temporary pavements may be utilized to shift traffic to one side of the road while new pavements and bridge sections are constructed along the other. Traffic would then be shifted to the other side to allow the widening to take place in stages.

Since the bridge replacement will result in elevation differences, there may be short periods of time where selected ramp movements will need to be closed in order to build the tie-ins. In order to minimize disruption to the business owners, communications with the business owners will be undertaken to determine the least impactful times for them, and construction staging will be developed to ensure that ramp movements will be closed for the minimum practical time during nighttime periods and that all interchange movements will be restored before the morning peak hour the next day. At no time during construction, will all of the ramp movements be closed concurrently.

**Role of VDOT and other Agencies:** The Corman DB Team will handle and manage the risks associated with the Maintenance of Traffic and Constructability issues. VDOT's role in this risk will be limited to posting appropriate messages to the traveler information system and assistance in communication project construction requirements to the adjacent business owners in cooperation with the Corman DB Team. The Team anticipates no significant role from other agencies with these issues.



**ATTACHMENT 3.1.2**

**Project: 0606-088-653, C501 & 0606-088-622, C501, B634**  
**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

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

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
<b>Statement of Qualifications Checklist and Contents</b>	Attachment 3.1.2	Section 3.1.2	no	16-18
<b>Acknowledgement of RFQ, Revision and/or Addenda</b>	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	19
<b>Letter of Submittal (on Offeror's letterhead)</b>				
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	21-28
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	29
Evidence of obtaining bonding	NA	Section 3.2.9	no	30-34

**ATTACHMENT 3.1.2**

**Project: 0606-088-653, C501 & 0606-088-622, C501, B634**  
**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
<b>SCC and DPOR registration documentation (Appendix)</b>	Attachment 3.2.10	Section 3.2.10	no	35-36
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	37-46
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	47-54
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	55-56
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	N/A
<b>DBE statement within Letter of Submittal</b> confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	1
<b>Offeror's Team Structure</b>				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	3
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	57-58
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	59-60
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	61-62
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	63-64
Organizational chart	NA	Section 3.3.2	yes	7
Organizational chart narrative	NA	Section 3.3.2	yes	5

ATTACHMENT 3.1.2

Project: 0606-088-653, C501 & 0606-088-622, C501, B634  
STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
<b>Experience of Offeror's Team</b>				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	65-67
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	68-70
<b>Project Risk</b>				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	10-15

**ATTACHMENT 2.10**

**COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00105463DB89  
PROJECT NO.: 0606-088-653, C501 & 0606-088-622, C501, B634

**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 – December 7, 2015  
(Date)
2. Cover letter of RFQ Addendum#1 – January 19, 2016  
(Date)
3. Cover letter of \_\_\_\_\_  
(Date)

 <hr style="border: 0; border-top: 1px solid black;"/> SIGNATURE	<u>02/04/16</u> <hr style="border: 0; border-top: 1px solid black;"/> DATE
Arthur C. Cox, III <hr style="border: 0; border-top: 1px solid black;"/> PRINTED NAME	General Manager <hr style="border: 0; border-top: 1px solid black;"/> TITLE

**ATTACHMENT 3.2.6**

**State Project No. 0606-088-653, C501 & 0606-088-622, C501, B634**

**Affiliated and Subsidiary Companies of the Offeror**

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

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

<b>Relationship with Offeror (Affiliate or Subsidiary)</b>	<b>Full Legal Name</b>	<b>Address</b>
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)	Corman / E.V. Williams - A Joint Venture	12001 Guilford Road, Annapolis Junction, MD 20701
Affiliate (Joint Venture)	Corman / Wagman - A Joint Venture	12001 Guilford Road, Annapolis Junction, MD 20701
Affiliate (Joint Venture)	Lane / Corman – A Joint Venture	90 Fieldstone Court, Cheshire, CT 06410
Affiliate (Joint Venture)	KC Constructors – A Joint Venture	450 Dividend Drive, Peachtree City, GA 30269
Affiliate (Joint Venture)	MD 200 Constructors - A Joint Venture	11710 Beltsville Drive, Beltsville, MD 20705
Affiliate (Joint Venture)	Intercounty Constructors - Joint Venture	120 White Plains Road, Suite 310, Tarrytown, NY 10591
Affiliate (Joint Venture)	CK Constructors - A Joint Venture	12001 Guilford Road, Annapolis Junction, MD 20701
Affiliate (Joint Venture)	Kiewit-Corman Greenbelt – A Joint Venture	450 Dividend Drive, Peachtree City, GA 30269

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS**

**Project No.:** 0606-088-653, C501 & 0606-088-622, C501, B634

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, and declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency.

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

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

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

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

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

 _____ Signature	<u>12/22/15</u> _____ Date	<u>Vice President / General Manager</u> _____ Title
---	----------------------------------	---

Corman Construction, Inc.  
\_\_\_\_\_  
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0606-088-653, C501 & 0606-088-622, C501, B634**

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.

	2/2/2016	Director
Signature	Date	Title

RK&K  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0606-088-653, C501 & 0606-088-622, C501, B634**

- 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.

*Edward G. Drahos*

Signature

December 21, 2015

Date

Senior Vice President

Title

Schnabel Engineering Consultants, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0606-088-653, C501 & 0606-088-622, C501, B634**

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.

Canya A. Howe      12/21/2015      President  
Signature                      Date                      Title

Utility Professional Services, Inc.  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0606-088-653, C501 & 0606-088-622, C501, B634**

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

December 22, 2015

Date

Vice President

Title

H&B Surveying and Mapping, LLC  
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0606-088-653, C501 & 0606-088-622, C501, B634**

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.

 12/22/15  
\_\_\_\_\_  
Signature                      Date

President  
\_\_\_\_\_  
Title

Diversified Property Services, Inc.

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

**ATTACHMENT NO. 3.2.7(b)**  
**CERTIFICATION REGARDING DEBARMENT**  
**LOWER TIER COVERED TRANSACTIONS**

Project: 0606-088-653, C501 & 0606-088-622, C501, B634

- 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.

*Tuvalde Iyris*

Signature

12/28/15

Date

President

Title

Athavale, Lystad & Associates, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0606-088-653, C501 & 0606-088-622, C501, B634**

- 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

1/5/16  
\_\_\_\_\_  
Date

PRACTICE LEADER  
\_\_\_\_\_  
Title

KCI TECHNOLOGIES  
\_\_\_\_\_  
Name of Firm



COMMONWEALTH OF VIRGINIA



# CERTIFICATE OF QUALIFICATION

## CORMAN CONSTRUCTION, INC.

Vendor Number: C097

In accordance with the Regulations of the Virginia Department of Transportation, your firm is hereby notified that the following Rating has been assigned to your firm:

**PREQUALIFIED**

Your firm specializes in the noted Classification(s):

**GRADING; MAJOR STRUCTURES; MINOR STRUCTURES; UNDERGROUND UTILITIES**

Issue Date: March 31, 2015

Suzanne FR Lucas, State Prequalification Officer

This Rating and Classification will Expire: March 31, 2016

Don E. Sillies, Director of Contracts

It is not permissible to alter this document, use after posted expiration date, or use by persons or firms other than those named on this certificate.



Construction Risk Solutions, LLC  
11311 McCormick Road, Suite 450  
Hunt Valley, MD 21030  
Main: 443-798-7499 Fax: 443-798-7290

February 4, 2016

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

Re: Corman Construction, Inc. – Surety Qualification  
Request for Qualifications for the Design/Build  
Route 606 Bridge Replacement over I-95 with 606 Improvements  
State Project Nos.: Rte. 606 Roadway Improvements (0606-088-653,C501), UPC 105463  
Route 606 Bridge Replacement (0606-088-622, C501, B634), UPC 100829  
Federal Project Nos.: Route 606 Roadway Improvements (STP-5111(272))  
Route 606 Bridge Replacement (BR-5111(237))  
Contract ID Number: C00105463DB89

Dear Mr. Kindy:

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 \$13,600,000.00 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. 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,

A blue ink handwritten signature, appearing to read 'Robert A. Chlada', is written over a blue horizontal line.

Robert A. Chlada,  
Attorney-in-Fact

# Commonwealth of Virginia

## STATE CORPORATION COMMISSION

July 1, 2015

FIDELITY AND DEPOSIT COMPANY OF MARYLAND  
600 RED BROOK BLVD  
OWINGS MILLS MD 21117-5153

is hereby licensed to transact the business of

Aircraft Liability	Glass
Auto Liability	Homeowners Multi-Peril
Auto Physical Damage	Inland Marine
Boiler & Machinery	Liability Other than Auto
Burglary & Theft	Misc Property & Casualty
Commercial Multi-Peril	Ocean Marine
Credit	Surety
Credit Property Insurance	Water Damage
Fidelity	Workers Compensation & Employers'
Fire	Liability

in the Commonwealth of Virginia through the thirtieth day of June next succeeding the date hereof unless this license shall be sooner revoked or otherwise cancelled.

ID: 39306



State Corporation Commission  
Bureau of Insurance

By: Jacqueline K. Cuffman  
Commissioner

**FIDELITY AND DEPOSIT COMPANY**

OF MARYLAND

600 Red Brook Blvd., Suite 600, Owings Mills, MD 21117

**Statement of Financial Condition**

As Of December 31, 2014

**ASSETS**

Bonds.....	\$ 142,720,308
Stocks .....	21,816,223
Cash and Short Term Investments .....	2,077,768
Reinsurance Recoverable .....	10,375,303
Other Accounts Receivable .....	46,778,921
<b>TOTAL ADMITTED ASSETS.....</b>	<b>\$ 223,768,523</b>

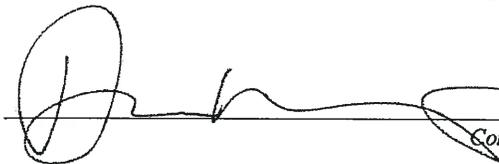
**LIABILITIES, SURPLUS AND OTHER FUNDS**

Reserve for Taxes and Expenses .....	\$ 1,321,332
Ceded Reinsurance Premiums Payable.....	49,965,411
Securities Lending Collateral Liability .....	4,009,064
<b>TOTAL LIABILITIES .....</b>	<b>\$ 55,295,807</b>
Capital Stock, Paid Up.....	\$ 5,000,000
Surplus.....	163,472,717
Surplus as regards Policyholders .....	168,472,716
<b>TOTAL.....</b>	<b>\$ 223,768,523</b>

Securities carried at \$58,191,540 in the above statement are deposited with various states as required by law.

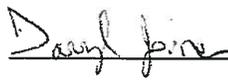
Securities carried on the basis prescribed by the National Association of Insurance Commissioners. On the basis of market quotations for all bonds and stocks owned, the Company's total admitted assets at December 31, 2014 would be \$227,936,393 and surplus as regards policyholders \$172,640,586.

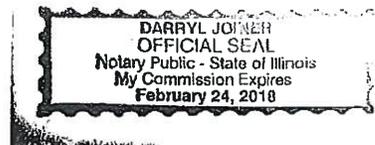
I, DENNIS F. KERRIGAN, Corporate Secretary of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing statement is a correct exhibit of the assets and liabilities of the said Company on the 31st day of December, 2014.

  
 \_\_\_\_\_  
 Corporate Secretary

State of Illinois  
 City of Schaumburg } SS:

Subscribed and sworn to, before me, a Notary Public of the State of Illinois, in the City of Schaumburg, this 15th day of March, 2015.

