

Submitted by:



in conjunction with



ORIGINAL

STATEMENT OF QUALIFICATIONS DESIGN-BUILD ROUTE 7 – WESTBOUND TRUCK CLIMBING LANE FROM: ROUTE 9 TO: WEST MARKET STREET LOUDOUN COUNTY, VIRGINIA

STATE PROJECT No.: 6007-053-133, R201, C501
FEDERAL PROJECT No.: STP-5401(518)
CONTRACT ID NUMBER: C00058599DB54

JANUARY 10, 2013



Submitted to: Virginia Department of Transportation
1401 E. Broad Street
Richmond, Virginia 23219

3.2 LETTER OF SUBMITTAL

January 10, 2013

Brenda L. Williams
Commonwealth of Virginia
Virginia Department of Transportation (VDOT)
Central Office Mail Center
Loading Dock Entrance
1401 East Broad Street
Richmond, VA 23219

**RE: Statement of Qualifications
Design-Build Route 7 – Westbound Truck Climbing Lane
Loudon County, VA
From: Route 9
To: West Market Street
State Project No.: 6007-053-133, R201, C501
Federal Project No.: STP-5401(518)
Contract ID No: C00058599DB54**

Dear Ms. Williams:

Corman Construction, Inc. (Corman) is pleased to submit one original paper version of our Statement of Qualifications (SOQ), 10 abbreviated copies of the original paper version, and one CD-ROM containing the entire original in a single PDF file to provide design-build services for the **Route 7 – Westbound Truck Climbing Lane** project. Corman has thoroughly reviewed the Request for Qualifications (RFQ), including Addendum 1 (12/14/12) and RFQ Q&A (12/14/12).

The following is requested information and/or attachments separated by numbered tabs with sections corresponding to the order set forth in Section 3.2:

Acknowledgement of Receipt of RFQ, Revisions, and/or Addenda (Form C-78-RFQ) and SOQ Checklist - Completed and included as Attachments 2.10 and 3.1.2 in the appendix.

3.2.2 Official Representative and Point of Contact – Jo Ellen Sines, DBIA - Vice President Project Development - 12001 Guilford Road, Annapolis Junction, MD 20701. She can be reached at: 301-953-0900 (T), 301-953-0384 (F), 301-343-5484 (C), or jsines@cormanconstruction.com.

3.2.3 Principal Officer Information - William G. Cox, President of Corman Construction, Inc., 12001 Guilford Road, Annapolis Junction, Maryland 20701, is the principal officer of the legal entity (Offeror) with whom a design-build contract with VDOT will be written. He can be reached at: Telephone: 410-792-9400 x233, Mobile: 301-343-5401.

3.2.4 Corporate Structure - Corman will be the design-build contracting entity for the **Route 7 – Westbound Truck Climbing Lane** project. Corman is a corporation titled in Delaware, 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 the Virginia Department of Transportation (VDOT). Corman will hold all financial responsibility for the contract (a surety letter is attached). In addition, we are an active participant in the eVA Internet procurement solution program (Registration Number E27577).

3.2.5 Lead Contractor and Lead Designer – Corman Construction, Inc. is the Lead Contractor for this Project, meaning the prime/general contractor responsible for overall construction.

A. Morton Thomas & Associates, Inc. (AMT) will be our Lead Designer for this Project, meaning the prime design consulting firm responsible for the overall design.

3.2.6 Affiliated/Subsidiary Companies – A list of all affiliated/subsidiary companies of Corman and AMT is shown as Attachment 3.2.6 in the appendix.

3.2.7 Debarment Forms - 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 included in the appendix.

3.2.8 VDOT Prequalification Evidence - Corman is pre-qualified with VDOT (Vendor Number C097 – active) to provide Grading, Major Structures, Minor Structures and Underground Utilities. The standard VDOT prequalification certificate is presented as Attachment 3.2.8 in the appendix.

3.2.9 Surety Letter - A Surety Letter stating Corman is capable of obtaining a performance and payment bond based on the current estimated contract value, along with which bonds will cover the project and any warranty periods, is shown as Attachment 3.2.9 in the appendix.

3.2.10 DPOR Licenses and SCC Registrations – The necessary license and registration information is shown as Attachment 3.2.10 in the appendix, including supporting documentation.

3.2.11 DBE Requirements – Corman is committed to achieving a fifteen percent (15%) DBE participation goal for the entire value of the contract.

This SOQ is signed in ink by an authorized representative of Corman.

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 7 – Westbound Truck Climbing Lane** project.

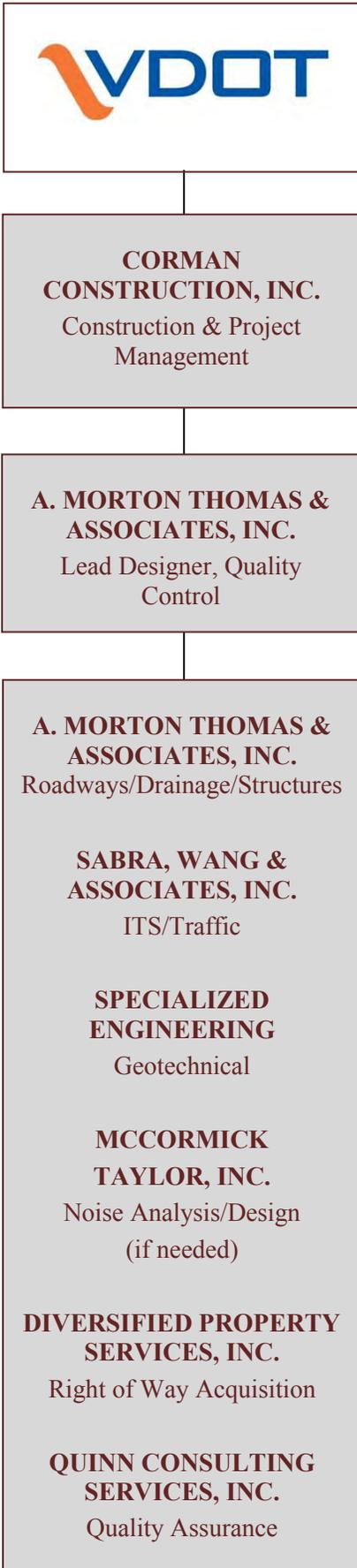
Sincerely,

CORMAN CONSTRUCTION, INC.



Arthur Cox, Vice President

3.3 TEAM STRUCTURE



3.3 TEAM STRUCTURE

With a track record of successfully delivering over \$1.2 billion in design-build (DB) roadway and bridge projects, Corman comes to VDOT with the hands-on experience and top notch personnel it takes to effectively execute the design and construction, and manage the risks of the Route 7 Westbound Truck Climbing Lane Design-Build Project. During our 12-year design-build history, Corman has exceeded owner’s expectations in the on-time, on-budget delivery of high-quality projects, without any claims, while meeting some of the most strenuous maintenance of traffic and environmental commitments. Out of these ventures, over \$1.2 billion have included contractor-led QC programs.

Through the years, Corman built a solid reputation of strategically aligning with the design-build partners most suited to meet the specific needs and requirements of the project at hand. For the Route 7 Truck Climbing project, we selected A. Morton Thomas & Associates, Inc. (AMT) as our lead design firm with the added depth of sub-consultant Sabra, Wang & Associates, Inc. (SWA). For over 56 years, AMT has been a respected provider of transportation design expertise in Washington / Northern Virginia, including design-build and PPTA projects. Their key personnel have successfully delivered design services on Virginia’s busiest and most heavily traveled roadways for dozens of projects over the past five years. AMT and SWA have demonstrated success on highway widening projects for capacity and safety improvements, including major state highways as well as local rural roadways, and provided MOT phasing and traffic control designs to maintain the highest possible level of service throughout construction. The Corman DB Team (Corman, AMT, and subcontractors) will deliver success with seasoned professionals and resources, providing the highest level of quality to ensure that the project will be completed within our promised budget and schedule.

Corman recently worked with AMT, and/or Sabra Wang to successfully complete the following projects (DB = Design-Build):

PROJECT	
Intercounty Connector Contract A (Montgomery Co., MD)	DB
Intercounty Connector Contract B (Montgomery Co., MD)	DB
MD 30 Hampstead Bypass (Hampstead, MD)	DB
I-70 Phase 2D (Frederick, MD)	DB

As evidenced above, Corman, AMT, and Sabra Wang already have pre-established working relationships and therefore understand each other’s strengths and abilities.

3.3.1 KEY PERSONNEL

Corman has assembled a team of highly-qualified and experienced individuals and structured them accordingly for optimal performance. These key staff and design firms come together with a shared past history of successful projects and an established existing working relationship. These past successes will lower VDOT’s risks and staffing requirements on the



Route 7 project. Though our task leaders and technical staff are responsible for items such as design, public involvement and/or construction, everyone is ultimately responsible for the total success of the project. The chart below introduces our Key Personnel, their resumes can be found in the Appendix (Attachment 3.3.1):

Design-Build Project Manager (DBPM)	Jo Ellen Sines, DBIA - Corman
Quality Assurance Manager (QAM)	Kaushik Vyas, PE - Quinn
Design Manager (DM)	Laura Mehiel, PE - AMT
Construction Manager (CM)	Chris Clark - Corman

Additional Construction and Design Support

In addition to the required key personnel listed above, the Corman DB Team has named additional value-added staff (identified below) to complete our Team and ensure a successful project. A **DB** has been placed next to the names of the individuals with design-build experience.

DB Design/Construction Coordinator (DCC) & Public Outreach Manager, Lou Robbins, PE, DBIA, has been involved with design-build locally in the Baltimore Washington area since 1986. He has lead DB teams as the General Contractor, Designer and Quality Control Manager. His unique experiences as both the lead designer and GC will greatly assist in coordinating the efforts of the contractor and designers to ensure the project’s success in meeting VDOTs strict requirements. He will review all design submittals for conformance to project requirements, constructability and conformance to the specific project scheduling needs. Lou has also successfully developed the strategy for and implemented numerous Community Involvement Programs for both large and small projects throughout the Mid-Atlantic States. Lou will report to the DBPM.

DB Construction QC Manager (CQC), Danielle Litardo, will report to the Construction Manager (CM). Danielle will manage and coordinate all QC activities independent from, but coordinated with, the QA team. The CQC Manager will coordinate the third-party QC testing lab and testing technicians. Danielle has extensive experience with QC programs on DB projects such as the Intercounty Connector Contract A, I-70, and Frederick Douglass Bridge. She will coordinate with the QAM during development of the QC program. Danielle will attend weekly two-week look-ahead meetings and keep abreast of the overall project schedule for accurate scheduling of inspection staff. She has the authority to stop specific work activities that do not meet QC requirements.

DB General Superintendent, Bobby Burton, will report to the Construction Manager. Bobby has 14 years of supervisory experience in design-build and bridge/roadway/utility construction projects. He has oversaw project field operations for VDOT, MDOT, Fairfax County Water Authority, and DDOT, among others. Recently, Bobby was Superintendent/Construction Manager on the Frederick Douglass Bridge Roadway Improvements in Washington, DC and Broad Run Interceptor Project in Dulles, VA which included the construction of two tunnels; one, approximately 110' long under the bike trail that sits on the Old Washington and Old Dominion Railroad (W&OD) bed. Bobby will direct onsite crew and equipment set up, create daily reports, implement the safety plan, supervise safety inspections, provide design development and change input during construction as needed, and coordinate project scheduling with project management team.

DB Design QA/QC Manager, Michael Surasky, PE, PTOE will report to the DM. Michael will arrange for all 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 by Corman staff. Michael has more than 17 years of experience in transportation design projects, with experience in both highway design and traffic engineering elements, and is familiar with the VDOT design manuals, IIMs, design standards, and criteria.



DB Safety Manager, John Lanigan, CHST, OHST, reports to the DBPM. John will provide regular oversight of plans and field activities to provide a safe environment for VDOT, construction workers and the traveling public. John will provide all needed safety training for the project and aid in developing a job-specific safety plan to address unique project hazards that will enhance our standard Corman policies, including subcontractor protocols. John has the authority to stop work which does not meet Corman's strict safety requirements.

DB Roadway Design Manager, Kathy Walsh, PE, has 24 years of experience, serving key roles on numerous VDOT projects in northern Virginia including the Eisenhower Avenue Widening and Intersection Improvements at I-495, and Prince William Parkway Widening and Trail Improvements in Woodbridge. Kathy has worked on numerous highway and rural roadway widening projects and understands VDOT policies and procedures, including the process for identifying design exceptions and waivers. Kathy will report to Laura Mehiel, the Design Manager, and serve as the backup point of contact for design.

DB Design Traffic Manager, Jack Goode, PE, PTOE, has over 15 years of experience in traffic engineering for interstate/primary roadway projects. A certified Traffic Control Supervisor and Advanced Traffic Control Design Specialist, his experience includes development of transportation management plan, design of MOT, lighting & traffic signing and striping plans including mitigation strategies. Jack recently served as the Design Traffic Control Manager with Corman on ICC-A in MD. He is extensively familiar with the Traffic Engineering Handbook, MUTCD, Highway Safety Design Manual, and Virginia Work Area Protection Manual. Jack will report to Laura Mehiel, Design Manager, and collaborate with the Construction MOT Manager, Colin Haneman.

DB Drainage/Hydraulics Design Engineer, Don Rissmeyer, PE, CFM, will report to Laura Mehiel, the Design Manager, and lead the design efforts for drainage and SWM. Don has over 22 years of experience in roadway drainage design, stormwater management, floodplain studies, scour analysis, and river mechanics studies utilizing the new Virginia stormwater regulations and VDOT's preferred software. His experience includes highway drainage, stormwater, and hydraulic designs for projects, such as Design-Build Russell Road at Quantico, I-81 widening in Rockbridge County, and I-64 HOV Widening in Chesapeake.

DB Structural Design Engineer, Matthew Waskiewicz, PE, reports to the DM and will be in charge of structural engineering for the project including but not limited to walls, foundations, and the pre-cast arch for the W&OD trail under Ramp D. He will also be responsible for other miscellaneous structural designs including the evaluation of the Route 9 Bridge to locate the new W&OD trail adjacent to the southern abutment. He will lead production efforts for all structural engineering evaluations and plans, estimates, and specifications for the project. Matthew will also review structural shop drawings and assist the DBPM, CM and DM during construction, as needed, for structural engineering project questions that arise.

DB ITS/Traffic Signals Designer, Keith Riniker, PE, PTOE, also reports directly to the DM and will serve as the lead traffic designer for the project, responsible for the development of the transportation management plan, design of MOT, lighting and traffic signing, and striping plans. If signals or ITS design is added to the project, Keith would oversee those designs. Keith is a well respected traffic engineer with strong credentials in design, analysis, modeling, and planning. Keith has directly supervised and/or prepared hundreds of MOT, traffic, and lighting assignments.

