STATEMENT OF QUALIFICATIONS

June 2, 2017

Design-Build

Warrenton Southern Interchange

US 15/17/29

Fauquier County, Virginia

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

Federal Project No.: STP-032-7(032)

Contract ID Number: C00077384DB100
3.2 Letter of Submittal
June 2, 2017

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

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

Dear Mr. Stevenson:

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

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

<table>
<thead>
<tr>
<th>3.2.2 Point of Contact</th>
<th>Secondary Point of Contact</th>
<th>3.2.3 Principal Officer of Legal Entity</th>
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</thead>
<tbody>
<tr>
<td>Scott Szympruch, PE</td>
<td>Lou Robbins, PE, DBIA, Vice</td>
<td>Arthur C. Cox, III, President</td>
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<td>Design-Build Project Manager</td>
<td>President Design-Build</td>
<td>Corman Construction, Inc.</td>
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3.2.4 Corporate Structure: Corman will be the design-build contracting entity for this project. Corman is a corporation titled in Delaware and a wholly-owned subsidiary of CG Enterprises, Inc. and will be the sole major participant firm and responsible party to the design-build contract with VDOT. Corman will hold all financial responsibility for the contract.

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

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

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

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

3.2.9 Surety Letter is in the Appendix.

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

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

Sincerely,

CORMAN CONSTRUCTION, INC.

[Signature]

Arthur C. Cox, III, President
3.3 Team Structure
3.3 TEAM STRUCTURE

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

1. US 29 Solutions in Albemarle, VA, which is VDOT’s second “flash track” project and includes three project elements: US 29 Widening, US 29 and Rio Road Grade Separated Interchange, and Berkmar Drive Extension.

2. I-64/Route 15 (Zion Crossroads) Interchange Improvements in Zion Crossroads, VA which reconfigured a diamond interchange into VDOT’s first Diverging Diamond Interchange.

3. I-64 to Route 623 Widening & Improvements in Short Pump, VA where 4.5 miles of rural I-64 was widened from a four lane to a six-lane divided roadway, replaced two main line bridges and implemented improvements to the I-64/Route 623 interchange.

4. Military Highway Continuous Flow Intersection (CFI) which is Virginia’s first CFI and reconstructs 3.6 miles of Route 11 in Norfolk, VA.

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

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

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

1. I-581/Elm Avenue Design-Build Interchange Improvements - a vital east/west commuter and emergency vehicle corridor for the City of Roanoke in Virginia. The interchange modifications alleviated significant backup on I-581 by adding additional capacity and relief.

2. I-66/Route 15 Design-Build Interchange Reconstruction in Haymarket, VA - This project alleviates congestion on the heaviest interchange in Prince William County by constructing VDOT’s second Diverging Diamond Interchange.

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

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

3.3.1 Key Personnel: The Corman | RDA Team has structured their staff of highly-qualified and experienced individuals for optimal performance. Our key staff and design firm come together with a shared history of successful projects and established working relationships, minimizing VDOT’s risks and staffing requirements. Although our task leaders and technical staff are responsible for items, such as design, public involvement, and
construction, everyone is responsible for ensuring total project quality and success. Table 1 introduces our Key Personnel with their resumes located in the Appendix (Attachment 3.3.1).

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<tr>
<th>Position</th>
<th>Name</th>
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<tbody>
<tr>
<td>.1 Design-Build Project Manager (DBPM)</td>
<td>Scott Szympruch, PE</td>
<td>Corman</td>
</tr>
<tr>
<td>.2 Quality Assurance Manager (QAM)</td>
<td>Kaushik Vyas, PE, DBIA</td>
<td>Quinn</td>
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<tr>
<td>.3 Design Manager (DM)</td>
<td>Darell L. Fischer, PE, DBIA</td>
<td>RDA</td>
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<tr>
<td>.4 Construction Manager (CM)</td>
<td>Thomas “TJ” Starkey</td>
<td>Corman</td>
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**Table 1: Key Personnel**