  
 \_\_\_\_\_  
 Notary Public



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

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Maryland, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Maryland (herein collectively called the "Companies"), by **THOMAS O. MCCLELLAN, Vice President**, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint **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 24th day of August, A.D. 2015.

**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

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

State of Maryland  
 County of Baltimore

On this 24th day of August, A.D. 2015, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **THOMAS O. MCCLELLAN, 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 4th day of February, 2016.



A handwritten signature in black ink that reads "Michael Bond".

Michael Bond, Vice President

**ATTACHMENT 3.2.10**

**State Project No. 0606-088-653, C501 & 0606-088-622, C501, B634**

**SCC and DPOR Information**

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

<b>SCC &amp; DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)</b>							
<b>Business Name</b>	<b>SCC Information (3.2.10.1)</b>			<b>DPOR Information (3.2.10.2)</b>			
	<b>SCC Number</b>	<b>SCC Type of Corporation</b>	<b>SCC Status</b>	<b>DPOR Registered Address</b>	<b>DPOR Registration Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
Corman Construction, Inc.	F046798-7	Foreign Corporation	Active	12001 Guilford Road Annapolis Junction, MD, 20701	Class A Contractor's License	2701014794	10/31/2017
Rummel, Klepper & Kahl, LLP	K000417-8	LLP	Active	2100 East Cary St., Suite 309 Richmond, VA 23223	Eng	0411000271	02/29/2016
Schnabel Engineering Consultants, Inc.	0712674-1	S-Type	Active	9800 Jeb Stuart Parkway, Suite 100 Glen Allen, VA 23059	Eng	0411000700	02/29/2016
Utility Professional Services, Inc.	0588987-8	Incorporated	Active	P.O. Box 923 Colonial Beach, VA 22443	Eng	0407005942	12/31/2017
H&B Surveying and Mapping, LLC	S290560-4	LLC	Active	612 Hull Street, Suite 101B Richmond, VA 23224	LS	0407005432	12/31/2017
Athavale, Lystad & Associates, Inc.	F060584-2	Foreign Corporation	Active	8180 Greensboro Drive #550 McLean, VA 22102	Eng	0407002804	12/31/2017

**ATTACHMENT 3.2.10**

**State Project No. 0606-088-653, C501 & 0606-088-622, C501, B634**

**SCC and DPOR Information**

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
KCI Technologies, Inc.	F059869	Foreign Corporation	Active	6802 Paragon Place Suite 410 Richmond, VA 23230	Eng	0411000938	02/29/2016
Diversified Property Services of Virginia, Inc.	0414774-0	Incorporated	Active	20 E. Timonium Road, Suite 111 Timonium, MD 21093-0000	Appraisal Business	4008001190	11/30/2016

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
		Office Location	Where Professional Services will be Provided	(City/State)				
KCI Technologies, Inc.	M. Dow Lasitter, III, PE, CCM	6802 Paragon Place Suite 410 Richmond, VA 23230	6802 Paragon Place Suite 410 Richmond, VA 23230	Richmond, VA	8605 Oakcroft Drive Richmond, VA 23229	PE License	0402043482	05/31/2017
Rummel, Klepper & Kahl, LLP	Owen L. Peery, PE	Richmond, VA	Richmond, VA	Richmond, VA	2100 East Cary Street, Suite 309 Richmond, VA 23223	PE License	0402046882	10/31/2017

**Please note: The SCC website will be unavailable Thursday, December 17, from 10 a.m. until 10 p.m., for system maintenance. We apologize for the inconvenience and appreciate your patience.**

**Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL ON CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.**

c



VIT

CISM0180

CORPORATE DATA INQUIRY

12/14/15

16:01:36

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#: 215 17 5630 DATE: 11/23/15 HENRICO COUNTY  
 CURRENT AR#: 215 17 5630 DATE: 11/23/15 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
15	100.00					1,000

---

 (Screen Id:/Corp\_Data\_Inquiry)

# Commonwealth of Virginia



## STATE CORPORATION COMMISSION

*Richmond, August 7, 2009*

*This is to certify that a certificate of authority to transact business in Virginia was issued and admitted to record in this office for*

**CORMAN CONSTRUCTION, INC.**

**Date of qualification: November 2, 1984**

*a corporation organized under the laws of DELAWARE and that the said corporation is authorized to transact business in Virginia, subject to all Virginia laws applicable to the corporation and its business.*



*State Corporation Commission*

*Attest:*

*Joel H. Beck*  
Clerk of the Commission



COMMONWEALTH OF VIRGINIA  
STATE CORPORATION COMMISSION

Office of the Clerk

August 12, 2015

1508040499

CT CORPORATION SYSTEM  
4701 COX RD STE 285  
GLEN ALLEN, VA 23060

RECEIPT

RE: RUMMEL, KLEPPER & KAHL, LLP

ID: K000417 - 8

DCN: 15-08-12-0504

Dear Customer:

This is your receipt for \$50.00 to cover the fee for filing the annual continuation report for the above-referenced registered limited liability partnership.

The annual continuation report was filed on August 12, 2015.

If you have any questions, please call (804) 371-9733 or toll-free in Virginia, 1-866-722-2551.

Sincerely,

Joel H. Peck  
Clerk of the Commission

GPACCEPT  
CISLFD

P.O. Box 1197, Richmond, VA 23218-1197  
Tyler Building, First Floor, 1300 East Main Street, Richmond, VA 23219-3630  
Clerk's Office (804) 371-9733 or (866) 722-2551 (toll-free in Virginia) [www.scc.virginia.gov/clk](http://www.scc.virginia.gov/clk)

# Commonwealth of Virginia



## State Corporation Commission

### *CERTIFICATE OF FACT*

*I Certify the Following from the Records of the Commission:*

On September 25, 2001, a statement of registration as a foreign registered limited liability partnership was filed in the Clerk's Office of the Commission by Rummel, Klepper & Kahl, LLP, a Maryland limited liability partnership.

As of the date below, this statement of registration is in effect.

Nothing more is hereby certified.

*Signed and Sealed at Richmond on this Date:  
January 12, 2016*



*Joel H. Peck*  
\_\_\_\_\_  
*Joel H. Peck, Clerk of the Commission*

**Please note: The SCC website will be unavailable Thursday, December 17, from 10 a.m. until 10 p.m., for system maintenance. We apologize for the inconvenience and appreciate your patience.**

**Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL ON CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.**

c



VIT

CISM0180

CORPORATE DATA INQUIRY

12/14/15

16:26:45

CORP ID: 0712674 - 1 STATUS: 00 ACTIVE STATUS DATE: 08/12/09  
 CORP NAME: Schnabel Engineering Consultants, Inc.

DATE OF CERTIFICATE: 08/12/2009 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 50.00 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#: 215 11 4977 DATE: 07/17/15 HENRICO COUNTY  
 CURRENT AR#: 215 11 4977 DATE: 07/17/15 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
15	130.00					10,000

---

(Screen Id:/Corp\_Data\_Inquiry)

**Please note: The SCC website will be unavailable Thursday, December 17, from 10 a.m. until 10 p.m., for system maintenance. We apologize for the inconvenience and appreciate your patience.**

**Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.**

c



VIT

CISM0180

CORPORATE DATA INQUIRY

12/14/15

16:33:02

CORP ID: 0588987 - 8 STATUS: 00 ACTIVE STATUS DATE: 12/31/02  
 CORP NAME: Utility Professional Services, Inc.

DATE OF CERTIFICATE: 12/31/2002 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: FREDERIC N HOWE III

STREET: 390 SHORE DRIVE AR RTN MAIL:  
 P.O. BOX 923  
 CITY: COLONIAL BEACH STATE : VA ZIP: 22443-0000  
 R/A STATUS: 2 OFFICER EFF. DATE: 07/16/13 LOC : 196  
 ACCEPTED AR#: 215 16 4953 DATE: 10/29/15 WESTMORELAND CO  
 CURRENT AR#: 215 16 4953 DATE: 10/29/15 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
15	100.00					100

---

 (Screen Id:/Corp\_Data\_Inquiry)

**Please note: The SCC website will be unavailable Thursday, December 17, from 10 a.m. until 10 p.m., for system maintenance. We apologize for the inconvenience and appreciate your patience.**

**Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.**

C



12/14/15

LLCM3220

LLC DATA INQUIRY

16:38:53

LLC ID: S290560 - 4 STATUS: 00 ACTIVE STATUS DATE: 04/27/09  
 LLC NAME: H & B Surveying and Mapping, LLC

DATE OF FILING: 04/27/2009 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

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

STREET: 612 HULL STREET STE 101B

CITY: RICHMOND STATE: VA ZIP: 23224-0000

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

R/A NAME: TIMOTHY H GUARE

STREET: TIMOTHY H GUARE PLC  
 6802 PARAGON PL STE 100

RTN MAIL:

CITY: HENRICO STATE: VA ZIP: 23230-0000

R/A STATUS: 4 MEMBER OF VSB EFF DATE: 07/02/09 LOC: 143 HENRICO COUNTY

YEAR FEES PENALTY INTEREST BALANCE

15 50.00

(Screen Id:/LLC\_Data\_Inquiry)

**Please note: The SCC website will be unavailable Thursday, December 17, from 10 a.m. until 10 p.m., for system maintenance. We apologize for the inconvenience and appreciate your patience.**

**Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.**

c



VIT

CISM0180

CORPORATE DATA INQUIRY

12/14/15

16:42:27

CORP ID: 0414774 - 0 STATUS: 00 ACTIVE STATUS DATE: 09/01/93  
 CORP NAME: **DIVERSIFIED PROPERTY SERVICES, INC.**

DATE OF CERTIFICATE: 09/01/1993 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: TIMOTHY W PAINTER

STREET: 44900 ACACIA LN STE 121 AR RTN MAIL:

CITY: DULLES STATE : VA ZIP: 20166-0000  
 R/A STATUS: 2 OFFICER EFF. DATE: 04/03/08 LOC : 153  
 ACCEPTED AR#: 215 11 8736 DATE: 07/24/15 LOUDOUN COUNTY  
 CURRENT AR#: 215 11 8736 DATE: 07/24/15 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
15	130.00					10,000

---

(Screen Id:/Corp\_Data\_Inquiry)

**Please note: The SCC website will be unavailable Thursday, December 17, from 10 a.m. until 10 p.m., for system maintenance. We apologize for the inconvenience and appreciate your patience.**

**Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.**

c



VIT

CISM0180

CORPORATE DATA INQUIRY

12/14/15

16:44:46

CORP ID: F060584 - 2 STATUS: 00 ACTIVE STATUS DATE: 03/02/89  
 CORP NAME: ATHAVALLE, LYSTAD & ASSOCIATES, INC.