DB Utility Design Engineer, Keith Sinclair, PE has 36 years of experience in utility designs/relocations, and has spent the past five years working almost exclusively in Loudon County. He has relationships with numerous utility owner personnel, and is conversant in VDOT's 2011 Utility Manual and the UT-9 determination process. Current and past projects include Loudoun Water and Sewer On-Call Utility design contract serving as PM, the Potomac Interceptor Abatement Project for which he served as the chief liaison with Loudoun County, and DB projects Fairfax County Pkwy extension and Russell Road for which Keith oversaw completion of UT-9 forms and coordinated with Verizon, VA Dominion Power, Fairfax Water, and



Washington Gas. Keith will report to Laura Mehiel, the Design Manager and will interact closely with the Construction Utility Manager, Tim Bulford.

DB ROW Manager, Pat Dablock, and her firm Diversified Property Services, Inc. (DPS), will play an integral role in pre-construction activities by leading all elements of ROW acquisition for the Corman DB Team and subsequently the Commonwealth of Virginia. Balancing pre-construction activities such as clearing parcels is an important step in maintaining the entire project schedule. Proactively working with property owners in partnership with our design team promotes fair, equitable, and constructive negotiations. Pat will manage all associated ROW activities for our Team including: (1) appraisal, (2) independent appraisal reviews, (3) approved just compensation / offer, (4) negotiations, and (5) settlement and title services. DPS will facilitate timely and yet sensitive ROW acquisition services while maintaining the VDOT reputation as a fair and responsive adjoining property owner. Pat will work in conjunction with Brendy Hantzes, a VDOT approved appraiser (DPOR license in Appendix), and report directly to the DBPM.

DB Erosion and Sediment Control Engineer, Darin Miller, PE, has 28 years of experience in E&S control design and other water resources engineering services for transportation projects. He is extensively familiar with the water quality requirements of USACE, DCR, VDOT's Drainage Manual, Virginia's SWM Handbook, Virginia E&S Control Handbook and related IIM's. Darin will report to Laura Mehiel, the Design Manager.

DB Wetland Delineation & Environmental Permitting Designer, John Farrell, AICP, has 14 years of experience in environmental planning, assessments, and design. His expertise includes wetlands, streams, floodplains, forest conservation, passive recreation, and related environmental services. He also provides coordination and permitting leadership through various State, Federal, and local agencies and has established relationships with these agencies to help steer projects through the design approvals and permitting process. John will report to Laura Mehiel, the Design Manager.

DB Geotechnical Engineer/Pavement Designer, Dr. Al Nouri, PE has over 40 years of experience in subsurface explorations; geotechnical analysis; design of pavement sections and shallow and deep foundations; slope stability analysis using computer modeling; concrete and geosynthetic reinforced earth retaining structures; ground-improvement; groundwater control; and in-situ testing and verification during construction. Al recently served as the lead geotechnical engineer for the Route 1 improvement project, a project which covered 5 miles of the highway south of Alexandria, Virginia. In addition, he has managed the geotechnical explorations, pavement evaluations, and pavement design for a large number of roadway projects in Virginia, Maryland and West Virginia, and serves as a member of the Fairfax County Geotechnical Review Board. Al will also report to Laura Mehiel, the Design Manager.

3.3.2 ORGANIZATIONAL CHART

The Corman DB Team organizational chart on Page 8 illustrates our “*chain of command*” and notes key personnel team members. Solid lines identify the reporting relationships of our team members in managing, designing and constructing the project, and illustrate clear reporting lines from the DBPM to the design and construction team. Dashed lines represent indirect reporting and obligations to the owner and/or corporate management. *The chart also shows that a clear separation exists between QA and Construction QC inspection and field/laboratory testing.*

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 ultimately lead to client satisfaction. Lou Robbins (Design/Construction Coordinator) will ensure the required interface between Corman's field crews and the designers occurs both during design and construction in a timely manner with the concerns of each openly discussed. Having a dedicated Design/Construction Coordinator working on the project 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. Additional ways in which our Team will be fully integrated include:

- Inter-disciplinary design reviews prior to milestones to ensure design disciplines are coordinated
- Corman constructability reviews of design, especially for MOT, E&S Control, and SWM Plans
- Weekly schedule meetings to review the previous week and develop 2 & 4 week look ahead's
- Monthly scheduling meetings to review CPM progress
- Weekly foreman's 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, Hospital, Police, etc.
- Monthly partnering meetings with all stakeholders for issue identification and resolution

DB Design-Build Project Manager (DBPM), Jo Ellen Sines, DBIA, has full and complete authority of all project design and construction matters for the Corman DB Team. She is responsible for managing the overall project from start to completion and all contract management/administration. She is VDOT's primary point of contact throughout the project. As DBPM, Jo Ellen has full responsibility and authority for coordination, integration and direction of the entire design-build team, including design, construction, quality assurance, MOT, safety, right-of-way, and utilities. Jo Ellen will supervise the Design Manager, Design/Construction Coordinator, Construction Manager, ROW Manager, Public Outreach Manager, and Quality Assurance Manager throughout the project. She will be involved with the project starting with preconstruction, through design, construction, and punch out. Jo Ellen will assist with constructability reviews and safety audits, and oversee the quality management program, purchasing and all construction operations. She, along with the Public Outreach Manager, will be responsible for third-party communication for the Corman DB Team.

DB Quality Assurance Manager (QAM), Kaushik Vyas, PE, reports directly to the DBPM and will have direct, independent access to VDOT. He will ensure work is performed in conformance with contract requirements and "*approved for construction*" plans and 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, Kaushik will audit and monitor Corman's Construction Quality Control Program. ***He will have the ability to stop construction, enforce compliance with all specifications, and issue and require resolution of all Non-Conformance Reports (NCRs).*** He will manage all aspects of 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. In addition, Kaushik will submit monthly written reports to both the VDOT project manager and Corman's Executive Committee.

DB Design Manager (DM), Laura Mehiel, PE, will also report directly to the DBPM. She will be responsible for providing a quality product and input into the project schedule, meeting all design milestones and interfaces, and ensuring the Design QC Manager's involvement. Laura is responsible for assuring all design work is performed in accordance with current policies, procedures, and guidelines. She will manage all aspects of design including but not limited to roadway, structural, hydraulic, traffic, MOT, environmental, and geotechnical. She will assign resources as needed, oversee design sub-consultants, coordinate design and review schedules, develop and implement corrective measures, if necessary, and ensure environmental compliance measures are integrated into the design. Laura will maintain her involvement in the project once construction begins to oversee any plan modifications and shop drawings, and review construction activities with the CM as work progresses. She will collaborate with the entire design and construction team leadership for constructability characteristics, inter-operability of bridge/roadway/utilities/drainage aspects, and project cost control.



Route 7 - Westbound Truck Climbing Lane Organizational Chart





DB Construction Manager (CM), Chris Clark, will report directly to the DBPM. Chris will manage the efforts of the on-site construction team including the project control team, Construction QC Manager, Safety Manager, superintendents, and project scheduling. Chris will be assigned to this project and be on site full-time for the duration of construction. He will play a key role in conjunction with the Lou Robbins the Design/Construction Coordinator and Design QA/QC Manager in constructability reviews for all aspects of the design. He will work with Lou to oversee the coordination between the design and construction forces with regard to utilities, ROW and MOT. Along with his staff, he will focus on ensuring the construction is performed safely, and along with our CQC Manager, Danielle Litardo, make sure all materials and work are in accordance with the approved plans and contract documents. Chris will coordinate with the DM during construction for the proper and timely issuance and review of any RFI's and shop drawings, as well as field visits, preparation of as-builts and plan revisions.

Keys to Success

The key to the success of the project will be proper communication and coordination between the many parties involved: Corman's DB Team, VDOT, review agencies and all stakeholders. This cooperation will be based upon open and honest communication plus frequent meetings and updates. The Corman DB Team will have internal weekly meetings during the design phases with key construction and design staff present. Tracking sheets will be developed to track progress of utilities, ROW, and various design disciplines efforts, as well as environmental and design approvals. Once construction starts, the design participants will continue to be actively involved. Added to the weekly meetings as the construction begins will be the superintendents, field surveyors, MOT Manager and Construction QCM. Key stakeholder representatives including utility companies, EMS responders, etc. will be invited to these weekly meetings. Monthly meetings will also be held with the Corman DB Team, as well as the VDOT, QAM, stakeholders and others required to enhance the partnering effort and resolve any pertinent issues – quickly and efficiently.

Quality assurance efforts will be coordinated with, but independent of the day to day QC and construction efforts. The QAM will be given timely notice of all construction activities so his QA staff can be on site at the appropriate and required times 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 all contractual and design requirements. The QAM will report directly to the DBPM and provide VDOT and the project's Executive Committee with the reports and assurances required. He will have unrestricted access to the construction and fabricator sites/facilities. A representative of Corman's management team will contact the QAM monthly to confirm the project is in compliance.

The Corman DB Team identified three critical risks for the project in the areas of traffic control and safety, third party reviews, and potential delays of ROW acquisition. Team members have been chosen because of their firsthand knowledge of the site, as well as their ability to handle the risks and minimize VDOT involvement. Our own prior experience gained from work performed within the project vicinity and with the owners of the W&OD Trail enhances the skill level of our Team. Corman and AMT have effectively delivered projects using the design-build method and will bring those proven management procedures to this project.

3.4 TEAM EXPERIENCE



3.4 TEAM EXPERIENCE

As mentioned earlier, Corman, AMT, and Sabra Wang have successfully teamed on numerous projects. This existing work history will enhance the Corman DB Team’s ability to identify, openly discuss and solve issues as they arise on the project. The Corman DB Team members already know each other and time will not be required to build trust and effective working relationships. The key team members include:



CORMAN CONSTRUCTION (CORMAN) will serve as the Lead Design-Build Contractor. A privately-held family business since 1920, Corman is a licensed heavy civil contractor specializing in highway, bridge, restoration, and heavy utility construction. With a corporate headquarters in Annapolis Junction, Maryland and an office near Richmond, Virginia, Corman prides itself as a “Best in Class” contractor where our “A” ratings confirm the quality in our projects. Known for unparalleled partnering, Corman delivers projects on time and on budget without lingering disputes. We hold employee and public safety to a high standard and our 0.72 EMR validates this commitment. Throughout the last few years, Corman received *20 local and national awards on our design-build projects*. Other recent honors include the *2011 Maryland Washington Minority Contractors Association Prime Contractor of the Year Award, 2010 VTCA Transportation Contractor Safety Award, and 2011 ARTBA Women Leadership in Transportation Glass Hammer Award*. *Corman has constructed projects in Virginia for over 30 years. We consistently earn outstanding performance ratings and currently hold a CQIP of 94.2, CPE of 94.3 and C-36’s in the high 90’s.*

Corman has successfully delivered over \$1.2 billion of design-build (DB) roadway and bridge projects, many of similar scope and complexity to this project, including those for VDOT, DDOT, and MDOT (SHA). Included in the appendices are work history forms for the following projects: the \$43M DB MD 30 Hampstead Bypass, the \$558M DB Intercounty Connector Contract B, and the \$21M DB Route 216 project. ***Jo Ellen, our DBPM, and/or Chris, our CM, were actively involved in all three projects highlighted.***



A. MORTON THOMAS AND ASSOCIATES, INC. (AMT), an *Engineering News Record* Top 500 Design Firm, has been providing consulting engineering services to a wide variety of both public and private clients since 1955. Specific service offerings include transportation design; utility design; traffic engineering; boundary and topographic surveying; stormwater management; landscape architecture; and structural design. With over 300 employees in Virginia, operating from six Commonwealth offices, and supplemented by staff in regional offices in the DC Metropolitan area, AMT’s focus has been on the Mid-Atlantic Region for more than 50 years. Their experience on such projects as VDOT’s Southgate Drive/US 460 Mainline Improvements and Roundabout in Blacksburg, Design-Build US 460 Connector Phase I in Bristol, and VDOT MEGA Projects in NOVA equips our Team with the know-how to deliver the Route 7 Westbound Truck Climbing Lane design on time and on budget. AMT has successfully worked hand-in-hand with Corman on several projects, including ICC A & B, preparing designs related to roadway, drainage, stormwater management, E&S control, and utilities.

AMT has consistently earned outstanding performance scores due to dedicated and skilled professionals. Over the past decade, AMT has consistently earned A’s and B’s in design and construction management by project owners. In a recent annual review, VDOT’s Staunton District staff commented: “*AMT continues to exceed expectations for work performed. AMT has responded very quickly to requests to do constructability and environmental reviews and has done an excellent job.*” Additional evidence of AMT’s qualifications is contained in the designer work history forms for the following projects: Design-Build US Route 460 Phase 1, Design-Build Intercounty Connector Contract A, and MD 4 at Suitland Parkway.



SABRA, WANG & ASSOCIATES, INC. (SWA) is a multi-disciplinary engineering firm located in Falls Church, VA, Baltimore, MD and Washington, DC. They offer professional consulting services including Traffic Engineering,



Transportation Planning & Data Collection, Intelligent Transportation Systems & Lighting Design, Civil & Highway Engineering, Municipal Infrastructure & Utilities Engineering, Structural Engineering, and Construction Management & Inspection. Since 1998, SWA has delivered cost-effective, efficient, and cutting-edge solutions to clients in the Mid-Atlantic region on the federal, state, and local level as well as in the private sector, on such projects as: Intercounty Connector Contracts A, B, and C, and VDOT’s On-Call Traffic Engineering for the Northern Operations Region.

Design-Build and Teaming Experience

The members of the Corman DB Team are strong believers in the design-build model. During the proposal and design phase, we will specifically lay out goals to determine where innovative techniques could lead to future maintenance, schedule and/or cost benefits. The design team will interface directly with the Design/Construction Coordinator and construction personnel throughout the design phase and during the actual project execution. Through this process, designers and contractors will benefit from creating 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 Relationships

Corman, AMT, and Sabra Wang have a history of working together on projects for VDOT, MDOT and various other transportation agencies/authorities. Our mutual involvement on transportation facility projects includes a range of functional relationships from design-build partnerships (Intercounty Connector Contracts A and B) to GEC/Program Manager and contractor roles (Woodrow Wilson Bridge Contracts VAC and MB-3, MD 30/Hampstead Bypass) to design-bid-build roles (Powhite Parkway Widening in Richmond), which include close coordination through construction for design compliance. A list of our common projects is included below:

Project/Location	Corman	AMT/Design Manager	Sabra Wang
DB Intercounty Connector Contract A - <i>Montgomery Co., MD</i>	X	X	X
DB Intercounty Connector Contract B - <i>Montgomery Co., MD</i>	X	X	X
DB MD 30 Hampstead Bypass - <i>Hampstead, MD</i>	X	X	X
DB I-70 Phase 2D - <i>Frederick, MD</i>	X		X
I-95/I-695 Interchange - <i>Rosedale, MD</i>	X	X	X
US 29 & East Randolph Rd/Cherry Hill Rd - <i>Burtonsville, MD</i>	X		X
Rte 1 Tie-In to Woodrow Wilson Bridge (WWB) Urban Deck VA-4 - <i>Alexandria, VA</i>	X	X	
WWB MD 210 MB-3 - <i>Oxon Hill, MD</i>	X	X	
WWB VA Approach Spans VAC - <i>Alexandria, VA</i>	X	X	
Powhite Pkwy Widening - <i>Richmond, VA</i>	X	X	
Richmond Expressway System Repairs - <i>Richmond, VA</i>	X	X	
Rte 150 Chippenham Pkwy - <i>Chesterfield Co., VA</i>	X	X	
Route 288 Rehabilitation - <i>Richmond, VA</i>	X	X	

Established, strong working relationships among key firms on a team are vital to the success of a design-build project. Since the individuals on our Team have already developed a rapport and knowledge of each other’s abilities, skills, and working style, the framework for the project implementation is strengthened. The Route 7 Westbound Truck Climbing Lane’s design and construction phases will not be a “training ground” for the Corman DB Team, but instead one additional example of our Team’s success.