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

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

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

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

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

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

**Public Relations Manager Christopher Reed (RDA)** has over 40 years’ experience in leading major transportation projects and ensuring robust public affairs, community outreach, marketing, advertising, and strategic public communications programs. His knowledge and experience include collaboratively planning and delivering community/media relations programs associated with transportation construction and road building. *Chris led the extremely successful Public Relations efforts with Corman on the US 29 Solutions Design-Build project. He will report to the DBPM.*
MOT Engineer Brandon Shock, PE, DBIA (RDA) reports to the Design Manager and will use his 18 years of experience to design an effective MOT Plan to ensure safety, maximize our team’s means and methods, and minimize motorist impacts. Brandon has worked side by side with Design Manager Darell Fischer on 9 Design-Build projects over the past 10 years in similar roles. Working with Corman, he performed QC reviews of the MOT on the Route 29 Widening Design-Build project.

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

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

3.3.2 Organizational Chart: The Corman | RDA Team organizational chart on Page 7 illustrates our “chain of command” of all companies, including key personnel and individuals responsible for pertinent disciplines proposed on our team. Solid lines identify the reporting relationships of our team members in managing, designing and constructing the project and illustrate clear reporting lines from the DBPM to the design and construction team. Dashed lines represent indirect reporting and obligations to the owner and/or corporate management. The chart also shows a clear separation and independence between the Quality Control (QC) and Quality Assurance (QA) programs for construction, including separation between QA and QC inspection and field/laboratory testing per Minimum Requirements for Quality Assurance and Quality Control on Design Build and P3 Projects, January 2012.

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

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

Our Key Personnel’s duties and responsibilities include:

Design-Build Project Manager (DBPM) Scott Szympruch, PE (Corman) is responsible for project design and construction, quality management, contract administration, and other services required. including procuring/furnishing materials, equipment, services, and labor required by the contract documents. He will be available to VDOT as required, has the expertise/experience to supervise and exercise control of the work, and accepts responsibility for the final work product. Scott is VDOT’s primary point of contact and will
coordinate, integrate, and administrate the Corman | RDA Team, including design, construction, quality assurance, MOT, safety, and utilities. He will be responsible for meeting our contract obligations and avoid/resolve disputes per the RFP. Scott will supervise the Design Manager, Design/Construction Integrator, Construction Manager, and Quality Assurance Manager and manage/coordinate any public outreach and public meetings through the Public Relations Manager. He will be involved with preconstruction, design, construction, and punch out. Scott will assist with constructability reviews, safety audits, and oversee the quality management program, purchasing, and construction operations.

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

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

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

**Keys to Success** are communication and coordination between the many parties involved: The Corman | RDA Team, VDOT, review agencies, and stakeholders. This is based upon open and honest communication, frequent meetings, and updates. The Corman | RDA Team will have internal weekly meetings during design with key construction and design staff present. Tracking sheets will track progress of utilities, ROW, and design disciplines, as well as environmental and design approvals. Once construction starts, design participants remain involved as required. Added to the weekly meetings as construction begins are the superintendents, field surveyors, MOT Manager, and Construction QC Manager.
Key stakeholder representatives including utility companies (Dominion Virginia Power, Comcast, Verizon, Columbia Gas, County Water and Sewer), Fauquier County Landfill, Town of Warrenton, Fauquier County Public Schools, Fauquier County Sheriff, Fauquier Chamber of Commerce, Lord Fairfax Community College, Mountain Vista Governor’s School, EMS responders, and others will be invited. Monthly meetings will also be held with the Corman | RDA Team, VDOT, QAM, and others to enhance partnering and resolve issues quickly and efficiently.