DATE OF CERTIFICATE: 03/02/1989 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: MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: REES BROOME, PC

STREET: 1900 GALLOWS RD STE 700 AR RTN MAIL:

CITY: TYSONS CORNER STATE : VA ZIP: 22182-0000  
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 09/01/12 LOC : 129  
 ACCEPTED AR#: 215 05 1891 DATE: 03/12/15 FAIRFAX COUNTY  
 CURRENT AR#: 215 05 1891 DATE: 03/12/15 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
15	100.00					1,000

---

 (Screen Id:/Corp\_Data\_Inquiry)

**Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office w**

c



Commonwealth of Virginia  
**State Corporation Commission**

Vir

12/29/15

CISM0180

CORPORATE DATA INQUIRY

10:02:16

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

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

STREET: Bank of America Center, 16th Floor AR RTN MAIL:  
 1111 East Main Street  
 CITY: RICHMOND STATE : VA ZIP: 23219-0000  
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 04/29/11 LOC : 216  
 ACCEPTED AR#: 214 17 7020 DATE: 12/29/14 RICHMOND CITY  
 CURRENT AR#: 214 17 7020 DATE: 12/29/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
15	100.00				<b>100.00</b>	1,000

---

(Screen Id:/Corp\_Data\_Inquiry)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation  
9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON  
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. DeBusk*  
Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

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

DPOR-PC (05/2015)

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA**

EXPIRES ON  
02-29-2016

NUMBER  
0411000271

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

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

PROFESSIONS: ENG

RUMMEL KLEPPER & KAHL LLP  
RK&K  
2100 EAST CARY ST  
SUITE 309  
RICHMOND, VA 23223



*Nick A. Christner*  
Nick A. Christner, Interim Director

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

(POCKET CARD)

COMMONWEALTH OF VIRGINIA  
BOARD FOR APELSCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000271 EXPIRES: 02-29-2016

PROFESSIONS: ENG  
RUMMEL KLEPPER & KAHL LLP  
RK&K  
2100 EAST CARY ST  
SUITE 309  
RICHMOND, VA 23223



(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
9960 Mayland Dr., Suite 400, Richmond, VA 23233

(OLD)

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA**

EXPIRES ON  
02-29-2016

NUMBER  
0411000700

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

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

PROFESSIONS: ENG

SCHNABEL ENGINEERING CONSULTANTS, INC  
9800 JEB STUART PKWY  
STE 100  
GLEN ALLEN, VA 23059



*Jay W. DeBoer*  
Jay W. DeBoer, Director

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

(POCKET CARD)

(DETACH HERE)

**COMMONWEALTH OF VIRGINIA**

BOARD FOR APELSCIDIA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION

NUMBER: 0411000700 EXPIRES: 02-29-2016

PROFESSIONS: ENG

SCHNABEL ENGINEERING CONSULTANTS, INC  
9800 JEB STUART PKWY  
STE 100  
GLEN ALLEN, VA 23059



(FOLD)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
9960 Mayland Dr., Suite 400, Richmond, VA 23233

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA**

EXPIRES ON  
12-31-2015

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

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

PROFESSIONS: ENG

UTILITY PROFESSIONAL SERVICES INC  
UTILITY PROS  
P O BOX 923  
COLONIAL BEACH, VA 22443



*Gordon N. Dixon*  
Gordon N. Dixon, Director

NUMBER  
0407005942

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA**

EXPIRES ON  
12-31-2013

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

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

PROFESSIONS: ENG

UTILITY PROFESSIONAL SERVICES INC  
UTILITY PROS  
P O BOX 923  
COLONIAL BEACH, VA 22443



*Gordon N. Dixon*  
Gordon N. Dixon, Director

NUMBER  
0407005942

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

On 01/07/16, the DPOR Office confirmed renewal payment for #0407005942 has been received but there is a delay in sending out licenses.

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  
0407005432

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



PROFESSIONS - LS



H & B SURVEYING & MAPPING LLC  
612 HULL ST  
SUITE 101B  
RICHMOND, VA 23224

*Jay W. DeBor*  
Jay W. DeBor, 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  
12-31-2017

NUMBER  
0407002804

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

PROFESSIONS: ENG



ATHAVALLE, LYSTAD AND ASSOCIATES INC  
8180 GREENSBORO DRIVE  
#550  
MCLEAN, VA 22102



*Jim W. DeBoer*  
Jim 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 APELSCIDIA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407002804 EXPIRES: 12-31-2017  
PROFESSIONS: ENG  
ATHAVALLE, LYSTAD AND ASSOCIATES INC  
8180 GREENSBORO DRIVE  
#550  
MCLEAN, VA 22102



(FOLD)

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

DPOR-PC (05/2015)

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION**

**COMMONWEALTH OF VIRGINIA**

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

EXPIRES ON  
02-29-2016

NUMBER  
0411000938

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

PROFESSIONS: ENG

KCI TECHNOLOGIES INC  
6802 PARAGON PLACE  
SUITE 410  
RICHMOND, VA 23230



*Nick A. Christner*  
Nick A. Christner, Interim Director

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA**

**EXPIRES ON  
11-30-2016**

**NUMBER  
4008001190**

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

**REAL ESTATE APPRAISER BOARD  
APPRAISAL BUSINESS REGISTRATION**

**DIVERSIFIED PROPERTY SERVICES OF VIRGINIA INC  
20 E TIMONIUM ROAD  
SUITE 111  
TIMONIUM, MD 21093-0000**



*Jan W. DeBaer*  
Jan W. DeBaer, Director

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

**(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)**

(POCKET CARD)

**COMMONWEALTH OF VIRGINIA  
REAL ESTATE APPRAISER BOARD  
APPRAISAL BUSINESS REGISTRATION  
NUMBER: 4008001190 EXPIRES: 11-30-2016**

**DIVERSIFIED PROPERTY SERVICES OF VIRGINIA INC  
20 E TIMONIUM ROAD  
SUITE 111  
TIMONIUM, MD 21093-0000**



(DETACH HERE)

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
9960 Mayland Dr., Suite 400, Richmond, VA 23233**

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
05-31-2017

NUMBER  
0402043482

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

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

M DOW LASITTER III  
8605 OAKCROFT DR  
RICHMOND, VA 23229



*Jan W. DeBoer*  
Jan W. DeBoer, Director

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

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

0402046882

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



OWEN LEE PEERY  
2100 EAST CARY STREET  
SUITE 309  
RICHMOND, VA 23223

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 COMMONWEALTH of VIRGINIA  
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA  
PROFESSIONAL ENGINEER LICENSE  
NUMBER: 0402046882 EXPIRES: 10-31-2017

OWEN LEE PEERY  
2100 EAST CARY STREET  
SUITE 309  
RICHMOND, VA 23223



(FOLD)

DPOR-LIC (ID)

# Key Personnel Resume Forms



accommodations, construction engineering & inspection, stakeholder/third party coordination, overall Project Management.

<b>Project Name:</b>	<b>I-70 Reconstruction, Columbus, OH</b>	<b>Dates:</b>	2010-2012
<b>Project Role:</b>	<b>Project Manager</b>	<b>With Current Firm?</b>	No

As **Project Manager**, Chris was the primary contact with the owner; supervised superintendent, foremen, engineer, field labor, and subcontractors; managed construction; created/updated schedule; met milestones; material purchases; ensured plans/specifications and QC compliance, cost control and EEO goals.

Project was a 6-mile widening and phased reconstruction of I-70 (limited access highway) and two highway interchanges with pavement reconstruction, concrete and asphalt pavement demolition, installed cement stabilized sub-grade, under drain, drainage pipe/structures, mass excavation/grading, guardrail, seeding/mulching, aggregate base course and asphalt pavement. Included crossover pavement and split lane phased construction.

**Client: Ohio Dept. of Transportation | Cost: \$27M**

*Relevance: Traffic control devices, transportation management plan, utilities, roadway improvements, survey, environmental, geotechnical, hydraulics, ROW, and QA/QC.*

<b>Project Name:</b>	<b>Route 1 Tie In to Woodrow Wilson Bridge Urban Deck VA-4, Alexandria, VA</b>	<b>Dates:</b>	2003-2004
<b>Project Role:</b>	<b>Deputy Project Manager</b>	<b>With Current Firm?</b>	Yes

As **Deputy Project Manager**, Chris managed construction, engineers, superintendents, and subcontractors, design completion and review (utility support systems, formwork, access platforms, support of excavation, temporary bridges, sound walls, value engineering proposals, and erection drawings), ensured timely completion of office/project engineering requirements, and technical supervision of field operations. He ensured conformance to plans/specifications, construction, safety, and quality standards, daily planning, resource management, created/updated CPM and monthly schedules, short/long-range scheduling, reviewed two-week look ahead schedules with Superintendent, spoke at a public outreach meeting, supervised and coordinated submittals/drawings, subcontractor/ supplier coordination, cost control, developed/maintained budgets, negotiated change orders, and field troubleshooting. This was a 2-phased roadway demolition/ reconstruction, multi-level bridge project. Widened ½ mile of the I-495 Beltway from 6 lanes to the final 14-lane configuration from the Route 1 Interchange to the Woodrow Wilson Bridge west abutment, and adjacent to the congested I-95/I-495 Beltway in densely-populated City of Alexandria. The award-winning, two phase “Virginia Advance Connector” was constructed to the bridge by shifting the Capital Beltway, which allowed construction to commence on the north half 9 months earlier making it independent of the other projects. Planned and executed this traffic switch by closing the beltway to one lane in each direction. Coordination and teamwork proved conducive in performing work each weekend ahead of schedule with minimal public impacts.

**Client: VDOT | Cost: \$62.7M**

*Relevance: Geotechnical, stakeholder coordination, public relations, utilities, transportation management plan, pedestrian accommodations, environmental, survey, structure and/or bridge, hydraulics, traffic control devices, and construction engineering.*

<b>Project Name:</b>	<b>Design-Build I-B, Seven Bridges, Five Culverts, Dare/Hyde Counties, NC</b>	<b>Dates:</b>	2012-2015
<b>Project Role:</b>	<b>Project Manager</b>	<b>With Current Firm?</b>	Yes

As **Project Manager**, Chris oversaw construction from start up to close out, managed the project team, equipment and material procurement, objectives and goals, work plans, budgets and resources, coordinated subcontractors, monitored schedules, conducted progress meetings, minimized exposures and risks, mitigated issues, reviewed/approved deliverables, RFIs, change orders, administered contracts, oversaw budget, safety, and quality compliance, and steered projects to successful completion per contract.

This project involved the replacement of five bridges on US 264 in Dare County, and two bridges and five culverts on NC 94 in Hyde County. Work included roadway and pavement replacement, drainage, erosion and sediment control, foundation design, substructure and superstructure. One replacement included the acquisition of a CAMA permit. Scope consisted of full design services (survey, civil, structural, geotechnical, permitting, utility), as well as staged and non-phased construction. Project included: permits, hydraulics, roadway & structure design, erosion & sediment control, foundation design for structures and roadway, design and construction management, construction surveying, supplemental location and surveying, ROW acquisition, utility coordination, and project management.

**Client: NCDOT | Cost: \$8.9M**

*Relevancy: Roadway, survey, structure/bridges, geotechnical, ROW, utilities, environmental, hydraulics, traffic control devices, transportation management plan, overall project management, and third-party stakeholder coordination.*

\* 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.