3.5 PROJECT RISKS



3.5 PROJECT RISKS

The Corman DB Team will employ the CMAA endorsed approach to risk management through the use of a “Risk Register” which includes a formal list of identified risks, potential impacts to the project, and mitigation strategies for each issue. A successful risk management process is robust because it must consider project risks throughout all facets of the project’s life and delivery processes. Our Team’s risk management process has already commenced, will continue throughout design and construction, and enable us to respond to changes in an organized and proactive way as specific project issues unfold.

The Corman DB Team will employ a five step risk management approach to the project including the following stages:

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



We have 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 project schedule, budget, or both, our Team has identified the three most critical risks we will face during the course of the project:

Risk No. 1 – Traffic Control and Safety

Risk Identification: The cross road intersections are already experiencing a significant number of traffic accidents (217 in a recent four year period) and queuing in the peak periods. In normal rush hours, traffic backups are severe and will potentially only get worse if the proper precautions are not included in our design and construction planning. It will be important that the project is constructed in a manner that acknowledges the importance of the route for commuters from the western portion of Loudoun County to Leesburg and easterly via Route 7, as well as the Greenway to the Dulles, Reston and Tyson’s Corner business areas. It also provides access from the DC Metro area to the popular Charlestown WV Casino/Racetrack. While most of the construction activities will be adjacent to and outside of the existing roadway, the project falls within an area of rolling terrain and limited sight distances for speeds of many drivers. Construction vehicles will be slowing down in the left lanes of traffic to access the median construction zones or accelerating up steep gradients to leave the median work areas. MOT controls during the switch over to the roundabouts at the Route 9 interchange present issues as drivers traditionally have concerns with changes in traffic. Our Team solved similar commuter issues when we installed new roundabouts on our Hampstead Bypass project. Failure to clearly address and provide a well-defined traffic control plan will result in driver indecision, reduced speeds and capacity on the mainline, congestion, delays, and potential for an increase in accidents.

Why this Risk is Critical: Confusing and poorly executed traffic control will lead to congestion and delays through the project area, which impacts driver safety and the construction of the project. The route provides access for thousands of vehicles each day to a large portion of the Dulles, Reston and Tyson’s Corner metro areas and easterly to Washington DC, Fairfax and Arlington Counties. Additionally, this link is critical to public safety and the nearby INOVA Hospital. It will be extremely important that access through the construction limits, as well as access to and from Route 9 and Business 7, are not adversely impacted.

Risk Impact to the Project: Due to the location and large numbers of motorists traveling through the project limits each day, negative impacts to traffic will immediately get the attention of local leaders and VDOT, creating a situation that would have our Team responding to public concerns, delaying construction.



Additionally, the impaired ability of fire and rescue would have a potential impact on life safety and immediately stop construction until resolved, thereby costing time and money due to delays.

Risk Mitigation Strategies: Mitigation of this risk will be accomplished through careful planning and a well-developed and executed Transportation Management Plan (TMP). The Corman DB Team will work with project stakeholders to develop a TMP that provides for safe and efficient access through the project for the duration of construction. This will be accomplished, in part, by the development of a Communications Plan to keep the stakeholders informed about impacts before and during construction, as well as options for avoiding construction-related delays and the need for community meetings. The goal is to maintain a safe working environment with minimal disruption to the public. A Work Zone Traffic Impact Analysis (WZTIA) will be used to evaluate how traffic is impacted during construction and determine if changes to the Temporary Traffic Control Plan (TTCP) can minimize impacts. *Since this is one of the first uses of a “Green T-Intersection” in northern Virginia, special attention will be paid to MOT when switching traffic over to these new unconventional intersection designs.*

Mitigation of this risk will also be accomplished not only by paying attention to the large items like phasing and signing, but also the small items that have a tendency to reduce the comfort level of the average driver, causing delays/safety issues. First, we will address the large issues which include signing, striping and construction phasing. Additionally in our design, signing and striping will be clear and vary little from the non-construction signing that is currently present. This will provide a level of confidence for the numerous drivers that use these roadways daily and reduce the potential of surprises, delays and other events. The work crews and construction site will be positively separated from the travel lanes by barriers with adequate offsets to traffic, enabling motorists to maintain speed and confidently travel through the area. Occasional work within the travel way will be carefully signed, performed in low traffic conditions, and lit with police presence, as necessary. Traffic conditions in the field will be monitored to ensure that the actual conditions are as predicted, and after coordinating with VDOT, our Team may propose to adjust traffic controls where we see a potential issue. Attention will also be paid to the current intersection configurations where traffic crosses the mainline or turns into active traffic lanes with no controls and current limited acceleration/deceleration lanes. Our adjustments could include simple things such as providing additional static or electronic signing as advance warning of construction vehicles entering or exiting the left lanes to our median construction zones, as well as additions to existing acceleration or deceleration lanes and clear signing on the local cross streets as well on the mainline itself, as necessary.

Role of VDOT and other Agencies: None

Risk No. 2 – Delays from Third Party Stakeholders (Environmental Reviewers / Utilities)

Risk Identification: The project will require water quality/stormwater management permits, design reviews and approvals by utility owners, utility firms and other governmental approvals prior to commencement of construction and certain construction milestones. Of particular note are the actions of the 2012 Virginia General Assembly which have eliminated the exemption in the Virginia Stormwater Management Program (VSMP) Law for linear development activities/projects with less than one acre of land disturbance per outfall. Previously, these outfalls were eligible for exemption where there was insignificant increase in flow and where there was no downstream flooding or erosion problems. Issues with utilities are often a critical factor on project schedules and could include delays associated with utility company designs and construction/relocations. Specific locations of concern are duct bank/conduit crossings of Route 7 at stations 146+50, 185+00, 203+75, 204+25 and 204+20; duct bank/conduit within Fort Johnston Road between stations 7+50 and 9+50, 21+50 and 25+50, and 28+50 to 35+00; and duct bank/conduit within West Market Street between stations 83+25 and 84+00. In addition, overhead utilities are located along the west side of Fort Johnston Road. A number of the poles are within or in close proximity to the limits of construction and may need to be relocated.

We have identified several components associated with this risk:

- Delay in the issuance of permits, including:
 1. US Army Corps of Engineers Permit for Impacts to Wetlands/Waterway (Section 404)
 2. Department of Environmental Quality Water Quality Certification (Section 401)



3. Virginia DCR Permit for Stormwater Management
 4. VDOT Approval of SWPPP Addressing E&S control
- Delays by utility companies in reviewing/developing the designs and/or relocating their facilities

Why this Risk is Critical: Because of the more stringent requirements for stormwater management, coupled with VDOT’s relatively new methodology for stormwater calculations, there will inevitably be some “growing pains” in achieving designs that meet the expectations of the stormwater reviewer. In addition, VDOT has experienced issues with responses and delivery time for utility relocations on recent past projects.

Risk Impact to the Project: Permit or utility delays could affect the project design and schedule. They would certainly affect the CPM critical path resulting in a time and money impact to our Team. Delay in receipt of E&S control approval and utility relocation have a direct bearing on when the construction land disturbing activities can commence. Delay in receipt of ACOE and DEQ permits would delay a significant portion of the project and adversely affect the schedule. Delay in receipt of the SWM approval could impact the actual design of other elements of the project already advanced, creating a re-design situation which could have varying levels of impact on the cost and schedule of the project. In addition, the level of stormwater management required impacts the ROW needs for the project. Without having an approved stormwater management plan, it is a risk to define the ROW needed for the project and proceed with ROW acquisition for the stormwater management facilities.

Delays associated with utility company designs and construction/relocations are often a critical factor on project schedules. Our Team could potentially be at the mercy of the utility companies for both design and actual relocations if the utility process is not performed properly.

Risk Mitigation Strategies: Our Team has assessed the potential impact of each component of Risk #2 and determined action steps/activities to mitigate the risk associated with them. Our Team is assembled of experienced/seasoned individuals to successfully navigate through the processes of outside parties, and work proactively to resolve issues in a timely manner. To mitigate this risk, our Team will do the following:

- Place high emphasis on coordination with VDOT environmental and utility staff to ensure smooth preparation, submittal, and review of the environmental permit and utility relocations for the project.
- Apply our Design Manager’s expertise in the latest of SWM technologies and phased E&S control. Laura Mehiel is currently preparing Low Impact Development standards for DDOT for use in the public ROW in DC, and has worked for years on projects for the Maryland SHA who has already been implementing similar SWM requirements to the new Virginia regulations.
- Assign Don Rissmeyer, PE (AMT) to lead the SWM/E&S Control (drainage/hydraulics) design team. Don served as a peer reviewer and advisor on the new VDCR regulations, is providing training on the new requirements throughout the Commonwealth, and has already begun applying the new criteria to his current Virginia design projects.
- Fully train the H&H team in the new DCR regulations (led by Don), so they understand the changes.
- Proactively partner with the agencies and utilities via face-to-face meetings (preferably a regularly scheduled task force meeting) to answer questions and facilitate their reviews where possible.
- Allow for ample review time for regulatory agencies, utilities and VDOT environmental staff in the project schedule, and proactively partner with permitting agencies and the utility firms to answer questions and facilitate their reviews where possible.
- Include utility designation/test pitting efforts as very early items in the project schedule.
- Develop designs during the procurement phase to identify which utilities will most likely be impacted. Include the appropriate timeframes for coordination and utility designs in the baseline schedule, showing every utility relocation as a separate task in the work breakdown structure (WBS).
- After award, develop mitigation strategies to minimize or eliminate relocations of utilities. Set appropriate milestones in the schedule where utility relocation decisions must be made.
- Include the utility companies as partners in the design process by setting up regular bi-weekly utility task force meetings throughout design. This will give us constant awareness of utility company schedules, as well as additional information they need to complete their designs.
- Have DB staff perform utility designs or construction should the utility companies not have adequate resources to perform in accordance with the proposed project schedule.



Role of VDOT and other Agencies: None

Risk No. 3 – Delays from Right of Way (ROW) Acquisition

Risk Identification: The project will require ROW (in fee and permanent easement) acquisition from approximately 17 parcels, for a total of up to 3.75 acres. Delay in procuring the necessary ROW in a timeframe consistent with the critical path required for construction is a risk to successful project completion.

Why this Risk is Critical: This risk has been identified as critical because the outcomes are largely beyond the direct control of the Cormac DB Team. Although VDOT has the power of eminent domain to condemn private property for the public good, individual land owners can object to the taking of their land. Also, their rights are protected by the Virginia and U.S. Constitutions, which could delay a project by several months.

Risk Impact to the Project: Delays associated with property owner’s resistance to ROW acquisition could negatively affect the design and overall project schedule. Potential ROW and easement needs have been identified by the Cormac DB Team for drainage outfalls, realigned secondary roadways and driveway connections, stormwater pond facilities, and roadside grading – primarily in the southern half of the project, (on the east side of Route 7). Since stormwater management is a regulated element for environmental permitting, it is essential to have the needed land for the pond facilities. Objections from property owners or not starting the process early enough can adversely impact the sequence where ROW is needed for critical path items, extending the process, and potentially creating more work for VDOT (i.e. quick-takes).

Risk Mitigation Strategies: Our Team has assessed the potential impact of Risk #3 and determined actions to mitigate the risk. Our Team has been assembled with the appropriate experienced and seasoned individuals, thoroughly familiar with VDOT’s ROW Manual, to successfully navigate through the processes and work proactively to finalize acquisition in a timely manner. To mitigate this risk, our Team will do the following:

- Assess the feasibility of design refinements and/or design waivers that meet AASHTO criteria to design geometry and grading which avoids the need for easements/ROW as the preferred course of action. The evaluation also includes utility impact reviews that may identify need for utility easements.
- Expedite the identification of ROW needs by performing hydrologic and hydraulic analysis within the first six weeks after notice to proceed, including analysis of outfalls to ensure meeting MS-19. We will identify where easements or ROW are required for construction activities, permanent features, or headwater pools, and proceed with obtaining VDOT approval of design and ROW/easement limits.
- Perform public outreach to the community to emphasize the project benefits and obtain buy-in from the property owners for the overall project. Where possible, use a model of inclusiveness to incorporate elements and suggestions from property owners into the project, particularly for elements which directly impact the property in question.
- Utilize the expertise of Diversified Property Services to work through the acquisition process. Their experienced staff possess the technical skills as well as the more challenging "people skills" that can make all the difference in the successful completion of a ROW project. They have extensive design-build experience in Virginia on projects like Route 28 PPTA, 4 sections of Pacific Blvd, Atlantic Blvd, and Rte 657/Centreville Road, and have qualified appraisers, ROW agents, and negotiators who have worked directly under contract with VDOT for many years.
- Conduct all steps of the process in a professional and knowledgeable manner, emphasizing the benefits of the project to the property owner. The steps include appraisal; determination of damages, benefits, and just compensation; written offer; negotiation; appeal; offer modification; payment; settlement; and potentially, quick-take/condemnation.

Role of VDOT: Timely review and approval of ROW plats/plans and appraisal/just compensation, as well as timely preparation of written offers, and possible “quick take” procedures.

Risk Summary

The Cormac DB Team understands that risks are inherent in design-build projects and proposes on this project with eyes wide open. We fully take on the risks of this project as described.

APPENDICES

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

RFQ NO. C00058599DB54
 PROJECT NO.: 6007-053-133, R201, C501

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

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

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

1. Cover letter of RFQ 10/31/12
(Date)
2. Cover letter of Addendum #1 - 12/14/12
(Date)
3. Cover letter of _____
(Date)



 SIGNATURE
 Arthur Cox, Vice President

1/2/2013

 DATE

ATTACHMENT 3.1.2

Project: 6007-053-133, R201, C501

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	Appendices 17-19
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendices 16
Letter of Submittal (on Offeror's letterhead)				1-2
Authorized Representative's signature	NA	Section 3.2.1	yes	2
Offeror's point of contact information	NA	Section 3.2.2	yes	1
Principal officer information	NA	Section 3.2.3	yes	1
Offeror's Corporate Structure	NA	Section 3.2.4	yes	2
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	2
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendices 20
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendices 21-30
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendices 31
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendices 32-34

ATTACHMENT 3.1.2

Project: 6007-053-133, R201, C501

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.10	no	Appendices 35-59
SCC Registration	3.2.10	Section 3.2.10.1	no	Appendices 37-46
DPOR Registration (Offices)	3.2.10	Section 3.2.10.2	no	Appendices 47-56
DPOR Registration (Key Personnel)	3.2.10	Section 3.2.10.3	no	Appendices 57-58
DPOR Registration (Non-APELSCIDLA)	3.2.10	Section 3.2.10.4	no	Appendices 59
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
Offeror's Team Structure				3-9
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	3-6
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendices 60-61
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendices 62-63
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendices 64-65

ATTACHMENT 3.1.2

Project: 6007-053-133, R201, C501

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendices 66-67
Organizational chart	NA	Section 3.3.2	yes	8
Organizational chart narrative	NA	Section 3.3.2	yes	6-7, 9
Experience of Offeror’s Team				10-11
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendices 68-70
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendices 71-73
Project Risk				12-15
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	12-15

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

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

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

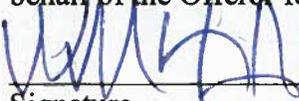
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

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

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

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

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

	12/13/12	President
Signature	Date	Title

Corman Construction, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

- 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.