**ATTACHMENT 3.3.1**  
**KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>		
a. Name & Title: <b>M. Dow Lasitter III, PE, CCM</b>		
b. Project Assignment: <b>Quality Assurance Manager</b>		
c. Name of Firm with which you are now associated: <b>KCI Technologies, Inc.</b>		
d. Employment History: With this Firm <u>3</u> Years With Other Firms <u>16</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): <u><b>January 2013 to Present: KCI Technologies, Inc., Richmond, VA – Sr. Construction Manager:</b></u> Mr. Lasitter is responsible for the management of Inspectors, Office Engineers, Project Managers and Construction Managers. He provides PM and CEI coordination services for such agencies as FHWA and VDOT on various Design-Build and Design-Bid-Build projects. Mr. Lasitter is responsible for providing staff augmentation services for various Virginia agencies through Department of General Services. Duties for this contract include preparation of independent cost estimates, value engineering studies, construction project management, and inspection services. <u><b>2007 - January 2013: S&amp;ME, Inc., Richmond, VA – Construction Services Manager:</b></u> As Construction Services (CS) Manager, Mr. Lasitter was responsible for the management of staff Engineers, Inspectors and Technicians serving on various construction projects throughout central Virginia for both public and private clients. Provided QA, QC and IA inspection and PM services for VDOT roadway and bridge projects, including acting as QAM. Also served as RCE for various federal and municipal agencies such as the Department of Defense and Charlottesville Airport. <u><b>2004 - 2007: S&amp;ME, Inc., Fayetteville, NC – Branch Manager:</b></u> Responsible for the management of up to 20 Engineers, Inspectors and Technicians. Served as RCE on a variety of projects, including design and construction reviews of roadways, utilities and foundation elements (i.e. ground improvement, “H” piles, auger-cast piles, micro-piles, compacted-aggregate piers, stone columns, pressure-grouting and reinforced concrete mats). Executed and managed materials testing and inspection contracts for work elements such as flexible and rigid concrete pavements, deep foundations, subgrade preparation/repair, reinforced concrete pavement, hot-mix asphalt pavement, structural steel and masonry elements. He routinely provided engineering recommendations for foundations, retaining walls, pavements and earthwork; performed cost-time impact analyses to determine which design or field recommendation would minimize impact to the project. <u><b>2001-2004: S&amp;ME, Inc., Raleigh, NC – Construction Professional:</b></u> Mr. Lasitter provided construction project management and engineering services to include subgrade stability evaluations, shallow and deep foundation monitoring, rock-quantity estimates, structural fill, concrete and asphalt testing. Mr. Lasitter routinely provided recommendations for repair of deficient items, i.e. bearing soil, concrete, asphalt, crushed aggregate, reinforcing steel and structural steel (welded and bolted connections).		
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>North Carolina State University, Raleigh, NC/BS/1998/Biological &amp; Agricultural Engineering</b> <b>North Carolina State University, Raleigh, NC/Diploma/2011/Construction Management</b> <b>University of Richmond, Richmond, VA/M-MBA/2009</b>		
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2003/Professional Engineer/Geotechnical/NC#29356 2007/Professional Engineer/Geotechnical/VA #43482 2015/Certified Construction Manager (CCM)		
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> <b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b>		
<b>Project Name:</b>	<i>US Route 1 Widening, Lorton, VA</i>	<b>Dates:</b> 1/2014 to Present
<b>Project Role:</b>	<i>Quality Assurance Coordinator</i>	<b>With Current Firm?</b> Yes
<b>Responsibility/Specific Job Duties:</b> Provided Quality Assurance Coordination services on this design-build project; includes the widening, from 4 to 6 lanes, 3.5 miles of U.S. Route 1 from Telegraph Road to Mount Vernon Memorial Highway; a multi-use trail, pedestrian sidewalk, on-road bicycle accommodations, sound walls, drainage and utility improvements. Structures include box-culvert, triple-culvert and 170-foot bridge over Accotink Creek. The multi-span bridge is supported on H-piles with pre-cast concrete girders and concrete deck. The storm-water management system uses		

VDOT’s MS4 including bio-filtration, bio-retention and permanent wetlands. Oversees QA inspection and testing services in accordance with both FHWA and VDOT specifications, including MOT, SWM controls, layout, construction methods, and materials. Responsible for staff performance and documentation of activities, as-built drawings, and Inspector’s reports (IDRs).

**Client: Eastern Federal Lands Highway Division | Cost: \$79.7M**

*Relevance: VDOT Design-Build, roadway, structure and/or bridge, environmental, traffic control devices, right-of-way, signals, erosion & sediment control, utilities relocation, QA/QC, pedestrian accommodations, CEI, storm water management and drainage.*

<b>Project Name:</b> <i>Fort Belvoir Connector Road</i>	<b>Dates:</b> 01/2013 to 12/2014
<b>Project Role:</b> <i>Quality Assurance Coordinator</i>	<b>With Current Firm?</b> Yes

**Responsibility/Specific Job Duties:** This project includes compliance with VDOT and FHWA standards and consists of constructing a multi-span off-ramp bridge over the I-95 southbound general purpose lanes, HOV lanes, Backlick Road, and over Field Lark Branch. Work includes earthwork, aggregate base, *Superpave* asphalt concrete pavement, drilled shafts, steel H-pile pile driving, structural steel girder bridge construction with high-performance concrete deck, MSE retaining walls, vibro-compaction column supported embankments, contaminated soil removal, drainage improvement, and site work. Work is being performed per VDOT and FHWA specifications. As *Quality Assurance Coordinator*, Dow oversaw construction QA inspection services, including Daily Report Writing, maintaining RFIs, materials, meeting minutes and agendas, schedule reviews, submittals, and DEQ E&SC Inspections.

**Client: Eastern Federal Lands Highway Division | Cost: \$10.7M**

*Relevance: Roadway, structure and/or bridge, environmental, traffic control devices, transportation management plan, right-of-way, signals, erosion and sediment control, utilities relocation, coordination, public involvement/relations, QA/QC, construction engineering and inspection, overall project management, third party stakeholder coordination, storm water management and drainage.*

<b>Project Name:</b> <i>Multiple Bridge Super-Structure Replacement Project</i>	<b>Dates:</b> 6/2010 to 01/2013
<b>Project Role:</b> <i>Quality Assurance Manager</i>	<b>With Current Firm?</b> No

**Responsibility/Specific Job Duties:**

*Quality Assurance Manager* responsible for overseeing Quality Assurance inspections and testing for VDOT Region II’s first-ever Design-Build multiple bridge replacement project. This 12 structure project included substructure rehabilitations and super-structure replacement at locations throughout the VDOT Lynchburg and Salem Districts. The new superstructures consisted of three steel girder/concrete cast-in-place deck bridges over a controlled-access highway (Route 29), with the remaining eight bridges on secondary roads. The secondary road superstructures included five concrete voided slabs decks, one steel truss with cast-in-place concrete deck, one glue-laminated timber structure, and one SS-8 steel girder and timber deck.

Duties included assisting with the development, review, and implementation of the project’s construction QA/QC Plan, coordination and performance of QA inspections and testing of construction materials, review and tracking inspection reports, construction material quantities, material certifications and maintaining the project’s *Materials Notebook*. Dow provided review and approval of Contractor pay requests to confirm work and materials were in conformance with contract requirements prior to payment, on-site evaluations and field recommendations to the Contractor for repair of observed structural deficiencies, was responsible for issuing “non-conformance reports,” requests for information and oversaw implementation of the actions. Dow performed “punch-list” inspections, reviewed and maintained as-built drawings, and provided documentation to VDOT during project closeout.

**Client: Triplett King & Associates | Cost: \$10.8**

*Relevance: VDOT Design-Build, roadway, survey, structure and/or bridge, traffic control devices, transportation management plan, erosion and sediment control, utilities relocation, QA/QC, construction engineering and inspection.*

\* 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.

**ATTACHMENT 3.3.1  
KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>		
a. Name & Title: <b>Owen L. Peery, PE – Director, Transportation</b>		
b. Project Assignment: <b>Design Manager</b>		
c. Name of Firm with which you are now associated: <b>RK&amp;K</b>		
d. Employment History: With this Firm <u>28</u> Years With Other Firms <u>5</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): <b>Director, Transportation, RK&amp;K (1999 – Present):</b> Mr. Peery leads RK&K’s transportation efforts throughout Virginia and has been the project manager and/or the lead project engineer for a large number of transportation and civil engineering projects. His responsibilities include management of in-house engineering and administrative staff, client and owner/agency coordination, the direction of design by in-house staff and subconsultant personnel, public interaction including public hearings and workshops, and the management of budgets and schedules. Mr. Peery’s specific design experience includes the layout and design of urban and rural interstates, roadways, streets, interchanges, at-grade intersections, civil-site plan coordination and design, drainage and stormwater design, erosion and sediment control quantities, estimates and specifications. His specialized experience is in the design of urban and freeway, interstate facilities and the extensive inter-agency, stakeholder, utility and owner coordination required with urban improvements. He has also been RK&K’s Design Manager on several design-build projects and assisted VDOT preparing Design-Build and P3 contract documents. The majority of his work has been widening and rehabilitation of existing facilities. Mr. Peery has managed approximately 150 VDOT projects or assignments over the past 15 years.		
<b>SUMMARY OF RELEVANT EXPERIENCE</b>		
<ul style="list-style-type: none"> <li>■ 31 years of transportation experience</li> <li>■ 24 years of design management experience</li> <li>■ Design Manager for Major VDOT Design-Build Projects</li> <li>■ Public Outreach Management</li> </ul>	<ul style="list-style-type: none"> <li>■ Over 150 VDOT projects</li> <li>■ Urban / Suburban interchange design</li> <li>■ Roadway widening and rehabilitation</li> <li>■ Roadway on new alignment</li> </ul>	<ul style="list-style-type: none"> <li>■ Complex maintenance of traffic</li> <li>■ Coordinates multidisciplinary engineering teams and services</li> <li>■ Expertise in roadway improvement projects</li> <li>■ Safety improvement projects</li> </ul>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>Virginia Military Institute, Lexington, VA - BS/1983/Civil Engineering</b>		
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>2009/Professional Engineer/VA (#0402 046882);1994/Professional Engineer/MD/(#20474)</b>		
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>		
<b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b>		
<b>Project Name:</b>	<b>Route 29 Solutions Design-Build, Albemarle County, VA</b>	<b>Dates:</b> Jan. 2015 – Oct. 2017
<b>Project Role:</b>	<b>Design Manager</b>	<b>With Current Firm?</b> Yes
Design Manager for this major D-B project consisting of three independent project elements: US 29 & Rio Road Grade Separated Intersection, allowing four lanes of US 29 to travel under Rio Road while maintaining four of the existing lanes for local traffic at the Rio Road intersection; US 29 Widening, adding two additional lanes along US 29 resulting in a 1.8 mile six-lane facility; and Berkmar Drive Extension, which includes 2.3 miles of two-lane roadway on new alignment, a major bridge over the Rivanna River and pedestrian and bicycle facilities. Mr. Peery, as Design Manager, was responsible for coordinating all design disciplines, including subconsultants, and ensuring the overall project design was in conformance with the contract. He was also responsible for overseeing the design QA/QC program.		
<b>Client: VDOT   Cost: \$116M</b>		
<i>Relevance: VDOT Design-Build, roadway, survey, structure and/or bridge, environmental, geotechnical, hydraulics, traffic control devices, transportation management plan, right-of-way, signals, erosion and sediment control, utilities, public involvement/relations, QA/QC, pedestrian accommodations, construction engineering and inspection, overall project management, third party stakeholder coordination, stormwater management and drainage.</i>		