[Handwritten Signature] 12/19/12 Principal
Signature Date Title

A. MORTON THOMAS & ASSOC., INC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

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

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

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


Signature _____ Date 12/6/2012 Title Principal
Name of Firm Sabra Wang & Associates, Inc.

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

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.

Travis Smith 12-11-12 PRINCIPAL/SECRETARY
Signature Date Title

Specialized Engineering
Name of Firm

ATTACHMENT NO. 3.2.7(b)

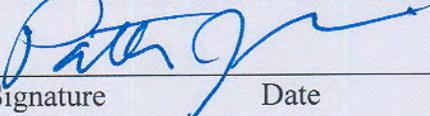
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

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



Signature Date

Vice President of Finance

Title

McCormick Taylor, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

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

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

<u><i>Patricia E. Dablock</i></u>	<u>12/14/12</u>	<u>President</u>
Signature	Date	Title

Diversified Property Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

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.

 December 10, 2012 President
Signature Date Title

Quinn Consulting Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

- 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.

Calyna F. Ce 12/12/12 CONTRACTS MANAGER
Signature Date Title

CTI CONSULTANTS, INC.
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, you are hereby notified that the following Rating and Classifications have been assigned to you by the Commissioner:

PREQUALIFIED

Work Classes: GRADING; MAJOR STRUCTURES; MINOR STRUCTURES; UNDERGROUND UTILITIES

Issue Date: 03/31/2012

This Rating and Classification will Expire: 03/31/2013

Suzanne FR Lucas Prequalification Officer

Don E. Silles, State Contract Officer

RUTHERFOORD

A Marsh & McLennan Agency LLC Company

January 10, 2013

Ian Millikan, P.E.
Alternative Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Annex Building, 8th Floor
Richmond, VA 23219

RE: Corman Construction, Inc.

Project: RFQ - Design/Build Project-Route 7 Westbound Truck Climbing Lane
From: Route 9
To: West Market Street
Loudoun County, VA
State Project No. 6007-053-133,R201,C501
Federal Project No. STP-5401(518)
Contract ID Number: C00058599DB54

It is our understanding that Corman Construction, Inc. is submitting a proposal on the referenced project. As surety for the above named Contractor, Fidelity and Deposit Company of Maryland with an A.M. Best Rating of A + and Financial Size Category of XV is capable of obtaining a 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction with a current estimate of \$32,000,000. and said bonds will cover the Project and any warranty periods on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this project.

Our firm in conjunction with Fidelity and Deposit Company of Maryland have handled all of Corman Construction, Inc.'s bonding needs for over ten years. Based on their excellent financial strength and track record of profitability, Fidelity and Deposit Company of Maryland has extended a bond program of \$150,000,000 single/\$400,000,000. total program. These are not the maximum limits they would consider but rather are general parameters to handle the company's day to day bonding needs.

In closing, we highly recommend this contractor and should you desire more specific information feel free to give me a call.

Sincerely,



Patricia L. Lewis
Attorney-In-Fact

RICHMOND OFFICE

1001 Haxall Point | Suite 800 | Richmond, VA 23219 | 804-780-0611 | Fax: 804-788-8944 | www.rutherford.com

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

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Maryland, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Maryland (herein collectively called the "Companies"), by **Geoffrey Delisio, 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 Patricia L. Lewis 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 17th day of May, A.D. 2012.

ATTEST:

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



By: Gerald F. Haley
Assistant Secretary
Gerald F. Haley

Geoffrey Delisio
Vice President
Geoffrey Delisio

State of Maryland
County of Baltimore

On this 17th day of May, A.D. 2012, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **Geoffrey Delisio, Vice President and Gerald F. Haley, Assistant Secretary** of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, deposeth 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 14, 2015



EXTRACT FROM BY-LAWS OF THE COMPANIES

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

CERTIFICATE

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 10th day of January, 2013.



Thomas O. McClellan

Thomas O. McClellan, Vice President

ATTACHMENT 3.2.10

State Project No. 6007-053-133, R201, C501

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Corman Construction, Inc.	F046798-7	Incorporated	Active	12001 Guilford Rd Annapolis Junction, MD 20701	Class A Contractors License	2701 014794A	10-31-2013
A. Morton Thomas & Associates, Inc.	F049431-2	Incorporated	Active	14900 Conference Center Dr, Ste 180 Chantilly, VA 20151	LA, LS, Eng	0411000586	02-28-2014
Sabra, Wang & Associates, Inc.	F134320-3	Incorporated	Active	101 West Broad St, Suite 301 Falls Church, VA 22046	Eng	0407005636	12-31-2013
Specialized Engineering, Inc. (DIW Group, Inc.)	F128190-8	Incorporated	Active	4845 International Blvd., #104 Frederick, MD 21703	Eng	0407004748	12-31-2013
McCormick Taylor, Inc.	F129691-4	Incorporated	Active	North Shore Commons A 4951 Lake Brook Dr., Suite 275 Glen Allen, VA 23060	Eng	0407004111	12-31-2013
Diversified Property Services, Inc.	F130410-6	Incorporated	Active	20 E. Timonium Road, Suite 111 Timonium, MD 21093	Real Estate Appraiser	4008 001190	11-30-2014
Quinn Consulting Services, Inc.	0492551-7	Incorporated	Active	14160 Newbrook Dr., Suite 220 Chantilly, VA 20151	Eng	0407003733	12-31-2013
CTI Consultants, Inc.	0252760-4	Incorporated	Active	2120 Berkmar Drive, Unit D Charlottesville, VA 22901	Eng	0411000466	02-28-2014
DMY Engineering Consultants, LLC	S313497-2	LLC	Active	45662 Terminal Dr., Suite 110 Dulles, VA 20166	Eng	0407005631	12-31-2013
GeoConcepts Engineering, Inc.	0516767-1	Incorporated	Active	19955 Highland Vista Drive, Ste 170 Ashburn, VA 20147	Eng	0407004404	12-31-2013

ATTACHMENT 3.2.10

State Project No. 6007-053-133, R201, C501

SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Quinn Consulting, Inc.	Kaushik Vyas	14160 Newbrook Dr., Suite 220 Chantilly, VA 20151	10170 Spring Drive Gordonsville, VA 22942	Eng	0402039004	06-30-2014
A. Morton Thomas & Associates, Inc.	Laura Mehiel	14900 Conference Center Dr, Ste 180 Chantilly, VA 20151	6308 Canter Way Baltimore, MD 21212	Eng	0402034707	04-30-2013
Diversified Property Services, Inc.	Brenden Hantzes	20 E. Timonium Road, Suite 111 Timonium, MD 21093	3771 Vernacchia Dr. Chantilly, VA 20151	Real Estate Appraiser	4001 009509	03-31-2013

Please note: The SCC website will be unavailable from 12:30 p.m. on Sunday, Dec 9, until 5 a.m. on Monday, December 10, for system maintenance. We apologize for inconvenience and appreciate your patience.

NOTICE regarding YEAR-END FILINGS IN THE CLERK'S OFFICE: SCC offices will be on Dec. 24, 25, 26 & 31, 2012, as well as Jan. 1, 2013. To ensure the timely filing of business entity documents, review the Notice regarding Year-End Document Submissions, which can be found in the Bulletin Archive in the right-hand navigation pane at scc.virginia.gov/clk

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CISM0180

CORPORATE DATA INQUIRY

12/06/12

14:32:08

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 RD STE 301 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060 6802
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/05/04 LOC : 143
 ACCEPTED AR#: 212 16 1202 DATE: 10/12/12 HENRICO COUNTY
 CURRENT AR#: 212 16 1202 DATE: 10/12/12 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 12 100.00 1,000

(Screen Id:/Corp_Data_Inquiry)

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CISM0180

CORPORATE DATA INQUIRY

12/10/12

12:31:01

CORP ID: F049431 - 2 STATUS: 00 ACTIVE STATUS DATE: 12/15/09

CORP NAME: THOMAS & ASSOCIATES, INC., A. MORTON

DATE OF CERTIFICATE: 11/26/1997 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK

MERGER IND: CONVERSION/DOMESTICATION IND:

GOOD STANDING IND: Y MONITOR INDICATOR:

CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:

R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX RD STE 301

AR RTN MAIL:

CITY: GLEN ALLEN

STATE : VA ZIP: 23060 6802

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/05/04 LOC : 143

ACCEPTED AR#: 212 18 1192 DATE: 11/28/12 HENRICO COUNTY

CURRENT AR#: 212 18 1192 DATE: 11/28/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	400.00					52,000

(Screen Id:/Corp_Data_Inquiry)

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CISM0180

CORPORATE DATA INQUIRY

12/06/12

14:42:37

CORP ID: F134320 - 3 STATUS: 00 ACTIVE STATUS DATE: 06/30/98
 CORP NAME: SABRA, WANG & ASSOCIATES, INC.
 DATE OF CERTIFICATE: 06/30/1998 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: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: RAYMOND H SUTTLE JR
 STREET: 701 TOWN CENTER DRIVE AR RTN MAIL:
 SUITE 800
 CITY: NEWPORT NEWS STATE : VA ZIP: 23606
 R/A STATUS: 4 ATTORNEY EFF. DATE: 04/14/11 LOC : 211
 ACCEPTED AR#: 212 09 0255 DATE: 05/14/12 NEWPORT NEWS CI
 CURRENT AR#: 212 09 0255 DATE: 05/14/12 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 12 100.00 5,000

(Screen Id:/Corp_Data_Inquiry)

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CORPORATE DATA INQUIRY

12/13/12

10:27:26

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

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

STREET: 21601 AVENS CT AR RTN MAIL:

CITY: ASHBURN STATE : VA ZIP: 20148
 R/A STATUS: 2 OFFICER EFF. DATE: 01/30/97 LOC : 153
 ACCEPTED AR#: 212 54 4988 DATE: 11/26/12 LOUDOUN COUNTY
 CURRENT AR#: 212 54 4988 DATE: 11/26/12 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 13 1,700.00 2,000,000

(Screen Id:/Corp_Data_Inquiry)

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CISM0180

CORPORATE DATA INQUIRY

12/06/12

14:43:33

CORP ID: F129691 - 4 STATUS: 00 ACTIVE STATUS DATE: 07/28/03
 CORP NAME: McCORMICK TAYLOR, INC.

DATE OF CERTIFICATE: 06/02/1997 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: PA PENNSYLVANIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 150.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: RICHARD A BUTALA

STREET: NORTH SHORE COMMONS A AR RTN MAIL:
 4951 LAKE BROOK DR STE 275

CITY: GLEN ALLEN STATE : VA ZIP: 23060

R/A STATUS: 2 OFFICER EFF. DATE: 03/05/04 LOC : 143

ACCEPTED AR#: 212 10 1897 DATE: 06/05/12 HENRICO COUNTY

CURRENT AR#: 212 10 1897 DATE: 06/05/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	490.00					70,000

(Screen Id:/Corp_Data_Inquiry)

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CORP ID: F130410 - 6 STATUS: 00 ACTIVE STATUS DATE: 07/01/09
CORP NAME: DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC. (U
SED IN VA BY: DIVERSIFIED PROPERTY SERVICES, INC.)
DATE OF CERTIFICATE: 08/05/1997 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: BRENDAN R HANTIZES
STREET: 3771 VERMACCHIA DR AR RTN MAIL:
CITY: CHANTILLY STATE : VA ZIP: 20151
R/A STATUS: 2 OFFICER EFF. DATE: 08/09/02 LOC : 129
ACCEPTED AR#: 212 12 1611 DATE: 07/19/12 FAIRFAX COUNTY
CURRENT AR#: 212 12 1611 DATE: 07/19/12 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
12 100.00 5,000

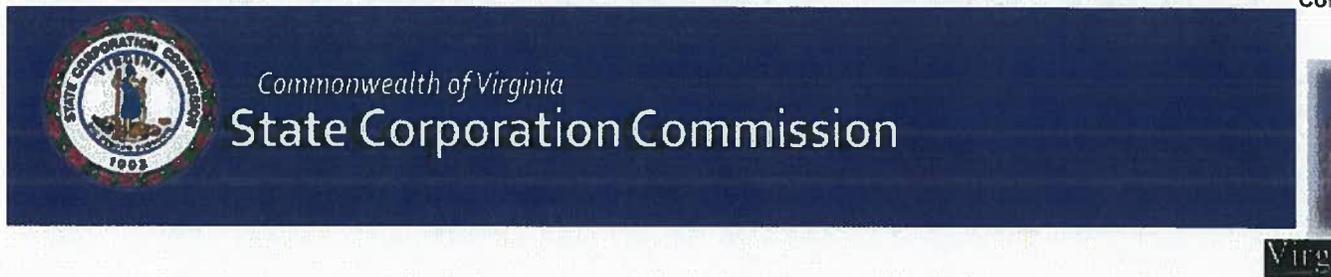


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(Screen Id:/Corp_Data_Inquiry)

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CISM0180

CORPORATE DATA INQUIRY

12/06/12

14:45:23

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

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

STREET: 2208 S KNOLL ST AR RTN MAIL:

CITY: ARLINGTON STATE : VA ZIP: 22202 2134
 R/A STATUS: 4 ATTORNEY EFF. DATE: 10/24/97 LOC : 106
 ACCEPTED AR#: 212 14 5571 DATE: 09/11/12 ARLINGTON COUNT
 CURRENT AR#: 212 14 5571 DATE: 09/11/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEE	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	100.00					5,000

(Screen Id:/Corp_Data_Inquiry)

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Commonwealth of Virginia
State Corporation Commission

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CISM0180

CORPORATE DATA INQUIRY

12/12/12

09:54:24

CORP ID: 0252760 - 4 STATUS: 00 ACTIVE STATUS DATE: 05/17/11
CORP NAME: C.T.I Consultants, Inc.

DATE OF CERTIFICATE: 02/27/1984 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 200.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: ANDREW W WHITE

STREET: LECLAIRRYAN A PROFESSIONAL CORPORATION AR RTN MAIL:
951 E BYRD ST 8TH FL
CITY: RICHMOND STATE : VA ZIP: 23219
R/A STATUS: 4 ATTORNEY EFF. DATE: 01/18/11 LOC : 216
ACCEPTED AR#: 212 50 4912 DATE: 02/08/12 RICHMOND CITY
CURRENT AR#: 212 50 4912 DATE: 02/08/12 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
13 670.00 670.00 100,000

(Screen Id:/Corp_Data_Inquiry)

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CISM0180

CORPORATE DATA INQUIRY

12/06/12

14:34:24

CORP ID: 0516767 - 1 STATUS: 00 ACTIVE STATUS DATE: 02/25/99
 CORP NAME: GEOCONCEPTS ENGINEERING, INC.

DATE OF CERTIFICATE: 02/25/1999 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: VIVIAN LEWIS

STREET: GEOCONCEPTS ENGINEERING INC AR RTN MAIL:
 19955 HIGHLAND VISTA DR #170

CITY: ASHBURN STATE : VA ZIP: 20147

R/A STATUS: 2 OFFICER EFF. DATE: 11/24/04 LOC : 153

ACCEPTED AR#: 212 01 8189 DATE: 01/05/12 LOUDOUN COUNTY

CURRENT AR#: 212 01 8189 DATE: 01/05/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	100.00					5,000

(Screen Id:/Corp_Data_Inquiry)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION

COMMONWEALTH OF VIRGINIA

9900 Mayland Dr., Suite 400, Richmond, VA 23239
Telephone: (804) 367-8600

EXPIRES ON

10-31-2013

NUMBER

2701 014794A

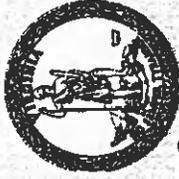
BOARD FOR CONTRACTORS
CLASS A CONTRACTORS LICENSE

CORMAN CONSTRUCTION INC

12001 GUILFORD RD

ANNAPOLIS JUNCTION MD 20701 0160

CLASSIFICATIONS H/H



Gordon N. Dixon
Gordon N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR CONTRACTORS - CLASS A

CONTRACTOR LICENSE - CLASSIFICATIONS: H/H



NUMBER: 2701 014794A

CORMAN CONSTRUCTION INC

12001 GUILFORD RD

EXPIRES: 10-31-2013

(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION

9900 Mayland Dr., Suite 400, Richmond, VA 23239

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

02-28-2014

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

NUMBER

0411000586

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

PROFESSIONS: LA, LS, ENG

A MORTON THOMAS AND ASSOCIATES INC
14900 CONFERENCE CENTER DR STE 180
CHANTILLY, VA 20151



Gordon N. Dixon
Gordon N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APESCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000586 EXPIRES: 02-28-2014
PROFESSIONS: LA, LS, ENG
A MORTON THOMAS AND ASSOCIATES INC
14900 CONFERENCE CENTER DR STE 180
CHANTILLY, VA 20151



(Fold)

(DETACH HERE)

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

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

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

**EXPIRES ON
12-31-2013**

**NUMBER
0407005636**

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

PROFESSIONS: ENG

**SABRA, WANG & ASSOCIATES, INC
101 WEST BROAD ST
STE 301
FALLS CHURCH, VA 22046**



Gordon N. Dixon
Gordon N. Dixon, Director

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EXPIRES ON
12-31-2013

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

NUMBER
0407004748

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

PROFESSIONS: ENG

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



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



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12-31-2013

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0407004111

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

PROFESSIONS: ENG

MCCORMICK TAYLOR INC
NORTH SHORE COMMONS A
4951 LAKE BROOK DR SUITE 275
GLEN ALLEN, VA 23060



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BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407004111 EXPIRES: 12-31-2013
PROFESSIONS: ENG
MCCORMICK TAYLOR INC
NORTH SHORE COMMONS A
4951 LAKE BROOK DR SUITE 275
GLEN ALLEN, VA 23060



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EXPIRES ON

11-30-2014

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NUMBER

4008 001190

REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION

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



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REAL ESTATE APPRAISER BOARD
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NUMBER: 4008 001190 EXPIRES: 11-30-2014

DIVERSIFIED PROPERTY SERVICES OF VIRGINIA INC

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COMMONWEALTH OF VIRGINIA

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

PROFESSIONS: ENG

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



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BUSINESS ENTITY REGISTRATION
NUMBER: 0407003733 EXPIRES: 12-31-2013
PROFESSIONS: ENG
QUINN CONSULTING SERVICES INC
14160 NEWBROOK DR
SUITE 220
CHANTILLY, VA 20151



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EXPIRES ON
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9960 Mayland Dr., Suite 400, Richmond, VA 23233
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NUMBER
0411000466

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

PROFESSIONS: ENG

C T I CONSULTANTS INC
2120 BERKMAR DRIVE
UNIT D
CHARLOTTESVILLE, VA 22901



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COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000466 EXPIRES: 02-28-2014
PROFESSIONS: ENG
C T I CONSULTANTS INC
2120 BERKMAR DRIVE
UNIT D
CHARLOTTESVILLE, VA 22901



ENG

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EXPIRES ON
12-31-2013

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

PROFESSIONS: ENG

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



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BOARD FOR APPLSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407005631 EXPIRES: 12-31-2013
PROFESSIONS: ENG
DMY ENGINEERING CONSULTANTS, LLC
45662 TERMINAL DRIVE
SUITE 110
DULLES, VA 20166



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

PROFESSIONS: ENG

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



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BUSINESS ENTITY REGISTRATION
NUMBER: 0407004404 EXPIRES: 12-31-2013
PROFESSIONS: ENG
GEOCONCEPTS ENGINEERING INC
1995 HIGHLAND VISTA DRIVE
SUITE 170
ASHBURN, VA 20147



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EXPIRES ON
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BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
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PROFESSIONAL ENGINEER LICENSE

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



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AND LANDSCAPE ARCHITECTS
PROFESSIONAL ENGINEER LICENSE



LAURA MICHELLE MEHIEL
6308 CANTER WAY
BALTIMORE, MD 21212

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BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402034707 EXPIRES: 04-30-2013

LAURA MICHELLE MEHIEL
6308 CANTER WAY
BALTIMORE, MD 21212



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EXPIRES ON
03-31-2013

NUMBER
4001 009509

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CERTIFIED GENERAL REAL ESTATE APPRAISER

BRENDAN R HANTZES
3771 VERNACCHIA DR
CHANTILLY VA 20151



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**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Jo Ellen Sines, DBIA – Vice President of Project Development
b. Project Assignment:	Design-Build Project Manager
c. Name of Firm with which you are now associated:	Corman Construction, Inc.
<p>d. Years experience: With this Firm <u>32</u> Years With Other Firms <u>1</u> Year Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):</p> <p>DB Vice President of Project Development.....Corman Construction 2006-Present Jo Ellen is integral in senior management with a concentration in managing Projects in Innovating Contracting, including 11 design build projects, totaling over \$1.1Billion and completed on schedule and on budget. Relevant projects include: 2012-2013 (Sr. DBPM) Design-Build I-64/Route 15 (Zion Crossroads), Louisa County, VA - \$6.6 2010-2013 (DBPM) Design-Build I-70 Phase 2D, Frederick, MD - \$35.4 M – MDOT 2006-2011 (Exec. Com.) Design-Build Intercounty Connector Contract A, Montgomery County, MD -\$478.6 M- MDOT 2008-2011 (Exec. Com.) Design-Build Intercounty Connector Contract B, Montgomery County, MD -\$559 M – MDOT 2009-2009 (DBPM) Design-Build E. Deer Park Rd/Brdg Rehab, Montgomery County, MD - \$0.5 M – Mont. Co., MD 2006-2009 (DBPM) Design-Build MD 30 Hampstead By-Pass, Hampstead, Maryland -\$40.1 M - MDOT 2006-2007 (DBPM) Design-Build Frederick Douglass Bridge Over Anacostia River, Wash., DC -\$34.4 M - DDOT 2006-2008 (DBPM) Design-Build MD 924 from MD 22 to Maulsby Avenue, Bel Air, MD -\$7.6 M – MDOT</p> <p>DB Sr. Project Manager/Operations Manager.....Corman Construction 2003-2006 Tasks and responsibilities include project oversight including scheduling, cost control, and planning to identify and mitigate potential delays resulting from design and/or constructability issues that keep projects on track. Relevant Projects included: 2005-2006 (Ops. Manager) Woodrow Wilson Bridge MD 210, MB-3, Oxon Hill, MD - \$44 M – MDOT 2004-2006 (Ops. Manager) Churchman’s Road Bridge Over I-95, Newark, DE - \$16.5 M - DelDOT 2002-2005 (DBPM) Design-Build MD 216 US 29 to I-95, Howard County, MD - \$21.1 M - MDOT 2001-2002 (DBPM) Design-Build MD 7D Elkton – Utility & Streetscape, Elkton, MD - \$8.4 M - MDOT</p> <p>DB Project Manager/Engineer.....Corman Construction 1994-2003 Performed Project Manager/Project Engineer duties on heavy highway, bridge and utility projects for MDOT, VDOT, DelDOT. 2000-2001 (DBPM) Design-Build MD 32 Samford Road, Ft. Meade, MD - \$6.6 M – MDOT</p> <p>Active member of VTCA Design-Build Committee and DBIA.</p>	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Pittsburgh – Johnstown, PA/BS/1980/Civil Engineering Design-Build Institute of America (DBIA) – Washington, DC/2004/#D651	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: N/A	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> <p>(List at least three (3), but no more than five (5) projects for which you have performed a similar function.)</p>	
Project Name:	Design-Build I-70 Phase 2D, Frederick, MD
Project Role:	Design-Build Project Manager
Client/Owner:	Maryland State Highway Administration
Dates:	Sept 2010-July 2013 (est.)
With Current Firm?	Yes

As **Design-Build Project Manager** on this \$35.4M project, Jo Ellen works with the design and permitting team developing/ coordinating/reviewing designs, integrating job team, participates in in-house, owner and agency reviews, assists in preparing the schedule (integrating design and construction), oversees construction, provides construction management expertise and project management, and leads the team in the environmental stewardship program and partnering.

Interchange reconstruction including widening approximately one mile of I-70 under heavy traffic (adding one through lane and one auxiliary lane in each direction), ramp realignments/replacements, and adjusting the vertical profile(s) of mainline I-70 and ramps. In addition, replacement of the two I-70 bridges (EB and WB) over E. South St. and MTA tracks, 2 new traffic signals, 2 new track crossings, E&SC, pond reconstruction, SWM, drainage, utility relocations, retaining walls, ITS, signing and coordination with FAA. Local roadwork included. Partnered/shared public outreach program with MSHA. Extensive TMP, permitting and railroad reqs.

Project Name: **Design-Build MD 30 Hampstead By-Pass, Hampstead, MD**

Dates: **Feb 2006-Aug 2009**

Project Role: **Design-Build Project Manager**

With Current Firm? **Yes**

Client/Owner: **Maryland State Highway Administration**

As **Design-Build Project Manager**, Jo Ellen was responsible for design and construction of this \$41 Million project from procurement to job completion. Pre-bid, she developed technical approach with designer and prepared best value submission. Post-bid, she assisted in determining extent of explorations such as geotechnical, utility and hazmat; integrated the job team and actively participated in plan development, in-house reviews, and reviews with owners and agencies. She assisted in preparation of project schedule (integrate design and construction), oversaw construction activities, led team in environmental stewardship program, provided construction management expertise to the Corman project team including PR duties and led the partnering process. Responsible for construction quality oversight.

Project included 4.5 mile new 2 lane asphalt roadway with 8 cross culverts, 4 bridges, 2 noise walls, storm drainage, roundabouts with lighting, 900,000 cy of excavation including 236,000 cy of rock, utility relocations, 3 roundabouts, and 13 new SWM ponds. Project included a bog turtle habitat requiring special design accommodations. There were 22 design packages in all. Partnering project with "A" ratings in MOT, environmental and contractor performance. Worked 292,092 man-hours with one recordable incident.

Project Name: **Design-Build MD Route 216 US 29 to I-95, Howard County, MD**

Dates: **Sept 2002-June 2005**

Project Role: **Design-Build Project Manager**

With Current Firm? **Yes**

Client/Owner: **Maryland State Highway Administration**

As **Design-Build Project Manager**, Jo Ellen was responsible for integrating the job team for this \$21 Million project. She developed/coordinated/ reviewed designs with design/permitting partner (RK&K), partnered with RK&K and project management team on innovative solutions, including bifurcating east and westbound roadways to reduce earthwork, established design-build procedures, phasing, and design deliverable schedule. She worked with staff on project management, including planning, QC scheduling and cost management; developed procurement approaches and was responsible for all design and construction.

Design/construction of 2 mi. realignment of MD 216 as a dual-divided highway with 2 signalized intersections, a new off-ramp from I-95, 167,000 SF noise walls, box culvert extensions, utility coordination, installation/relocation of electric, water, sewer, gas, petroleum, fiber optic, and cabling, E&SC, storm drainage, SWM (11 new ponds), roadway construction, signing, striping, signalization, & lighting.

Project Name: **Woodrow Wilson Bridge, MD 210 Interchange, MB-3, Oxon Hill, MD**

Dates: **May 2005-Dec.2007**

Project Role: **Operations Manager**

With Current Firm? **Yes**

Client/Owner: **Maryland State Highway Administration**

As **Operations Manager** for this \$44.6 Million Interchange project (part of Woodrow Wilson Bridge Corridor), Jo Ellen oversaw the project from start to finish and was responsible for oversight of the project management staff. She was integral with the project scheduling, costing, staffing, quality control oversight, environmental compliance and constructability planning and troubleshooting.

Relevant project features include a complete reconstruction of the MD 210 Interchange with I-95/I-495 (Capital Beltway), including widening I-95 from 6 lanes to 12 lanes with new on and off ramps, construction of three ramps totaling, transformation of the Oxon Hill Road/MD 210 Intersection into a grade-separated interchange, grading and drainage systems, 85,000 tons asphalt, 5 retaining walls, 2 SWM ponds and E&SC, demolition/bridge construction, ITS, overhead signs and signalization, complex phased construction required an extensive tie-back system to support adjacent bridges and roadway.