<b>Project Name:</b>	<b><i>I-64 Widening &amp; Route 623 Interchange Improvements, Goochland and Henrico Counties, VA</i></b>	<b>Dates:</b>	Oct. 2013- est. Fall 2015 (design approval/NTP Aug. 2014)
<b>Project Role:</b>	<b><i>Design Manager</i></b>	<b>With Current Firm?</b>	Yes
<p>This D-B project included two replacement bridges and widening 4.5 miles of I-64 from a four-lane divided interstate to a six-lane divided interstate, with additional through lanes constructed to the inside of I-64 in both the eastbound and westbound directions. Initial project scope included widening and replacement of the bridge superstructure and widening and repair of existing substructure. Investigation raised concerns of overloading the existing piers due to inefficient span arrangement prompting complete bridge replacements. Mr. Peery, as Design Manager, was responsible for coordinating all design disciplines, including subconsultants, and ensuring the overall project design was in conformance with the contract. He was also responsible for overseeing the design QA/QC program. Corman was the contractor.</p> <p><b>Client:</b> VDOT   <b>Cost:</b> \$33.2 Million</p> <p><i>Relevance: VDOT Design-Build, roadway, survey, structure and/or bridge, environmental, geotechnical, hydraulics, traffic control devices, transportation management plan, , signals, erosion and sediment control, utilities, QA/QC, construction engineering and inspection, overall project management, stormwater management and drainage.</i></p>			
<b>Project Name:</b>	<b><i>Route 250 Bypass Interchange at McIntire Road, Charlottesville, VA</i></b>	<b>Dates:</b>	Mar. 2006 – Feb. 2015
<b>Project Role:</b>	<b><i>Design Project Manager</i></b>	<b>With Current Firm?</b>	Yes
<p>Working closely with the City of Charlottesville, VDOT, the Federal Highway Administration (FHWA), local businesses and residents, Mr. Peery led a team of team of engineers and planners on this project, performing all roadway, bridge and associated design elements including enhanced drainage and stormwater management design, public and private utility design and coordination, traffic engineering, landscape design, construction engineering inspection and overall design management and coordination. The RK&amp;K Team performed the planning for the project, including the preliminary development of 15 interchange options. This multi-phased project, at the time planning and design began, was one of the largest undertaken as part of VDOT's Urban Construction Initiative (UCI) administered by the Local Assistance Division (LAD). The new diamond-shaped, grade-separated interchange provides a connection to the northern leg of McIntire Road, now named the John W. Warner Parkway, solving serious travel issues and shaving valuable times off morning and evening drive times. The project helps alleviate traffic congestion on the Route 250 Bypass by providing a free flowing traffic pattern through this bustling area. Additionally, the project includes sidewalk/shared-use paths, bike lanes, and includes significant utility, safety, and community improvements to the area.</p> <p><b>Client:</b> VDOT   <b>Cost:</b> \$25.4M</p> <p><i>Relevance: roadway, survey, structure and/or bridge, environmental, geotechnical, hydraulics, traffic control devices, transportation management plan, right-of-way, signals, erosion and sediment control, utilities, public involvement/relations, QA/QC, pedestrian accommodations, construction engineering and inspection, overall project management, third party stakeholder coordination, stormwater management and drainage, and roundabout design.</i></p>			
<b>Project Name:</b>	<b><i>VDOT I-81 Exit 14, Abington, VA</i></b>	<b>Dates:</b>	Aug 2011 – June 2015
<b>Project Role:</b>	<b><i>Design Manager</i></b>	<b>With Current Firm?</b>	Yes
<p>Mr. Peery, as Design Project Manager, was responsible for all aspects of the planning, development and design on this project. He also oversaw the design QA/QC program. The improvements were developed as a phased contract and reconfigured the intersection to improve traffic operations and realign the mainline of I-81 for approximately one mile on each side of the interchange. Additional improvements included raising the grade on I-18 to provide additional vertical clearance over Jonesboro Road, the realignment of Denssion Drive and the widening of Jonesboro Road through the interchange. As part of Phase 1 services, RK&amp;K performed the traffic analysis, developed the IJR and developed conceptual interchange designs. Following selection of a recommended alternative, RK&amp;K developed the roadway, TMP/MOT, traffic engineering, drainage and stormwater designs to public hearing stage. Mr. Peery leads this multi-discipline team which is now providing Phase 2 services to refine the following design elements: roadway, drainage, stormwater, sign, signal, pavement markings, detailed TMP, Work Zone Traffic Impact Analysis, Right of Way Only plans, special design retaining wall, construction schedule, contract time determination report, quantities/summaries and TRNS.PORT estimate.</p> <p><b>Client:</b> VDOT   <b>Cost</b> \$34M</p> <p><i>Relevance: Roadway, survey, structure and/or bridge, environmental, geotechnical, hydraulics, traffic control devices, transportation management plan, right-of-way, signals, erosion and sediment control, utilities, public involvement/relations, QA/QC, pedestrian accommodations, , , third party stakeholder coordination, stormwater management and drainage.</i></p>			
<p>* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.</p>			
<p>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.</p>			

**ATTACHMENT 3.3.1  
KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title: <b>John “Jake” Leffler, EIT</b>	
b. Project Assignment: <b>Construction Manager</b>	
c. Name of Firm with which you are now associated: <b>Corman Construction, Inc.</b>	
d. Employment History: With this Firm <b>6 Years</b> With Other Firms <b>5 Years</b> 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): <b>Project Manager/ Construction Manager/Quality Control Manager/ Corman Construction.....2009-Present</b> Jake has been assigned to Design-Build and Design-Bid-Build roadway, bridge, sewer, and pump station projects where he manages project teams, schedule, budget, safety, and quality control, works with clients and engineers, attends onsite progress meetings, negotiates change orders, maintains records, provides material procurement, coordinates subcontractors, oversees field crews, identifies issues, and performs troubleshooting with minimal cost and schedule impacts. <b>Project Engineer - Manhattan Construction Company, Fairfax, VA.....2005-2009</b> Jake coordinated materials, labor, schedules, and methods to optimize construction on a Public Safety and Transportation Operations Center and Forensics Facility project in Fairfax, VA and on a Defense Intelligence Analysis Center Addition in Bolling Air Force Base in Washington, DC. He worked with subcontractors, clients, and architects to resolve issues timely and cost-effectively. He prepared, reviewed, and processed RFIs and submittals, submitted client billings, reviewed subcontractor payment applications, reviewed drawings for constructability/ resolved conflicts, performed quality control inspections and oversaw punch list operations. <b>Engineering Technician/Intern - Mactec Engineering, Richmond, VA.....2004-2005</b> Jake performed onsite preconstruction geotechnical exploration, prepared proposals and technical reports, coordinated subcontractors and utilities, and oversaw project analyses.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>University of Virginia / BS / 2005 /Civil Engineering</b>	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>VDOT Erosion &amp; Sediment Control Contractor Certification #1-05007</b> <b>Commonwealth of Virginia Responsible Land Disturber #RLD02626</b>	
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> <b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b>	
<b>Project Name:</b>	<b>Design-Build I-64 Route 15 (Zion Crossroads) Interchange Improvements, Zion Crossroads, VA</b>
<b>Dates:</b>	<b>Sept. 2013-May 2014</b>
<b>Project Role:</b>	<b>Construction Manager/Quality Control Manager</b>
<b>With Current Firm?</b>	<b>Yes</b>
Jake performed a dual role on this project. As <b>Construction Manager</b> , he oversaw construction for this project that improved the I-64 Interchange on Route 15 at Zion Crossroads, reconstructed a stretch of Route 15, improved the Route 15 and Spring Creek Parkway intersection and realigned the standard diamond interchange into a Diverging Diamond Interchange (DDI). He managed the project field team, equipment and material procurement, work plans, budgets, and resources; 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 ensured project was completed per contract. He coordinated issue resolutions, managed submittal procedures and material procurement, was the main contact for operations and procedures, and participated in design development and reviews. Jake also supervised the signalization and signage work which kept the project on schedule. As <b>Quality Control Manager</b> , Jake provided QC inspection and testing and assessed construction processes relative to the applicable standards/specifications. With the QC staff, he performed independent QC testing in accordance with the QA/QC Plan and maintained inspections and testing of materials documentation in the project records. Jake coordinated with the Quality Assurance Manager and provided monthly scheduling and payment application tasks. He was instrumental in planning and executing the successful switch over of the first DDI in Virginia. <b><i>This project received 2015 DBIA National and Mid-Atlantic Awards of Merit.</i></b>	

**Client: VDOT | Cost: \$6.9 Million**

*Relevance: VDOT Design-Build, roadway/bridge/interstate improvements, environmental, geotechnical, Transportation Management Plan, ROW, utilities, stakeholder/third party coordination, public relations, QA/QC, construction engineering & inspection.*

<b>Project Name:</b>	<b>Design-Build I-64 &amp; Route 623 Widening &amp; Improvements, Short Pump, VA</b>	<b>Dates:</b>	May 2014-November 2015
<b>Project Role:</b>	<b>Construction QC Manager/ Construction Manager</b>	<b>With Current Firm?</b>	Yes

As **Construction Manager**, Jake managed the project field team, equipment and material procurement, work plans, budgets, and resources, coordinated subcontractors, monitored schedules, led progress meetings, minimized exposures and risks, mitigated issues, reviews/approves deliverables, RFIs, and change orders, administered subcontractor contracts, oversaw budget, safety, and quality compliance, and ensured project was completed per contract. He coordinated issue resolutions, managed submittal procedures and material procurement, was a secondary contact for operations and procedures, and participated in design development and reviews. As **Construction Quality Control Manager** for this project that widens I-64 from a four lane to a six lane divided highway and improvements to the I-64/Route 623 interchange for 4.52 miles, Jake oversaw the QC team to assure work was in compliance with VDOT’s Minimum Requirements for QA/QC on DB and P3 Projects. He provides QC inspection and testing and assesses construction processes relative to applicable standards/specifications. Jake assures QA/QC inspections and testing of materials documentation are maintained in the project records, manages scheduling inspection and testing, holds weekly QC meetings, coordinates preparatory meetings with the Quality Assurance Manager (QAM), and maintains QC records for submission to the QAM monthly. **RK&K was the Lead Designer for this project.**

**Client: VDOT | Cost: \$33.2 Million**

*Relevance: VDOT Design-Build, roadway/bridge/interstate improvements, survey, traffic control devices, transportation management plan, utilities, QA/QC, public involvement/relations, stakeholders, environmental, geotechnical, hydraulics, construction engineering & inspection.*

<b>Project Name:</b>	<b>Downtown Expressway Open Road, Richmond, VA</b>	<b>Dates:</b>	June 2011-August 2013
<b>Project Role:</b>	<b>Deputy Construction Manager</b>	<b>With Current Firm?</b>	Yes

As **Deputy Construction Manager** for this fast-track, multi-phase project that widened an existing toll plaza and added three open road toll lanes to the westbound Downtown Expressway, one of the main arteries heading out of downtown Richmond, Jake worked with VDOT and adjacent contractors to achieve project milestones. Challenges included maintaining traffic flow, complex detours, multiple phases and traffic pattern changes, and material/subcontractor oversight. Jake provided field project management; monitored construction, safety and quality standards; ensured conformance to plans/specifications; daily planning and CPM schedules; updated monthly schedules and reviewed two-week look ahead schedules with the Superintendent; attended onsite progress meetings; supervised and coordinated submittals/drawings, subcontractors/ suppliers; performed material procurement; oversaw cost control and budgets; negotiated change orders; worked with clients and engineers; identified issues and provided troubleshooting with minimal cost and schedule impacts; prepared invoices and subcontracts.

**Client: Richmond Metropolitan Authority | Cost: \$8.2 Million**

*Relevance: Roadway improvements, survey, environmental public involvement/relations, geotechnical, hydraulics, traffic control devices, Transportation Management Plan, utilities, pedestrian accommodations, project management, stakeholder and third party coordination, , construction engineering and inspection.*

\* 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.

CURRENT ASSIGNMENTS	ROLE	ANTICIPATED DURATION
Design-Build Route 29 Solutions	Construction Manager	Present to December 2, 2016

# Lead Contractor - Work History Forms

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

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm’s responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: <b>Churchman's Road Bridge Over I-95</b>  Location: <b>Newark, Delaware</b>	Name: <b>RK&amp;K</b>	Name of Client/ Owner: <b>Delaware Dept. of Transportation</b> Phone: <b>(302) 368-6866</b> Project Manager: <b>Javier Torrijos</b> Phone: <b>(302) 760-2044</b> Email: <b>Javier.torrijos@state.de.us</b>	MM/YYYY <b>09/30/2006</b>	MM/YYYY <b>11/01/2006</b> <b>(OWNER DIRECTED CHANGES)</b>	<b>\$13,133</b>	<b>\$16,578 (OWNER DIRECTED CHANGES)</b>	<b>\$16,578</b>

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. \*For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.



**CORMAN ROLE**

General contractor responsible for all aspects of construction in the replacement of the Churchman’s Road Bridge (DE 58) over I-95, widening of approach roadways, new drainage system with stormwater management pond, utility relocation/installation, maintenance of traffic, public relations, traffic signals, signage, pavement striping, and placement of a fully-separated pedestrian and bicycle path.

**PROJECT FEATURES/NARRATIVE**

This project involved replacement of the existing bridge (Churchman’s Road) crossing over Interstate 95, and widening of approaching roadways to accommodate a new, wider bridge. Key project highlights included:

- Approach roadways on both sides of the new structure were reconstructed and widened to accommodate the projected future traffic volumes. (Current Average Daily Traffic counts were approximately 18,700 for Churchman’s Road.)
- The addition of a closed stormwater drainage system consisting of 1960 LF of 15” reinforced concrete pipe feeding 760 LF of 18” and 24” reinforced concrete pipe was installed in small runs between inlets as a result of multiple phases of maintenance of traffic.
- A 4500 CY stormwater management pond was constructed to accept the closed drainage network. The pond was lined with Type 1 Clay Borrow. A precast outlet structure was installed.
- Seven different utilities were hung on the newly constructed bridge. These utilities were tied into existing and relocated sections on the approach roadways. New 20” diameter water lines were installed within the limits of the project. The process of utility relocation and construction was ongoing throughout the entire project. Coordination with the utility companies, their contractors, and our staff were paramount to the success of the project.
- In order to demolish and reconstruct the bridge, several traffic switches were required on I-95. Outside shoulders and medians were reconstructed over a length of 1,400’ to accept interstate traffic. For the construction of the piers adjacent to the outside shoulders, the four interstate lanes of both northbound and southbound I-95 were shifted 12 feet towards the median. For the center pier, the four interstate lanes of both northbound and southbound I-95 were shifted 12 feet towards the shoulders. The confined work area for the pier construction necessitated the movement of the traffic due to a contractual requirement to maintain the same number of lanes throughout construction. The traffic switches were performed at night.
- Installation of two traffic signals and associated pavement striping and signage.

The new bridge is 800’ in length consisting of four 200’ spans. Girders were a combination of Grades 50 and 70 weathering steel. Erection of the girders was extremely challenging due to the high traffic volume and number of interstate lanes below the bridge. The deck was placed in eight different sections. The bridge deck and parapet concrete was a 4500 PSI high-performance mix selected by the owner to reduce the corrosive effects of roadway salts on the reinforcing steel in the concrete.

Unique aspects included installation of gas, water, electric and telephone services on the new structure and the length/weight of structural steel.

A project highlight is the fully-separated pedestrian and bicycle path on the south side for safer and easier crossing.

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE & SUCCESSFUL DELIVERY:**

- Project completed on time
- Excellent working relationship with Delaware Department of Transportation
- Engineer and Contractor created a great working relationship and respect for each other

**Scope & Complexity Similarities**

- ✓ Roadway
- ✓ Survey
- ✓ Bridge over I-95
- ✓ Environmental
- ✓ Geotechnical
- ✓ Hydraulics
- ✓ Traffic control devices
- ✓ Transportation management plan
- ✓ Traffic signals
- ✓ Erosion and sediment control
- ✓ Utilities-relocation, adjustments, coordination
- ✓ Public involvement/communications
- ✓ QA/QC
- ✓ Pedestrian accommodations
- ✓ Project Management
- ✓ Third party stakeholder coordination
- ✓ Storm water management/drainage

**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: <b>MD 210 over I-95/I495 Woodrow Wilson Bridge Project MB-3</b>  Location: <b>Oxon Hill, MD</b>	Name: <b>KCI Technologies - RK&amp;K was general engineering consultant (GEC)</b>	Name of Client/ Owner: <b>Maryland State Highway Administration</b> Phone: <b>410-545-0300</b> Project Manager: <b>Shirlene Cleveland</b> Tel: <b>703-691-6710</b> Email: <b>Shirlene.Cleveland@vdot.virginia.gov</b>	MM/YYYY <b>12/01/2007</b>	MM/YYYY <b>12/01/2007</b>	<b>TOTAL:</b> \$40,824	<b>TOTAL:</b> <b>\$45,374 (increase due to Owner directed/approved changes)</b>	<b>TOTAL:</b> <b>\$45,374 (increase due to Owner directed/approved changes)</b>

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. \*For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.



**CORMAN ROLE**

General contractor responsible for all aspects of construction on this portion of the Woodrow Wilson Bridge Project in the vicinity of the I-95/495/MD Route 210 interchange including work along both MD 210 and Oxon Hill Road. Work included construction of three ramps, demolition/reconstruction of a bridge, sidewalk, signs/signals, and landscaping. Corman partnered with the State Highway Administration to overcome numerous obstacles including: the addition of six traffic lanes; poor site conditions; complex coordination with other ongoing Woodrow Wilson Bridge corridor projects; utility conflicts.

Project was completed on time and on budget.

**PROJECT FEATURES/NARRATIVE**

A complete reconstruction of the MD210 Interchange with I-95/I-495 (Capital Beltway), including widening I-95 from six to 12 lanes with on and off ramps and work along MD 210 and Oxon Hill Road: Construction of Ramps A (Northbound MD 210 to the Inner Loop Local), C (Inner Loop Local to Northbound MD 210), and H (Southbound MD 210 to the Inner Loop Local) totaling 4,008 LF, relocation of the Oxon Hill Salt Storage Facility, including a new "barn" facility, excavation of 252,000 CY of material, foundations, utility relocations, realignment/transformation of the Oxon Hill Road/MD 210 Intersection into a grade-separated interchange, grading and drainage systems, five retaining walls (one cast-in-place concrete and four MSE), two stormwater management ponds (including major outfall pipe construction), 19,000 LF of steel H-pile, 10,000 CY structural concrete with form-liner finish, demolition/reconstruction of 425' long bridge on Route 210 over I-495, construction of 140' bridge on Route 210 over Oxon Hill Road, 85,000 tons asphalt, bore and jack 650 LF of 20" and 36" casing pipe, 18,000 LF curb and gutter and 49,000 SF sidewalk, erosion and sediment control, intelligent transportation system network, overhead signs and signals, and landscaping. Due to complex phased construction, an extensive tie-back system was used to support adjacent bridges and roadway, where approximately 20,000 SF of temporary support was installed.

All work constituted major maintenance of traffic (six complex MOT phases), including a temporary signal, interim lighting, temporary roadway and detours. At the onset of the project, a MOT plan was devised to eliminate phases and detours that accommodated traffic flow on one of the most congested interchanges in the Washington DC/Baltimore area. Traffic was accommodated during the project through careful planning and re-phasing of original plans.

Partnering between the owner and Corman was key to the project's success. With the discovery that additional lanes were needed, owner and contractor mutually worked to design-build this change and effectively eliminated costly delays.

Partnering was responsible for an excellent safety record, project completed on schedule and under budget (\$2 Million below the owner's \$46.2 budget), and owner/contractor collaboration to find solutions to an unforeseen underground utility interference

*"[Corman's] corporate values and strong planning in advance of field work have earned them a great reputation as a top-notch outfit."*

Glen Evans, SHA

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE**

This section of the Woodrow Wilson Bridge Corridor was particularly challenging from a coordination standpoint as it was intertwined with MD 295 and National Harbor Tie-In projects working concurrently making close coordination among all parties crucial. For example, there was a contract access-release date disconnect between two contracts. This project was not required to make a key segment available to the adjacent contractor until 10/31/07, but the other contract specification released the same area to others by 7/9/07. By working effectively with our counterparts and the owner, Corman turned potential schedule disconnects into a non-issue by advancing key deck pours months ahead of schedule. All of this accelerated work was achieved while maintaining the best safety record among the Woodrow Wilson Bridge contracts.

Another key aspect was Corman's flexibility in efficiently accommodating State requests. Numerous utility conflicts plagued this project throughout, but due to the outstanding team effort of working closely with utility companies and designers, issues were resolved timely.

Corman worked with an adjacent contractor coordinating work zone road closures to minimize inconvenience to the traveling public.

- Performance Ratings -Contractor was rated high 90's for the duration of the project
- Maintained an "A" average on Erosion and Sediment Control Inspections
- Maintained an "A" average on Maintenance of Traffic Inspections
- A 98-day schedule delay was eliminated by strategic planning and cooperation between owner and contractor
- Achieved an outstanding safety record
- Quality control and attention to detail made this an exemplary project

**AWARDS**

MdQI Award of Excellence -Major Roadway - Over \$10 Million, 2009

MdQI Award of Excellence - Structure New/Rehabilitation -Over \$5 Million, 2009

**Scope & Complexity Similarities**

- ✓ Roadway
- ✓ Survey
- ✓ Structure demolition
- ✓ Environmental
- ✓ Geotechnical
- ✓ Hydraulics
- ✓ Traffic control devices
- ✓ Transportation management plan
- ✓ Traffic signals
- ✓ Erosion and sediment control
- ✓ Utilities-relocation, adjustments, coordination
- ✓ Public involvement/communications
- ✓ QA/QC
- ✓ Pedestrian accommodations
- ✓ Overall Project Management
- ✓ Third party stakeholder coordination

**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: <b>Design-Build I-70 Phase 2D</b>  Location: <b>Frederick, MD</b>	Name: <b>AECOM</b>	Name of Client/ Owner: <b>Maryland State Highway Administration</b> Phone: <b>301-624-8200</b> Project Manager: <b>John Huchrowski</b> Phone: <b>301-624-8201</b> Email: <b>jhuchrowski@sha.state.md.us</b>	MM/YYYY <b>07/2013</b>	MM/YYYY <b>08/2014</b> (Est. – Owner approved time extensions)	<b>\$35,443</b>	<b>\$37,549 (owner approved / directed changes)</b>	<b>\$37,559</b>

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. \*For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.