**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Kaushik Vyas, P.E., Quality Assurance Manager
b. Project Assignment:	Quality Assurance Manager
c. Name of Firm with which you are now associated:	Quinn Consulting Services, Inc.
d. Years experience: With this Firm <u>3</u> Years With Other Firms <u>24</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	<p>DB Quality Assurance Manager.....Quinn Consulting Services, Inc., March 2010 to Present As Quality Assurance Manager, works exclusively on VDOT design-build projects in lead QA and QC roles.</p> <p>Design-Build I-64, Exit 91 Interchange, Augusta County, VA - \$21.07M – VDOT Design-Build Sycolin Road, Loudoun County, VA - \$12.18M - VDOT Design-Build 495 Capital Beltway Express Lanes PPTA, Fairfax County, VA - \$1.4B – VDOT</p> <p>DB Transportation Engineer in QA/QC Department.....TRC (formally Site-Blauvelt) April 2001 to March 2010 As Quality/Transportation Engineer, performed overall QA Control in line with VDOT PPTA Project QA/QC Guidelines.</p> <p>Design-Build Rte.15 Widening, Prince William County, VA - \$40M - VDOT Design-Build Linton Hall Road Widening, Prince William County, VA - \$20M - VDOT Design-Build Rte.895 Pocahontas Parkway PPTA, Richmond, VA - \$314M - VDOT Spriggs Road Widening, Prince William County, VA - \$30M - VDOT I-95/Rte.627 Interchange - Stafford County, VA - \$35M – VDOT</p> <p>Civil Engineer in QA/QC Department.....Gujarat Electricity Board March 1985 to March 2000 As Civil Engineer, worked in Power Plants (Generation Wing), dealt with construction and maintenance of plant and technical matters of thermal power plant projects, as well as QA/QC of construction works. Also performed land acquisition.</p> <p>Gandhinagar Thermal Power Plant, Gandhinagar – Gujarat Electricity Board Ukai Thermal Power Plant, Gandhinagar - Gujarat Electricity Board Transmission Circle Office, Nadiad, Gujarat - Gujarat Electricity Board</p>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Gujarat University - Ahmedabad, India / BS / 1983 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	Professional Engineer VA 2004 / Civil Engineer / 0402 039004
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. Note your specific responsibilities and authorities for each assignment, not those of the firm. 2. Note whether experience is with current firm or with other firm. 3. Provide beginning and end dates for each assignment. (List at least three (3), but no more than five (5) projects for which you have performed a similar function.)	
Project Name:	Design-Build I-495 HOT Lanes Fairfax County VA
Project Role:	Resident - Area Quality Assurance Engineer
Client/Owner:	Virginia Department of Transportation
Dates:	Nov 2010-Early 2013 (est)
With Current Firm?	Yes

Resident Area Quality Engineer on this nearly 2 billion dollar public-private Capital Beltway Project that includes widening of approximately 14 miles of High Speed, High Traffic flow Interstate, widening/replacement of over 50 bridges, construction of new HOV toll lanes, upgrades to 12 key interchanges and new soundwalls and carpool ramps. Responsibilities included oversight of quality control operations; daily staff assignments in the field; analyzing and interpreting project plans and specifications; participating in weekly progress meetings; working closely with contractors to identify and resolve problems; monitoring and reviewing daily diaries prepared by inspection staff; preparing deficiency and non-compliance reports; ensuring materials testing was performed in accordance with project specific QA/QC Plan and VDOT QA/QC Minimum Standards for Design-Build and PPTA Projects; working directly with General Contractor, Engineering and VDOT oversight personnel to discuss and/or recommend resolutions for field construction problems.

Project Name:	Design-Build Route 15 Widening, Prince William County, VA	Dates:	Nov 2007-Nov 2010
Project Role:	Quality Assurance Manager	With Current Firm?	No
Client/Owner:	Virginia Department of Transportation		

Quality Assurance Manager on this five phased widening of Route 15 from Route 66 Interchange to Sudley Road involving Old Carolina Road, Heathcote Boulevard, and Waterfall Road Widening. Project also included three bridges. Provided coordination with QA/QC Teams for execution of the work according to plans & VDOT Specifications. Responsibilities included checking test reports, daily reports, safety reports, environmental reports, coordination with companies for utility relocations, and also with public relations in regards to the project.

Project Name:	Design-Build Route 895 (PPTA), Richmond, VA	Dates:	April 2001-July 2002
Project Role:	Quality Assurance Manager	With Current Firm?	No
Client/Owner:	Virginia Department of Transportation		

Quality Assurance Manager on this project that involves monitoring the James River crossing of I-95 using a segmental bridge. This bridge was built using a very advanced technique called the balanced cantilever method and was cast in place with traveling formwork. Responsible for studying the complex reinforcement plans, river crossing segmental drawings, and the pier table structure detailed drawings in order to methodically check and inspect the reinforcement of the critical river crossings. Also inspected the post tensioning of strands for the river crossing segments and reviewed the schedule of nodes and stressing data.

Project Name:	Linton Hall Road Widening, Prince William County, VA	Dates:	Nov 2007-Nov 2010
Project Role:	Quality Assurance Manager	With Current Firm?	No
Client/Owner:	Prince William County		

Served as the **Quality Assurance Manager** providing coordination with QA/QC Teams for execution of the work according to plans & VDOT Specifications. Project included bridge over Broad Run Creek and Roadway Widening up to Route 28. Responsibilities included checking test reports, daily reports, safety reports, and environmental reports. Also worked closely with utility companies during facility relocations and addressed public inquiries as related to the project.

Project Name:	Spriggs Road Improvements, Prince William County, VA	Dates:	May 2006-Oct 2007
Project Role:	Quality Assurance Manager	With Current Firm?	No
Client/Owner:	Prince William County		

Quality Assurance Manager of this project which included widening of Spriggs Road to make it a four-lane divided highway between Minnieville Road and Hoadly Road. Project also included the construction of access roads, MSE walls, and utility relocation. Responsibilities included interpreting geotechnical reports as related to actual field conditions and recommending solutions when unsuitable soils were encountered. Monitored ongoing roadway drainage work and soil stabilization work and prepared daily reports, pay item summaries, and project schedule reports.

**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Laura Mehiel, PE – Associate
b. Project Assignment:	Design Manager
c. Name of Firm with which you are now associated:	A. Morton Thomas & Associates, Inc.
d. Years experience: With this Firm <u>2</u> Years With Other Firms <u>24</u> Years	
Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	
<p>DB Associate.....A. Morton Thomas & Associates, Inc. 2011-Present Senior Project Manager overseeing highway development/design teams for transportation projects throughout Virginia and Washington DC, including QC responsibilities. Senior management designee for design-build and other innovative contracting techniques for the northern Virginia region.</p> <p>DB Sr. Project Manager/Operations Manager.....HNTB Corporation 1998-2011 Senior Project Manager who oversaw highway development/design teams for transportation projects throughout VA, MD, and DC, including QC role. Engineer in Charge of the Columbia, MD office, supervising a staff of highway, hydraulics, traffic, and construction professionals. Held operational, business development, and technical oversight roles.</p> <p>DB Project Manager.....Johnson, Mirmiran, and Thompson 1986-1998 Project Manager who oversaw highway development/design teams for transportation projects throughout Maryland and other jurisdictions, including design projects in both highway design and hydrology/hydraulics.</p>	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	University of Delaware – Newark, DE / BCE / 1986 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	1992 / Professional Engineer Civil Engineering / VA Registration #34707 (Also registered in MD, DC, NC, DE, TN)
g. Document the extent and depth of your experience and qualifications relevant to the Project.	
<ol style="list-style-type: none"> 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> 	
(List at least three (3), but no more than five (5) projects for which you have performed a similar function.)	
Project Name:	VDOT US 460 Bypass at Southgate Drive, Blacksburg, VA
Project Role:	Project Manager
Client/Owner:	Virginia Department of Transportation
Dates:	2012-2013 (Phase 1)
With Current Firm?	Yes
<p>As Design Project Manager, Laura is responsible for overseeing a multi-disciplined design team for this \$36 million project. She is performing key technical leadership for the design of highway and shared-use path geometrics, roundabout design, stormwater management, and drainage facilities, and is managing the production team performing traffic modeling of multiple intersection and interchange alternatives, landscape and aesthetics design, bridge and retaining wall design, geotechnical investigations, field surveys, and environmental permit support. Laura is also organizing and facilitating a stakeholder outreach plan which includes alternative workshops, design charettes, a project website, and graphics, simulations and renderings for the Design Public Hearing. A first for the VDOT Salem District, Laura and her team are providing “turn-key” project management support as an extension of VDOT staff.</p> <p>The project includes roadway widening, roadway re-alignments, a new interchange, two new roundabout intersections, and shared-use trail relocations. Ranked as the #1 priority project for the Salem District, it is adjacent to Virginia Tech and will eliminate the existing signalized at-grade T-intersection to relieve a source of major congestion on US 460 Bypass. The shared use trail will be grade separated and the project includes gateway signage and aesthetic treatments on walls and abutments. Total Project Cost: \$36M.</p>	

Project Name:	Design-Build Prince William Parkway Widening, Woodbridge, VA	Dates:	2011-2012
Project Role:	Project Manager	With Current Firm?	Yes
Client/Owner:	Prince William County Dept of Transportation		
<p>Design Project Manager who was responsible for managing a multi-disciplined team for widening 1.8 miles of divided principal arterial from 4 lanes to 6 lanes. Managed preliminary design including geometric alignments, intersection improvements, traffic analysis, signal improvements, preliminary SWM design, wetland identification/SERP documentation, and identification of proposed ROW and easements. Oversaw Quality Level B utility designation of 60,000 LF of utilities, and topographic survey of the corridor. Prepared Design Build RFP package for the County for use in their first ever Design-Build project in the transportation department. The project included roadway widening, safety and capacity improvements, new trail and new sidewalk, additional turning lanes, modified signals and signal optimization to relieve congestion and improve safety through the corridor. Total Project Cost: \$25M.</p>			
Project Name:	Design-Build I-495 HOT Lanes, Fairfax County, VA	Dates:	2008-2010
Project Role:	Area 1 Design Manager	With Current Firm?	No
Client/Owner:	Virginia Department of Transportation		
<p>As Area 1 Design Manager, Laura managed the design of \$270M construction value, and supervised the D/B team's design of I-495 mainline widening and four interchanges from south of Braddock Rd to north of US 50. She oversaw design production of over fifty staff and subconsultants in producing 55 design packages for grading/drainage, erosion control, final grading/roadway, noise and retaining walls, 13 bridges, utility relocations, and ROW plans, 80% of which was in a 10 month period. Included complex MOT staging requiring traffic modeling for each phase, to maintain existing interchange movements throughout construction. Provided retaining walls to mitigate impacts to Accotink Creek, and designed outfall improvements at degraded outfalls throughout Wakefield Park. Ensured QC procedures and utilization of VDOT Microstation CAD Standards. Worked closely with the Contractor and GEC reviewers on a daily basis by use of over the shoulder reviews, comment resolution meetings, and discipline-specific design sessions to maintain production schedule and meet the project construction goals. Total Project Cost: \$270M.</p>			
Project Name:	Powhite Parkway Widening and Express Toll Lanes, Richmond, VA	Dates:	2005-2008
Project Role:	Project Manager	With Current Firm?	No
Client/Owner:	Richmond Metropolitan Authority		
<p>Design Project Manager who prepared detailed engineering to convert toll road from standard barrier plaza to high speed electronic toll collection. The project was phased with an initial construction contract for expressway widening from 6 lanes to 8 lanes, along with advanced grading/stream relocation to provide additional capacity for interim relief. Ms. Mehiel's tasks included horizontal and vertical alignments, drainage design, gabion retaining wall design, oversight of geotechnical program, stream relocation design, wetland identification and permits, cross sections, E&S control, stormwater runoff calculations, HEC-2 analysis and FEMA updates, quantities, engineer's estimate, utility relocations, landscaping, bid-ready documents, and post-design services. Following the completion of the advance widening/stream relocation project, Ms. Mehiel served as project manager for the Powhite Parkway high speed toll collection implementation, which was a split plaza approach that added a new toll plaza for the SB lanes, and maintains the current toll plaza for NB lanes. Toll lane and general purpose lanes were designed as barrier separated facilities with the Express Lanes in the center median and general purpose lanes to the outside. Maintenance of traffic was a critical concern due to toll revenue needs. The MOT plans were developed to maintain toll lanes and mainline capacity to the greatest extent feasible, with only short duration toll booth closures. Ms. Mehiel worked closely with Corman during Construction QC and MOT implementation. Total Project Cost: \$34M.</p>			
Project Name:	Route 7 Widening, Loudoun County, VA	Dates:	2011-2013
Project Role:	Project Manager	With Current Firm?	Yes
Client/Owner:	Virginia Department of Transportation		
<p>Design Project Manager for Route 7 widening and intersection improvements to provide additional auxiliary lanes, improved turning radii, and traffic signal modifications. Laura managed the design for geometric layout, geotechnical exploration program, drainage, E&S control, stormwater management using bioretention, traffic signal design, signing and markings, MOT, utility coordination, and preparation of construction documents. Laura's team is currently providing CM services during construction. Total Project Cost: \$5M.</p>			

**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Chris Clark – Project Manager
b. Project Assignment:	Construction Manager
c. Name of Firm with which you are now associated:	Corman Construction, Inc.
d. Years experience: With this Firm <u>8</u> Years With Other Firms <u>2</u> Year Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	
DB Construction Manager.....Corman Construction	2010-Present
Chris supervises design coordination within DB team, oversees job team, manages subcontractors and suppliers, coordinates issue resolutions, produces comprehensive and short-term schedules, manages submittal procedures and material procurement, is main contact with owner for operations and procedures, participates in design development and reviews, and serves as the community and project liaison where he keeps the public informed while keeping the job on track. Relevant projects include:	
2010-Present <i>Design-Build</i> I-70 Phase 2D, Frederick, MD - \$35.4M - MDOT	
DB Senior Project Engineer / Construction Manager	Corman Construction
	2006-2010
Chris' responsibilities included managing subcontractors/suppliers, performing schedule coordination, tracking production, allocating resources, supervising daily construction, managing submittals, participating in design development, and reviewing design drawings. Also, he was in charge of material procurement, managing correspondence/meetings with owner, subcontractor coordination, project close out, and community outreach.	
March 2010-Oct 2010	Bell Manor Over Conowingo Creek, Conowingo, MD - \$267,444 - Cecil County Dept. of Public Works
Dec. 2008-Nov. 2009	Marley Jumpers Sewer Rehabilitation, Glen Burnie, MD -\$4.7M - Anne Arundel Dept. of Public Works
2006-April 2009	<i>Design-Build</i> MD 30 Hampstead Bypass, Hampstead, MD - \$40.1M - MDOT/SHA
DB Project Engineer.....	Corman Construction
	2004-2006
Chris performed scheduling (including look-ahead), material procurement, design drawing reviews, subcontractor coordination, and project close out. He also was responsible for submittals, correspondence, and RFI's, and involved in value engineering and design development.	
2005-2006	MD Route 70 Rowe Blvd. Bridges, Annapolis, MD - \$29.6M - MDOT/SHA
2004-2005	<i>Design-Build</i> MD Route 216 US 29 to I-95, Howard County, MD - \$21.1M - MDOT/SHA
Field Engineer Assistant.....	The Quandel Group, Inc.
	2003
Responsible for interpreting blueprints, determining quantity estimates, and handling submittal packages.	
Field Engineer Assistant.....	Cianbro Corporation
	2002
Responsible for field layout, interpreting blueprints, establishing grades and elevations, and determining quantity estimates.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Ohio State University – Columbus, OH/Bachelors in Agricultural Science/2003/Construction System Management
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	2012/VDOT Erosion & Sediment Control Contractor Certification/#3-00061 2012/Virginia DCR Responsible Land Disturber/#38672
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. Note your specific responsibilities and authorities for each assignment, not those of the firm. 2. Note whether experience is with current firm or with other firm. 3. Provide beginning and end dates for each assignment. (List at least three (3), but no more than five (5) projects for which you have performed a similar function.)	
Project Name:	Design-Build I-70 Phase 2D, Frederick, MD
Dates:	2010-July 2013 (est.)