**CORMAN'S ROLE**

As Design-Builder and Lead Constructor, Corman was responsible for design and construction of highways, bridges, and 4 ramps, MOT, two new track crossings on active MTA lines, lighting, signalization, signing, structural concrete, environmental permits and protection, public relations, utility coordination/relocations, and stormwater management facilities. Heavily traveled section of I-70 with 2007ADT of 85,000 and design requirements of 116,900 ADT for 2030. Corman collaborated with the designer maximizing efficiency in design applications and construction means and methods, breaking the design into eight packages for overlap of design and construction. Corman used an independent Certified MDE Reviewer to oversee submissions prior to being sent to MDE to expedite the permitting process and an Environmental Compliance Manager who was an integral part of the compliance program. Corman self-performed 60% of the work.

**PROJECT FEATURES/NARRATIVE:** This project designs/reconstructs/widens a two-mile section of dual-divided I-70 and realignment and reconstruction of four ramps. The roadway was widened one lane in each direction to eliminate traffic backups due to merging lanes. Project involved complex horizontal and vertical geometry and staged construction of the roadway, ramps and bridge including staged construction of cross culverts spanning I-70. The project is founded on complex geotechnical karst topography requiring over 22,000 VF drilling and 8,000 CY grouting operations and emergency response to sinkhole mitigation throughout the project.

Replaced two narrow bridges on I-70 over MTA MARC Line and South Street and the retaining wall adjacent to the historic Hoke/Grove site, removed and constructed two new CSXT/MARC commuter railroad crossings, including crossing/railroad signals, an access road along the tracks, and relocated the LaFarge Quarry entrance and entrance signal. Foundation H-piles were driven adjacent to the railroad Right-of-Way, requiring the railroad be surveyed and monitored for movement before and after each activity.

Similar to the Rt 606 Project, two new bridges involved two-phase construction and included raising the deck elevation by 4 feet. Bridges consisted of conventional structural steel, concrete deck, H-pile foundations with rock sockets and included decorative arch piers, abutments and parapet walls. Extensive geotechnical exploration was requested for the piers and the SHA preliminary bridge design was modified from driven piles to drilled foundations including 24 inch rock sockets by the design-build team .

Two traffic lanes in each direction were maintained through the project limits during construction. With crews of 40-50 during its peak, Corman first widened the outer lanes and then worked the median of the interstate. Most work was during the day except for traffic switches which occurred at night.

Retrofitted/expanded a stormwater management pond that included 60 mil impervious LLDPE-T geo-membrane overlain by geotextile and capped with select fill, a new forebay, landscaping, new inflow devices and drainage structures, 5,000 LF concrete storm drain, including transverse crossings of I-70, retrofitted 2,000 LF of existing grass swales with 30 mil PVC lining, and installed over three miles of new lined grass swales for water quality control of roadway drainage.

Environmental features included roadside trees and the Hoke-Gorve Lime Kiln cultural resource along with the karst soil regime requiring minimization of water infiltration. There were stormwater facility plantings, bridge abutment planting, and large masses of trees to create naturalistic groupings along the roadway. Environmental team members included an arborist, IEM and an erosion & sediment control crew.

Retrofitted/expanded a stormwater management pond that included 60 mil impervious LLDPE-T geo-membrane overlain by geotextile and capped with select fill, a new forebay, landscaping, new inflow devices and drainage structures, 5,000 LF concrete storm drain, including transverse crossings of I-70, retrofitted 2,000 LF of existing grass swales with 30 mil PVC lining, and installed over three miles of new lined grass swales for water quality control of roadway drainage.

Third-party coordination included utility relocations, two MTA railroad track crossings involving automatic crossing protection systems with crossing arms and signals, an MTA flagger, coordination of design and construction with FAA/adjacent airport, and MOT with local community and commuters. Obtaining MDE permits and regular reviews with the Maryland Dept. of the Environment and the design-build team's independent environmental compliance firm..

The project included 100,000 tons of asphalt paving, 100,000 CY earthwork, 40,000 CY rock excavation, 30,000 LF of underdrain, 10,000 LF storm drainage encased in flowable fill, lined ditches, geogrid layer of all roadway sections, and 5,000 CY structural concrete. Project also included 5 cantilever and 2 overhead signs, ITS facilities, two new signalization intersections, guardrail and rumble strips.



**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE & SUCCESSFUL DELIVERY:**

Project had an overall environmental compliance score of 94%. Project maintained "A" ratings in environmental, MOT, and contractor performance.

**AWARDS**

2013 Maryland Chapter American Concrete Institute Concrete Award – Honorable Mention.

**Scope & Complexity Similarities**

- ✓ Design-Build project
- ✓ Survey
- ✓ Environmental
- ✓ Hydraulics
- ✓ Transportation management plan
- ✓ Traffic signals
- ✓ Utilities
- ✓ QA/QC
- ✓ Bridge Replacements
- ✓ Roadway
- ✓ Structure and/or Bridge
- ✓ Geotechnical
- ✓ Traffic control devices
- ✓ ROW acquisition
- ✓ Erosion and sediment control
- ✓ Public involvement/communications

# Lead Designer - Work History Forms

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

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract 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: <b>I-64 and Route 623 Interchange Improvements (Design-Build)</b> Location: <b>Henrico and Goochland Counties, VA</b>	Name: <b>Corman Construction, Inc.</b>	Name of Client.: <b>Virginia DOT</b> Phone: <b>804-524-6433</b> Project Manager: <b>Shane Mann</b> Phone: <b>804-524-6433</b> Email: <a href="mailto:shane.mann@vdot.virginia.gov">shane.mann@vdot.virginia.gov</a>	MM/YYYY <b>09/2013</b>	MM/YYYY <b>11/2015</b>	<b>\$33,238</b>	<b>\$34,862</b> <b>(Owner Approved Changes)</b>	<b>\$2,500</b>

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. \*For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.

**RK&K ROLE:**

RK&K's Richmond office served as the Lead Designer for this Design-Build project which involved widening 4.5 miles of I-64 from a four-lane divided interstate to a six-lane divided interstate. The project also involved design of improvements to the I-64/Route 623 interchange, including upgrade of the existing traffic signal, widening the ramp from I-64 westbound to Route 623 to provide an additional turn lane, the addition of a left turn lane on Route 623 southbound to access I-64 eastbound, and widening of the I-64 eastbound off ramp to Route 623 to provide an additional turn lane.



these walls to support the widened roadway, in lieu of extending the culverts, additional stream and wetland impacts were avoided. Construction duration for installation of the MSE walls was also shorter than the option of culvert extensions.

**MOT/TMP** – RK&K developed a comprehensive Transportation Management Plan (TMP) and MOT plans for managing traffic during construction, which included a traffic operations plan, temporary traffic control plan and public communications plan. The sequence of construction was designed so that construction could be accomplished in two phases, with two lanes of traffic in each direction maintained throughout construction. The TMP was designed in accordance with the allowable work hours and holiday and weekend restrictions implemented by VDOT for this project.

**Geotechnical** – The design team provided full geotechnical services for this project. Work included subsurface explorations, laboratory testing including soil classification, strength, and consolidation parameters, design of permanent and temporary pavement sections, assessment and mitigation for unsuitable soils, foundation design for overhead sign and signal structures, and analysis of MSE retaining walls at culvert locations. The RK&K Team also provided foundation design for the replacement bridges and associated wingwalls, utilizing rock-socketed steel H-piles and an innovative design where MSE-style reinforcement straps were used to reduce the lateral load on abutment piles.

**Roadway Design** – Improvements to the I-64/Route 623 interchange included widening both off ramps from I-64 to Route 623 to provide additional turn lanes, the addition of a left turn lane on Route 623 southbound to access I-64 eastbound, and upgrading the existing traffic signal. Design on this interstate, with a 75-mph design speed, included the following roadway improvements: addition of a 12-foot wide lane and 12-foot wide shoulder in each direction of I-64, median guardrail installation and outside shoulder guardrail replacement, and upgrades to the existing outside shoulder

**Hydraulics / Drainage** – RK&K performed a full Hydrologic and Hydraulic Analysis (H&HA) for the bridge crossings over Little Tuckahoe Creek, including HEC-RAS modeling and scour analysis. Drainage design included design of stormwater management facilities, erosion and sediment control, bridge deck drainage, adequate outfall analysis, storm sewer systems, and design of temporary drainage needs for MOT sequencing.

**Environmental** – RK&K provided full service environmental design and permitting for this project, including: wetland delineations and stream assessments; determination of wetlands and stream compensatory mitigation requirements; securing rare, threatened and endangered species clearances; securing cultural resource clearances from the Virginia Department of Historic Resources; acquiring water quality permit authorizations and permit modifications from the Virginia Department of Environmental Quality; and environmental compliance assistance for the implementation of environmental commitments contained in the NEPA document

**SUCCESSFUL DELIVERY**

- Plan submittals were delivered on schedule, allowing construction to begin on time  
Two replacement bridges were designed that provided VDOT with new structures with a longer life and fewer maintenance issues than rehabilitating and maintaining the existing bridges, at a lower cost than repair and rehabilitation as proposed in the RFP Innovative use of MSE retaining walls at culvert locations to reduce cost and environmental impacts
- This project earned the second highest Construction Quality Improvement Program (CQIP) score for a Design-Build project.
- The DBE goal of 10% was exceeded.

**LESSONS LEARNED**

**Innovative Design** – When implementing innovative design concepts in DB projects (such as the use of MSE straps at the abutments), it is important to engage VDOT early on in the project and make plan and design submittals as early as possible to allow time for VDOT review and approval. It is also important to weigh all of the impacts of a design decision early on, making sure that the entire cost/benefit to the project is fully understood (i.e. – If adding retaining walls at culvert locations changes a borrow job to a waste job, ensure that the retaining wall option still provides the best cost benefit to the job).

**Design During Pursuit** – By doing a full hydraulic analysis during the pursuit phase of this project, RK&K determined that a replacement bridge with a smaller hydraulic opening than rehabbing the original bridge (as proposed in the RFP) was feasible, resulting in significant cost savings related to MOT and the bridges.

**Scope & Complexity Similarities**

- ✓ Design Build Delivery
- ✓ Roadway
- ✓ Survey
- ✓ Bridge Replacement
- ✓ Environmental
- ✓ Geotechnical
- ✓ Hydraulics / Drainage
- ✓ Traffic control devices
- ✓ Transportation management plan
- ✓ Utilities-relocation, adjustments, coordination
- ✓ Erosion and sediment control
- ✓ Public involvement/communications
- ✓ QA/QC
- ✓ Pedestrian accommodations
- ✓ Overall Project Management
- ✓ Third party stakeholder coordination

**PROPOSED STAFF:**

Gary Johnson (RK&K)	John McDowell (RK&K)	Ricky Woody (RK&K)
Jim Durbin (RK&K)	Barry Brandt (RK&K)	Alice Ortman (RK&K)
Brian Finerfrock (RK&K)	Usman Ali (RK&K)	Owen Peery (RK&K)
John "Jake" Leffler (Corman)		

**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: <b>Route 250 Bypass Interchange at McIntire Road</b>  Location: <b>Charlottesville, VA</b>	Name: <b>General Excavation, Inc.</b>	Name of Client.: <b>City of Charlottesville</b> Phone: <b>434.970.3182</b> Project Manager: <b>Jeanette Janiczek</b> Phone: <b>434.970.3182</b> Email: <b>janiczek@charlottesville.org</b>	MM/YYYY <b>06/2013</b>	MM/YYYY <b>02/2015</b>	<b>\$20,377</b>	<b>\$20,377</b>	<b>\$5,900</b>

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. \*For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.

**RK&K ROLE:** RK&K’s Richmond office served as the lead designer for this entire project as well as led the construction inspection efforts.