Project Role:	Construction Manager	With Current Firm?	Yes
Client/Owner:	Maryland State Highway Administration		
<p>As Construction Manager on this \$35.4M Design-Build project, Chris supervises design coordination with DB team, oversees job team including one project engineer and two superintendents, manages subcontractors and suppliers, coordinates issue resolutions, produces comprehensive and short-term schedule, manages submittal procedures and material procurement, and is main contact with owner for operations and procedures.</p> <p>Interchange reconstruction including widening approximately one mile of I-70 under heavy traffic (adding one through lane and one auxiliary lane in each direction), ramp realignments/replacements, and adjusting the vertical profile(s) of mainline I-70 and ramps. In addition, replacement of the two I-70 bridges (EB and WB) over East South St. and MTA tracks, 2 new traffic signals, 2 new track crossings, E&SC, pond reconstruction, SWM, drainage, utility relocations, retaining walls, ITS, signing and coordination with FAA. Local roadwork included. Partnered and shared public outreach program with MSHA. Extensive TMP, permitting and railroad reqs.</p>			
Project Name:	Design-Build MD 30 Hampstead By-Pass, Hampstead, MD	Dates:	Feb 2006-Aug 2009
Project Role:	Construction Manager	With Current Firm?	Yes
Client/Owner:	Maryland State Highway Administration		
<p>As Construction Manager on this \$41M Design-Build project, Chris performed design team, subcontractor and schedule coordination, and material procurement; EEO Officer and traffic manager duties including coordinating traffic switches; served as community and project liaison; managed submittals; reviewed design drawings; and oversaw project close out. Chris' suggestion to change a raised key (starter wall) in the weir wall of the stormwater management ponds to a depressed key resulted in expedient performance of formwork.</p> <p>Construction of 4.5 mile new 2 lane asphalt roadway with 8 cross culverts, 4 bridges, 2 noise walls, storm drainage, roundabout lighting, 900,000 cy of excavation including 236,000 cy of rock, utility relocations, 3 round-a-bouts, and 13 new SWM ponds. Project included a bog turtle habitat requiring special design accommodations. There were 22 design packages in all. Partnering project with "A" ratings in MOT, environmental and contractor performance. Worked 292,092 man-hours with only one recordable incident.</p>			
Project Name:	Design-Build MD Route 216 US 29 to I-95, Howard County, MD	Dates:	2004-2005
Project Role:	Project Engineer	With Current Firm?	Yes
Client/Owner:	Maryland State Highway Administration		
<p>As Project Engineer of this \$21M Design-Build project, Chris performed material procurement and look-ahead schedules, and assisted in field crew and subcontractor coordination, RFI's, submittals, correspondence and project close out.</p> <p>Design/construction of 2 mi. realignment of MD 216 as a dual-divided highway with 2 signalized intersections, a new off-ramp from I-95, 167,000 SF noise walls, box culvert extensions, utility coordination, installation/relocation of electric, water, sewer, gas, petroleum, fiber optic, and cabling, E&SC, storm drainage, SWM (11 new ponds), roadway construction, signing, striping, signalization, & lighting.</p>			
Project Name:	MD Route 70 Rowe Blvd. Bridges, Annapolis, Maryland	Dates:	2005-2006
Project Role:	Project Engineer	With Current Firm?	Yes
Client/Owner:	Maryland State Highway Administration		
<p>As Project Engineer of this \$29.6M project, Chris worked on the College Creek Bridge portion of the project and was responsible for look-ahead schedules, submittals, correspondence, RFI's, material procurement and coordinating daily with field operations. Also, he was involved in the value engineering of reducing the phases from three to two which resulted in a time and cost savings.</p> <p>Rehabilitation and replacement of two 50+ year old structurally-deficient bridges crossing over Weems and College Creeks while improving the environment by implementing best management practices for storm drainage-system installation, and extensive architectural amenities adorning this gateway leading to Maryland's historic State Capital. Rowe Blvd. (MD Route 70) is the central artery providing direct connection with US Route 50 in Annapolis.</p>			

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 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. Estimated 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	
 Design-Build MD 30 Hampstead Bypass Hampstead, Maryland	Whitney, Bailey, Cox, & Magnani	Maryland Department of Transportation/State Highway Administration Phone: 410-545-8824 Lisa Choplin Phone: 410-545-8824 LChoplin@sha.state.md.us	12/2008	08/2009 <i>Due to owner-directed change orders</i>	\$40,137	\$43,294 <i>Due to owner-directed change orders</i>	\$43,294

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.



PROJECT FEATURES/NARRATIVE

4.5 miles of two-lane asphalt road constructed to return Hampstead to its residents by allowing heavy commuter and commercial traffic to bypass the town center and mitigate gripping rush-hour congestion. There were numerous stream/wetland crossings and four bridges spanning them, three new roundabouts with lighting, new storm drainage, extensive stormwater management facilities, water/sewer relocations, eight cross culverts, approx. 900,000 CY cut-to-fill, including 236,000 CY of rock excavation, signing, pavement markings, traffic signals, ROW acquisition, two major traffic tie ins, and BGE, Verizon and Adelphia utility relocations. Milled/resurfaced tie-in connections at the north and south termini points. Highway lighting was installed at the roundabouts and maintained traffic at the north and south tie points and at each roadway crossing. One noise wall is adjacent to the Singer Heights community and the other is adjacent to the Westwood Community totaling 3,500 LF.

Approximately 1,040' of temporary road was constructed as a detour to maintain traffic while bridge and approach roadway was constructed on an existing alignment. Worked with adjacent residents to maintain access, reset fences, and rebuild driveways. Temporary fencing protected students from the construction zone as a middle and high school was in close proximity.

An Alternative Technical Concept shifted an alignment of a road to avoid a costly detour road. This involved a permanent shift of the centerline of Houcksville Road, approx. 40' from of its current location at the location where it was proposed to bridge over the bypass. Conceptual plans proposed constructing a detour road approx. 150' east of the proposed bridge to maintain traffic on the detour road while the bridge and approach road was constructed on the existing Houcksville Road alignment. The permanent relocation of Houcksville Road as proposed by our team required 1,425' of permanent road thereby saving 390' of road construction. Permanently shifting Houcksville Road expedited construction and benefitted local homeowners by shifting the final road location away from their homes. It also lowered the profile over the bypass, improved the adjacent grading and driveway profiles over what was proposed in the conceptual plans, eliminated the RFP's proposed substandard 30 mph detour road on a currently straight section of Houcksville Road and reduced relocation work required for Baltimore Gas & Electric (BGE) lines.

SCOPE AND COMPLEXITY SIMILARITIES

- MOT on heavy commuter route
- Highway design and construction including widening
- Roundabouts in growing rural areas
- Upgrading of existing and installation of new traffic signals
- Size of project: \$43.3M

<p><i>Proposed Team Members Who Worked on Hampstead Bypass:</i></p> <ul style="list-style-type: none"> - <i>DBPM, Jo Ellen Sines</i> - <i>CM, Chris Clark</i> - <i>DM, Laura Mehiel</i> - <i>Design Sub, Sabra Wang</i> 	
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VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

Project was awarded on best value and set a precedent as the first Maryland SHA Design-Build to include a bridge design by the Design-Builder. All E&S incentives were earned with a final average E&S inspection score of 97.9%. Corman received the maximum incentives available; additional incentives were earned for environmental design mitigation (preserving additional wetlands and minimizing clearing and grubbing). Project maintained "A" ratings in environmental, MOT, and contractor performance. One regulator noted that this project with its total commitment to E&S control may have saved the bog turtle habitat for the State of Maryland.

The Corman DB Team's designs included innovations such as:

- Eliminating noise barrier and replacing with earth berm which reduced production of concrete wall and transportation to the project site
- Initiating the reduction of LOD to minimize disturbances and avoid unnecessary clearing
- Designing/constructing SWM weir walls for less maintenance, reducing seepage and erosion compared to risers and barrels, and providing long-term sustainability
- Using grass channels to provide water quality benefits and shut-off valves in ponds in the influence of the Bog Turtle Habitat

AWARDS

- 2010 DBIA National and Mid-Atlantic Region Design-Build Excellence Awards for a Transportation Project Under \$50M
- 2010 ARTBA "Globe" Environmental Award -Local & Secondary Roads -\$10-\$100M
- 2010 MdQI Awards of Excellence for Environmental, Green Transportation & Consultant Highway Design

LESSONS LEARNED

- Owner preferences delayed design approvals. Our team presented concerns to MSHA which resulted in instructing reviewers that RFP requirements were the sole guidelines for approvals. There was a delay and the owner granted additional time. MSHA carried this forward to other DB projects.
- A plan was designed by a sub-consultant and work constructed, when a sight distance problem was detected. After further investigation, the design was at fault. A re-design was required at no expense to the state and the road reconstructed. Corman added resources to mitigate a schedule delay. Lesson learned was to employ more stringent design QC for subcontractor work.

CORMAN ROLE

As Design-Builder, Corman was 100% responsible for construction and design, including new turn lane off existing MD 30.

Partnering was successful during the entire project, including special requests from local land owners and farmers. The Design-Build team worked with the owner in public outreach keeping the local community informed of schedules and impacts. Corman maintained an "800" line for public information, produced monthly newsletters and kept a detailed customer satisfaction log.

Design-build team acquired all permits for construction and coordinated electric, telephone, cable, water and sewer relocations and adjustments with utility companies. Our Team was also responsible for design of turf and landscaping plans ranging from wetland plantings to carefully-designed gateway plans which incorporated local and county approvals.

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 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. Estimated 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	
 Design-Build MD Route 216 US 29 to I-95 Howard County, MD	RK&K	Maryland Department of Transportation/State Highway Administration Phone: 410-545-8824 Lisa Choplin Phone: 410-545-8824 LChoplin@sha.state.md.us	11/2004	05/2005 <i>(due to owner-directed change orders)</i>	\$20,435	\$21,116 <i>(due to owner-directed change orders)</i>	\$21,116

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.



PROJECT FEATURES/NARRATIVE

Design and construction of two-mile realignment of MD 216 as a dual-divided highway with two signalized intersections and a new off-ramp from I-95 South to MD 216 West and reconstruction of Leishear and Crest Roads. Earthwork operations in excess of 200,000 CY, box culvert extensions, utility coordination, installation and/or relocation of electric, water, sewer, gas, petroleum, fiber optic, and cabling. Extensive 167,000 SF noise wall (sound wall caissons) construction spread over 15,000 LF along both sides of the new roadway and a comprehensive landscape plan. Sound absorptive wall panels contained an intricate art mural and rustic brick patterns including a Maryland landscape cast the precast concrete panels using form liners to generate a visual interest from the traveling public. Work also included E&S, storm drainage, SWM (11 new ponds), roadway construction and overlay of existing pavement, signing, pavement marking, signaling, intersection/signalization, lighting, MOT phasing, turf establishment and improvements to Hammond Branch stream. Corman instituted an environmental stewardship program. Unparalleled partnering was essential and contributed to effective communication with all involved.

A rolling design was utilized with 6 packages enabling the contractor to start work as soon as possible. Midway through design development, team reacted to an owner request to change the design speed of Leishear Road. DB Team worked side-by-side during the entire design/construction process maximizing efficiency in both design applications and means and methods of construction.

SCOPE AND COMPLEXITY SIMILARITIES

- Acquisition of MOT in heavy commuter route
- Highway design and construction including widening
- Upgrade of existing and installation of new traffic signals
- Construction of several off mainline roads and intersection with mainline
- Size of project: \$21.1M

Proposed Team Members Who Worked on MD Route 216: - DBPM, Jo Ellen Sines - CM, Chris Clark

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

The Corman Design-Build team partitioned the project into three phases which dictated design and construction flow. Frequent meetings were held to develop and finalize plans prior to construction. In the early stages, Corman and the designer developed a plan to bifurcate the proposed MD 216 roadway in order to balance the earthwork. This effort cut months off the schedule and yielded an environmental benefit by reducing impact to wetlands and buffers. It also reduced heavy-equipment traffic through adjacent neighborhoods thereby minimizing noise, safety risks, wear on infrastructure and inconvenience to local communities and traveling public. Other cost control methods involved the utilization of HDPE in lieu of concrete pipe and design of oversized headwalls to minimize impacts to Waters of the US.

Project earned environmental impact reduction incentives, and maintained "A" ratings in MOT, environmental and contractor performance. These efforts yielded successful results as the project was completed on-time, under budget without a work-zone accident or lost-time injury and serves as a testament to the team functioning as a true partnership.

AWARDS

- 2006 PCI Bridge Design Award -Best Custom Transportation Design
- 2006 MdQI Award of Excellence for Partnering -Major Project
- 2006 MdQI Award of Excellence for Major Roadway Project

LESSONS LEARNED

1. During early stages of design on the project, it became apparent that Environmental review times were excessive. DB Team worked with SHA leadership to facilitate a process to prioritize MDE design reviews for SHA projects. This helped to reduce the lengthy review cycles and enabled installation of several critical cross culverts prior to the stream restriction period.
2. Corman successfully managed a complex situation of precast supplier going bankrupt during project. This was accomplished with high level communications and DB frequent visits to the supplier for quality control and panel inventory.
3. An effective community outreach program proved successful in partnering with the local community businesses and homeowners.

CORMAN ROLE

As Design-Builder, Corman was responsible for all aspects of design and construction, including highways and structures, MOT, environmental permits and protection, public relations, utility coordination/relocations, extensive storm water management facilities and improvements to an existing stream. Project included extensive noise wall construction including architectural treatments which won an award for context sensitive solutions, and construction of a new turn lane at MD 216 and Leishear Road.

Project included realignment and widening of a busy cross county commuter route which included extensive traffic phasing within the neighborhood to maintain access for homeowners and local businesses as well as the construction of a new off ramp from I-95 to MD 216 on the heavily traveled section of I-95 between Baltimore and Washington.

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 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. Estimated 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	
 Design-Build Intercounty Connector Contract B (ICC-B) Montgomery County, Maryland	Parsons Transportation Group, Inc.	Maryland State Highway Administration 301-586-9267 Mark Coblenz 443-844-9886 mcoblenz@iccproject.com	11/2011	11/2011	\$559,000	\$558,000	Joint Venture (JV) - \$558,000 Corman - 20% or \$111,600 Other JV Partners – 80%

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.



PROJECT FEATURES/NARRATIVE

In the planning stages since the 1950's, the entire Intercounty Connector project has developed into an 18-mile, six-lane, toll highway easing congestion on Maryland's highways and local roads. **Intercounty Connector Contract B** is a new 7.1 mile tri-lane divided highway, automated toll way which provides the critical link between the I-270/370 corridor and I-95/US 1, 10 bridges, two interchanges with on and off ramps, approx. 2.4 million CY of excavation, 1.7 million CY of embankment, 500,000 SY new pavement, 20 retaining walls, seven miles of sound barriers, and over 80,000 LF of drainage. Utility relocations, fencing, guardrails, roadway lighting, pavement markings, signs, overhead, cantilever and ground mounted signs, Electronic Tolls Collection and Intelligent Transportation Systems round out the major elements of this monumental endeavor. In addition, community bike trails, sidewalks and public access points were constructed.