**PROJECT FEATURES/NARRATIVE:** The Route 250 Bypass project is one of the largest projects undertaken to date as part of the Virginia Department of Transportation (VDOT) First Cities Initiative / Locally Administered Project (LAP). As prime consultant, RK&K provided complete planning, engineering, and construction management services on a new interchange on the Route 250 Bypass at the intersection of McIntire Road.

**Approach** – This project was developed in three phases under one contract – Phase I services included development of Conceptual Alternatives, Detailed Alternatives and a Preferred Alternative through Public Hearing and completion of the Environmental Documents. Phase II services included final design and assisting the City with bidding and procurement of the project. Phase III services consist of construction management and inspection as well as construction engineering. Project elements included environmental/NEPA documentation, public involvement, traffic data collection and analysis, roadway design, structural design, traffic engineering design, hydraulic and hydrologic analysis and design, graphic/computer renderings, and project website hosting. Under the First Cities Initiative / LAP, all work has been performed for the City of Charlottesville and closely coordinated with VDOT and the Federal Highway Administration (FHWA).

**Interchange Design** – Major features of this design include complete roadway reconfiguration and reconstruction, new roadway construction, a single span–semi-integral abutment bridge, two box culverts including stream diversions, extensive utility relocations, and multiple retaining walls. In addition, the RK&K Team prepared landscaping planting plans and cultural resource mitigation commitments. The roadway design was optimized to limit right-of-way requirements, avoid parkland and historic property acquisition, to best-fit the roadway profiles to the existing topography and provide a grade separation at this urban intersection.

**Traffic** – A key element in the development of the interchange concepts was the incorporation of context sensitive solutions to the safety, congestion, and connectivity. Several of the interchange concepts that were developed incorporated modern roundabouts instead of traffic signals at the ramp termini along McIntire Road. RK&K performed traffic engineering analyses using SIM Traffic and SIDRA based on projected 2035 design year traffic volumes

as well as several interim years to determine the most appropriate configuration for the interchange.

**Environmental** – The Environmental Assessment and Draft Section 4(f) Evaluation were completed in September 2007. To streamline document preparation, the first draft of the document was submitted as four separate chapters: Purpose and Need (completed in Summer 2006), Alternatives, Environmental Consequences, and Comments and Coordination. Successive drafts of the entire document were reviewed by the City, VDOT Culpeper District, VDOT Central Office and FHWA. Our project team also prepared an individual Draft Section 4(f) Evaluation that included the intended pursuit of two de minimis determinations. Our project team worked closely with VDOT, FHWA, and VDHR to complete the Section 106 consultation process. The effort involved oversight of the historic property evaluation of National Register eligibility; coordination with consulting parties at several high-profile meetings; drafting the determination of effect for FHWA; preparing formal correspondence for the City of Charlottesville, VDOT, FHWA and VDHR / the Advisory Council on Historic Preservation; and drafting the MOA and facilitating its development. In addition, RK&K also prepared a Revised Environmental Assessment and Revised Section 4(f) Evaluation. The request for FONSI was prepared following approval of the Revised Environmental Assessment. Environmental permit drawings were developed for impacts to Schenks Branch and development of the project SWPPP with associated VSMP permit forms.

**Hydraulics and Hydrologics** – Hydrology calculations were conducted for a 2.8 acre lake that was incorporated into the road plans. The final report included an independent hydrologic analysis of the 425-acre watershed, storm event routing of the proposed lake, and HEC-2 analysis of the lake outfall at Schenks Branch. Final results were then incorporated with the plans including modification of lake parameters and outfall structure to attain the proper lake performance desired during storm events. A Hydrologic and Hydraulic Analysis and scour analysis was conducted for a new bridge over Schenks Branch and for replacement of a double 8’x8’ box culvert beneath Route 250. Urban stormwater management practices were implemented using a combination of measures to minimize impacts to Right-of-Way and historic features. These included a combination of manufacturers filtering devices along with a stormwater management pond. E&S plans were also developed in multiple phases in conjunction with the TMP. This included the bridge construction and complex narratives addressing installation of temporary and permanent drainage and erosion control measures during all stages of roadway construction.

**Structures** – The Route 250 Bridge Bypass Structure over McIntire Road was examined for various span lengths and superstructure styles to lower project costs. The final solution was a single span bridge utilizing steel plate girders to provide a lighter, thinner and more transparent structure which will serve as the gateway to downtown Charlottesville. The

design for a bridge type weighed the cost estimates with the overall requirements for aesthetics and durability. The abutments were generally aligned with McIntire Road and were set parallel to each other in order to simplify the framing of the bridge. While they were skewed with respect to the superstructure, the fact that they were parallel to each other facilitated the design and construction of the structure. Every effort was made to eliminate or minimize the use of joints on the structure. Therefore, semi-integral abutments were selected and designed.

**SUCCESSFUL DELIVERY:** The City of Charlottesville has demonstrated RK&K’s exceptional performance on this project by their continued desire to have the RK&K Team lead the design and construction of this project. The initial contract for the planning and design was phased. After completing the Phase I planning effort, RK&K was requested to continue into Phase II design and later into Phase III construction management, thereby leading this project from “cradle to grave.” Further exemplifying RK&K’s performance, the project was completed on budget and on schedule.

**PROPOSED TEAM MEMBERS**

- Owen Peery, PE (RK&K)
- Gary Johnson, PE (RK&K)
- Barry Brandt, PE, PTOE (RK&K)
- Mike Hogan, PE (RK&K)
- Eric Almquist (RK&K)
- Dave Plum, PE (RK&K)
- Ryan Masters, PE (RK&K)
- Ricky Woody (RK&K)
- Ed Drahos, PE (Schnabel )

**Scope & Complexity Similarities**

- |                                  |  |
|----------------------------------|--|
| ✓ Roadway                        | ✓ Survey                               |
| ✓ Environmental                  | ✓ Structure and/or Bridge              |
| ✓ Hydraulics/Drainage            | ✓ Geotechnical                         |
| ✓ Transportation management plan | ✓ Traffic control devices              |
| ✓ Traffic signals                | ✓ ROW                                  |
| ✓ Utilities                      | ✓ Erosion and sediment control         |
| ✓ QA/QC                          | ✓ Public involvement/communications    |
| ✓ Pedestrian accommodations      | ✓ Third party stakeholder coordination |
| ✓ Overall Project Management     |  |

*RK&K received the top award in 2015 from the VTCA in the category of Non-VDOT Projects greater than \$10 Million. This award recognizes outstanding design work in the Transportation Industry in Virginia.*

**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: <b>R-2507A - US 13 / US 158 Widening (Design-Build) from US 158 / NC 43 near Winton to the US 158 Bypass</b> Location: <b>Tarheel, Hertford and Gates Counties, North Carolina</b>	Name: <b>E.V. Williams</b>	Name of Client.: <b>North Carolina Department of Transportation</b> Phone: <b>(919) 707-7130</b> Project Manager: <b>Ms. Teresa Bruton, PE</b> Phone: <b>(919) 707-6610</b> Email: <b>tbruton@ncdot.gov</b>	<b>07/2012</b>	<b>12/2015</b> <b>(extension of project limits requested by the client)</b>	<b>\$54,500</b>	<b>\$58,500</b> <b>(approved changes as requested by the client)</b>	<b>\$5,300</b>

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. \*For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.

**RK&K’s ROLE**

RK&K partnered with a contractor serving as the Lead Designer for this NCDOT design-build project that included widening approximately 7.1 miles of US 13/US 158 from US 158/NC 45 near Winton in Hertford County to the US 158 Bypass in Tarheel in Gates County.

**PROJECT FEATURES/NARRATIVE**

The project required the design and construction of a four-lane divided facility with a 30-foot to 46-foot median width. A bridge was provided over the Chowan River and dual bridges were provided on US 13 over US 158 and over Buckhorn Creek. An interchange was provided at the US 158 / NC 45 intersection. Directional crossovers with median U-Turns was provided to improve the safety and traffic flow along this US 13 / US 158 corridor.

As Lead Designer, RK&K was responsible for roadway design, bridge design, obtaining permits, providing right-of-way acquisition, utility coordination and relocation, and construction.

**Proposed Improvements:**

**From beginning of project south of US 158/NC 45 to bridge over the Chowan River (1.0 mile):** The Team added two lanes with a 30-foot median width along the east side of US 13. Reconstruction of the US 158/NC 45 intersection provided an interchange with three ramps, one loop (southeast quadrant), and dual bridges on US 13 over US 158.



**Bridge over the Chowan River (0.2 mile):** The Team designed and constructed a new bridge along east side of the existing 1,121-foot long, 40-foot wide bridge with a 30-foot median. The existing 16-span bridge was retained and rehabilitated. The new bridge was 1,121 feet long and 36 feet wide. The previous vertical clearance over the Chowan River is approximately 34 feet and the new bridge provided a slightly greater clearance.

**From bridge over Chowan River to Barfield Road (SR 1128) (2.3 miles):** The Team added two lanes along east side with a 30-foot median south of Shoup Landing Road (SR 1131) and a 46-foot median to end of section. The previous two-lane, 84-foot long bridge over Buckhorn Creek was replaced with dual bridges.

**From Barfield Road (SR 1128) to south of NC 137 (0.8 mile):** The Team added two lanes with 46-foot median along west side.

**From south of NC 137 to US 158 Bypass at Tarheel (2.8 miles):** The Team added two lanes with 46-foot median along east side. The project ended by transitioning to the existing two-lane, two-way US 13 roadway approximately 600 feet north of US 158.

**SUCCESSFUL DELIVERY**

- **Excellent Technical Score:** With an innovative design approach and aggressive schedule, RK&K Design-Build Team received an impressive proposal technical score of 92.
- **Utility Relocation:** Because of the numerous utilities, number of utility owners, and project terrain; providing a full time, aggressive, but respectful utility coordinator was essential for the utility relocation process for this project. Many compliments were received from the owner and contractor for this effort and RK&K’s performance on the project.
- **Design Submittals:** Very few of the design submittals resulted in comments that were deemed “Revise and Resubmit.” The majority of submittals resulted in “Comments as Noted,” which is attributed to our responsive staff and swift review allowing the design process to proceed very quickly. This was critical to obtaining the environmental permit in a timely manner allowing construction to begin on schedule.

**LESSONS LEARNED**

- **Utilities:** With numerous utilities present, RK&K engaged a full-time utility coordinator to ensure timely relocation of all local and transmission lines. This allowed the utility relocations to occur in a timely and seamless manner for construction to stay ahead of schedule.
- **Verification of client-supplied surveys was essential.** Taking the time up front to perform verifications promoted in the minimization of design and construction errors. Unforeseen conditions in the field were avoided that could have led to design changes than may have impacted the project schedule.
- **MOT Plans:** Engaging the contractor interactively in the preparation of the maintenance of traffic plans during design ensured that the contractor understood and supported the maintenance of traffic plan and therefore execute it appropriately in the construction.

**Scope & Complexity Similarities**

- ✓ Design-Build
- ✓ Roadway
- ✓ Survey
- ✓ Structure and/or Bridge
- ✓ Environmental
- ✓ Geotechnical
- ✓ Hydraulics
- ✓ Traffic control devices
- ✓ Traffic signals
- ✓ Erosion and sediment control
- ✓ Utilities
- ✓ Public involvement/communications
- ✓ QA / QC