There was extensive community outreach, working in/around active urban neighborhoods and maintenance of traffic for all crossings and interchange points. Access was maintained with temporary roads, walkways and detours for pedestrian and vehicular traffic. The DB Team developed designs to meet stringent environmental rules/regulations and led effort (with AMT) to obtain required permits, including E&S control and SWM. Coordinated with over 10 utility companies for major utility relocations in highly-congested areas. Installed support of excavation for major bridge, utility and roadway construction and utilized drilled shafts to reduce environmental impacts.

SCOPE AND COMPLEXITY SIMILARITIES

- Maintenance and protection of traffic on busy urban collectors and local rural roadways
- Contractor QA/QC program
- Construction of extensive sound wall systems
- Construction of regional shared use trails
- Close coordination with adjacent projects
- Upgrade and installation of new traffic signals

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

- Maintained an over 95% conformance rating for design, construction and program management.
- "A" cumulative rating on over 150 Erosion and Sediment Control inspections.

AWARDS

- 2012 DBIA National Design-Build Award (entire ICC project)
- 2012 ENR Mid-Atlantic Best Transportation Project
- 2012 ARTBA Globe Environmental Award –Major Highway \$100M+
- 2012 Northern VA Transportation Alliance Award (entire ICC)
- 2011 AASHTO President's Award for Highways (entire ICC)
- 2011 FHWA Award for Exceptional Environmental Stewardship

LESSONS LEARNED

- Effective and pro-active coordination among all ICC contracts was key to the on time opening of the overall project. Regular progress / coordination meetings were held with the adjacent sections' DB teams and stakeholders to discuss scheduling, safety, MOT, access and design.
- Continuous coordination with the designer via task force meetings, over the shoulder reviews, brainstorming sessions, and constructability reviews maintained a complex, multi-year schedule.
- Developed systematic and proactive methods for stakeholder communication on a high profile project in rural and suburban settings.
- High attention to detail, specifically managing robust QC and environmental programs.
- Environmental / erosion control and SWM permit review was slower than expected. On future DB projects, the permits need to be accelerated at the project inception, so as to not delay the construction. In addition, we learned to escalate permit delays earlier to those that can positively impact the reviews.

CORMAN ROLE

As a major JV participant on Contract B, Corman was responsible for all aspects of construction, including bridge work, earthwork, MOT, environmental, utility relocation and coordination, public relations and coordinating with the other Intercounty Connector projects. Corman was also involved with defining additional ROW requirements and preparing required plats. This mega project was in between two other mega projects totaling \$1.5 Billion collectively and coordination of design at the connection points for the roadways interfacing our design and construction was paramount. Coordination meetings discussed intertwining design from these three projects. Also coordinated with the Maryland National Capital Park & Planning Commission to preserve Montgomery County's environmentally-sensitive brown trout stream which crosses directly through the project. ICC-B was the most environmentally-sensitive segment of the entire ICC project.

<p>Proposed Team Members Who Worked on ICC-B:</p> <ul style="list-style-type: none"> - DBPM, Jo Ellen Sines - Lead Designer, AMT - Design Sub, Sabra Wang 	
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ATTACHMENT 3.4.1(b)
LEAD DESIGNER - WORK HISTORY FORM
(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
 Design-Build US Route 460 Phase I Buchanan County, Virginia	Bizzack Construction, LLC	Virginia Dept. of Transportation 276-669-6151 Amanda Cox, PMP 276-669-6151 Amanda.Cox@VDOT.Virginia.gov	2014	2014	\$90,000	\$90,000	\$1,900

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



AMT ROLE

AMT is the lead roadway designer for this \$90 million DESIGN BUILD project in southwestern region of Virginia, which is constructing what will be the tallest bridge in the Commonwealth. AMT is providing and/or overseeing all highway design services – namely roadway, drainage, phasing/traffic control, signing, stormwater management, erosion and sediment control, right of way plans ,and utility design for this four lane I Principal Arterial, with connections to local routes and other local roadway improvements. AMT coordinated closely with members of the multi-disciplined design team and the contractor, to successfully develop more than 50 construction packages to address the roadway, drainage, utility and traffic control related needs under our purview. AMT prepared the Transportation Management Plan (TMP) and detailed Maintenance of Traffic plans. *Design is completed for this project except for required plan revisions during construction.*

AMT is also an integral member of the construction QC team, providing Construction Quality Assurance for testing and/or inspection construction work for

conformance with the contract plans and specifications. Another aspect of AMT's scope includes leading the preparatory meetings for several important items of construction, including:

- E&S Control Preparatory Meeting
- Clear and Grub Preparatory Meeting
- Permanent Re-vegetation Preparatory Meeting
- Traffic Control Preparatory Meeting
- Drainage Installation Preparatory Meeting

AMT is a major sub-consultant on this design build project, performing all roadway and civil related design elements, as well as Construction QC. The work is performed by staff from AMT's Richmond, Verona and Lebanon Virginia offices.

PROJECT FEATURES/NARRATIVE

The design-build project includes three bridges: twin 1,733 foot long cast-in-place hollow box concrete structures crossing Grassy Creek and Route 610 at a maximum height of 267 feet, and a 300 foot long bulb-T girder bridge crossing Hunts Creek. The project also includes the widening of the shoulders and clear zone of Route 80 for safety improvements, which entailed the use of MSE retaining walls in areas where right of way or environmental features were a concern.

The roadway is cut into steep terrain with benched side slopes engineered to minimize earthwork and disturbance to the environment. To address the extensive earthwork needs stemming from the terrain and topography, approximately 2.6 million cubic yards of excavated material is planned to be placed in an engineered waste area on the project site. Stormwater management facilities and erosion control features were designed to minimize impacts to sensitive local streams and to control increases in stormwater runoff as a result of the large project footprint.

Project elements in addition to the tallest bridge in Virginia include a new access ramp to Route 80, improved access to Breaks Interstate Park, relocated secondary roadways and new connections to Routes 609 and 693 from Route 80, and new connection of Route 768 with relocated Route 609.

SCOPE AND COMPLEXITY SIMILARITIES

- Design-build delivery method
- Maintenance of Traffic required throughout construction
- Similar project size/value
- Major arterial roadway improvements
- New secondary roadway alignments and shifted access points
- VDOT standards, specifications, and design criteria

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

AMT received a letter of recognition from VDOT's Project Manager for excellent performance.

LESSONS LEARNED

AMT has gained valuable experience working on VDOT's largest active design-build contract. AMT quickly restructured its electronic filing system to improve internal file sharing, access, and review to facilitate extensive QC and QA reviews. AMT designers also learned to extract information from the construction team members who may not normally be fluent in design terminology. AMT also learned to work in a fast paced design environment where multiple designers were advancing concepts concurrently, requiring regular communication and cross-discipline reviews

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 Design-Build Inter-county Connector, Contract A Montgomery County, Maryland	Intercounty Constructors <i>(Kiewit, Corman, Wagman JV)</i>	Maryland State Highway Administration 301-586-9267 Mark Coblentz 443-844-9886 mcoblentz@iccproject.com	8/2010	2/2011 <i>Due to owner-directed change orders</i>	\$463,000	\$483,000 <i>Due to owner-directed change orders</i>	\$1,200

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.



Utility Design: AMT provided water and sewer line relocation design, including 2,700 feet of 8"-16" diameter water distribution lines, 1,000 feet of 24" water transmission lines, and 4,200 feet of 8"-20" sewer lines. Included review of existing records and specifications; locations of utilities through review of records and test pits; coordination of alignment selection with WSSC and SHA; coordination with contractor and WSSC; construction sequencing/phasing plans; design calculations for combination horizontal and vertical bends and thrust restraint; special design calculations for steel casing pipe on carrier pipes requiring additional protection due to high embankment above the pipe; and special design for trench backfill in and around wetland areas.

AMT was a key sub-consultant on this design build project. The work was performed by staff from AMT's Rockville, Baltimore, and Chantilly Virginia offices.

Proposed Lead Designer, AMT, and Proposed Lead Contractor, Corman Construction, worked together on this project.

SCOPE AND COMPLEXITY SIMILARITIES

- Detailed coordination of stormwater designs, grading, storm drain, and sediment control with numerous environmental agencies (FHWA, USACE, USFWS, MDE and local county agencies), SHA, and the contractor.
- Innovative and creative SWM approaches, exceeding environmental regulations, to satisfy challenging permit conditions.
- Design-build delivery method
- Maintenance of Traffic required throughout construction

AWARDS

- 2012 DBIA National Design-Build Award (entire ICC)
- 2012 AGC Alliant Build America Award – Highway &Transport.
- 2012 ARTBA Globe Environmental Award –Major Highway \$100M+
- 2012 Northern VA Transportation Alliance Award (entire ICC)
- 2011 AASHTO President's Award for Highways (entire ICC)
- 2011 ENR Best Project – Transportation (NE Division)

LESSONS LEARNED

- Having local permitting and design expertise is crucial on fast track projects. This helped with environmental permits as well as utility relocation approvals and traffic control.
- Having the client, contractor, and the design team located in the same facility streamlined coordination and allowed for quick answers from the client, resulting in a true partnership.
- Internal coordination between contractor and designer was a huge learning experience – discussing in detail how the contractor would sequence and build the project so that design could be tailored while satisfying all environmental regulations.

AMT ROLE

Maintenance of Traffic: AMT was responsible for review and approval of MOT activities for I-370, MD 97, MD 115, Shady Grove Road, Redland Road, Needwood Road, Emory Lane, and Olde Mill Run. As Maintenance of Traffic Manager, AMT reviewed MOT plans and roadway plans, coordinated field activities and pre-traffic switch meetings, maintained communication with community outreach, and participated in weekly task force meetings. Specific MOT tasks included traffic switch summary reports, work zone crashes/incidents reports, running speed studies, and queue analysis.

Stormwater and Erosion Control: AMT completed design of SWM and E/S control for approximately two miles of the project. SWM included five new facilities including three dry ponds, one bioretention facility and one wet pond and grass swales, underground Cpv storage, and storm filters. Initial, intermediate, and final ESC plans with sequencing, including maintenance of stream flow for culverts, were developed for submittal to the Department of the Environment.

AMT was also an integral member of the design QC team, and performed Level 1 and Level 2 Quality Control Reviews of SWM and ESC designs prepared by others.

Level 1 consists of checking the designers work, as a checker and re-checker of the project plans, for E&S control and SWM. Level 2 reviews include incorporating environmental compliance and constructability review comments.

PROJECT FEATURES/NARRATIVE

The Intercounty Connector (ICC) Contract A was a 7.2 mile segment of an overall 18 mile east-west multi-modal highway, created to provide a link between existing and proposed development area between the I-270 and I-95/US 1 corridors within central and eastern Montgomery County and northwestern Prince George's County. The highway is intended to increase community mobility and safety, facilitate the movement of people and products, provide cost-effective transportation infrastructure for existing and future development patterns, help restore environments from past development impacts in the area, and to advance homeland security.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

- AMT staff were specifically assigned to the project to trouble-shoot early issues with SWM design to resolve multiple review comments from MDE.
- Maintained an over 95% conformance rating for design, construction and program management.
- "A" cumulative rating on over 150 Erosion and Sediment Control inspections.

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					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
MD 4 at Suitland Parkway Prince Georges County, Maryland	TBD <i>(not under construction yet)</i>	Maryland Dept, of Transportation State Highway Administration 410-545-8845 Terri Soos 410-545-8845 tsoos@sha.state.md.us	TBD <i>(not under construction yet)</i>	TBD <i>(not under construction yet)</i>	\$120,000	\$120,000 (Est)	\$3,200

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.



AMT ROLE

AMT is the prime consultant/lead designer for the project, and is currently in the final design stage of the new interchange of two major arterials (design to be finished in early 2013). AMT provides and oversees roadway planning services followed by preliminary and final highway and bridge design, including environmental permits, traffic analysis, landscape architecture, stormwater management, E&S control, and TMP and MOT plans, to ultimately produce final advertised bid documents for the Route 4/Suitland Parkway Interchange. The scope of AMT's services also includes a Value Engineering study of interchange design developed during the planning process, evaluation of initial traffic volumes including modification for change in forecast year, and traffic LOS analysis of the Suitland Parkway Interchange under several different scenarios, including diamond interchange, flyover ramp, roundabout, and single point urban interchange.

The AMT team developed construction plans for roadway widening, two interchange designs, which included horizontal and vertical alignments, bridge TS&L, interchange ramps, new and reconfigured access points for the industrial district, drainage and grading limits, SWM, and E&S control. Additional services by AMT included utility coordination, MOT, ROW determination, and signing and pavement markings.

AMT is prime consultant/lead designer for the project. The work was performed by staff from AMT's Rockville and Baltimore, MD offices, as well as their Chantilly, VA office.

PROJECT FEATURES/NARRATIVE

The project includes design of a diamond interchange with a directional ramp and includes Route 4 mainline widening, service road design, and both connector road and intersection reconfigurations. Key stakeholders in the planning and design of this project include the National Park Service, Andrews Air Force Base (AAFB), Prince George's County, and utility companies. Project features include:

- Grade separation of an existing at-grade intersection to create fully access controlled freeway
- Geometric improvements/widening for 1.2 miles of Route 4, a 4-6 lane divided highway, including incorporation of C-D roads
- Relocation and/or modification of local connector roads
- TMP for major commuter route into DC
- Five new bridges for Suitland Parkway over Route 4, flyover ramps, and connector roads
- Aesthetic design features and landscaping to address viewshed from the adjacent National Park Services (NPS) parkland
- Extensive Stormwater Management facilities to treat the new impervious and address increased runoff created by the project

SCOPE AND COMPLEXITY SIMILARITIES

- Urban high volume corridor (90,000 ADT)
- Critical Maintenance of Traffic Needs to accommodate traveling public through construction
- Similar project size/value
- Major arterial roadway improvements
- New secondary roadway alignments and access points
- Utility and ROW impacts minimized where feasible

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

AMT, at the request of the Maryland DOT, presented our approach to the development of the TMP at the annual MDOT Quality Initiative Conference. At the time, the TMP was the largest, most complex plan prepared for a Maryland DOT/SHA highway project to date.

LESSONS LEARNED

AMT has gained valuable experience on this project. Construction phasing required extensive analysis of MOT alternatives. Each alternative required a Synchro analysis of the entire corridor. Temporary detours were determined after extensive coordination with the County and Andrews Air Force Base (AAFB).

Impacts to rare vegetation required a shift in the entire interchange design. The design was further constrained by AAFB air clearance requirements; NPS roadway and aesthetic design requirements; drainage challenges given depression of MD 4 under Suitland Parkway; timing of developer's construction funding for the adjacent Westphalia Interchange; and maintaining EMS/fire/rescue and transit routes during construction.