Quality assurance inspections will be coordinated with, but independent of, daily QC and construction. The QAM will be given timely notice of construction activities so his QA staff can be onsite to document compliance. He will have access to all meetings and records he deems needed to provide independent assurance that construction complies with contractual and design requirements. Reporting to the DBPM, the QAM will provide VDOT and the Executive Committee with the reports and assurances required. He will have unrestricted access to the construction and fabricator sites/facilities. A Corman | RDA Management Team representative will contact the QAM monthly to confirm project compliance.
Figure 2: Organizational Chart
3.4 Team Experience
Corman and RDA have successfully teamed on over $160 Million of Virginia Design-Build projects, including VDOT’s highly successful Design-Build US 29 Solutions project. This cemented collaboration raises the bar to quickly identify, openly discuss, and solve issues before or as they arise. Having already worked together, team members know/trust each other, and have an effective working relationship in place.

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

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

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

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

Rinker Design Associates (RDA), as Lead Designer, will provide project management, roadway design, structural design, drainage design, traffic engineering, utility coordination, and right-of-way acquisition services. They are a Virginia-based firm with over 115 employees operating from offices in Manassas, Fredericksburg, and Richmond. RDA is an award-winning, Virginia Certified, Small Business (DSBSD Certification #652784) and has served as the lead designer on 14 Design-Build projects in Virginia in the past 10 years; seven of which are grade-separated projects.
3.5 Project Risks
The Corman | RDA Team will employ the Construction Management Association of America (CMAA) endorsed approach to risk management through a Risk Register, which includes a list of identified risks, potential impacts, and mitigation for each. A robust risk management process considers risks throughout the project’s life and delivery processes. Our Team’s risk management process has already sprung into action and will evolve throughout design and construction, positioning us to respond quickly and effectively as issues unfold. The Corman | RDA Team employs a Five-Step Risk Management Approach:

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

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

**RISK NO. 1: MAINTENANCE OF TRAFFIC**

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

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

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

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

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

- Our team, as described above, will evaluate shifting the Ramp B bypass lane to US 15/17/29 Business further to the north (blue roadway in Figure 4) to avoid the potential need for temporary retaining walls between Ramp B and existing Lord Fairfax Road pavement. Depending on design factors, this shift may be permanent or temporary.

- Prior to attending the Public Hearing, we anticipated introducing a temporary intersection at the existing crossover south of the current intersection in order to access Lord Fairfax Road away from the majority of construction. Ironically, the Public Hearing plans showed this identical scheme on the Sequence of Construction sheets – great minds think alike. However, to improve efficiency of this new intersection, realigning Lord Fairfax Road and Bingham Road may be necessary so that separation and stack length can be obtained for the temporary signal (See Figure 6). The right in to Lord Fairfax Road could potentially remain to provide direct access to the Community College and County Landfill from Route 15/17/29 North.

- To improve safety and congestion as a whole, an increased public outreach component would be implemented. A contract requirement is to hold a *Pardon our Dust* meeting prior to breaking ground. We propose to hold this meeting as required and hold additional meetings at the start of each construction phase. The graphics for these follow up meetings will focus solely on the upcoming phase shift to educate stakeholders of traffic pattern changes and lane configurations. In addition, we will provide Variable Message Signs (VMS) for advanced warning of upcoming traffic pattern changes. These strategies are beneficial in improving safety through awareness. These efforts will be coordinated with the District Public Affairs Manager as our team did on the Route 29 Solutions projects.

- Finally, our team will explore ways to provide wider lane widths during construction using shoulder strengthening and temporary paving. This is especially important with the high volume of trucks that currently use this corridor (12%). While restricted lanes cause vehicles to brake and slow down thereby increasing the potential for accidents (such as rear end collisions or side impacts), wider lanes will move traffic along safer without over reactions to vehicles/trucks in adjacent lanes or the potentially sideswipe of an adjacent 18-wheeler due to the narrow lane width.

**Role of VDOT and/or other Agencies:** Reviewing material for and attending/participating in the required *Pardon our Dust* meetings, along with the additional meetings conducted for each construction phase.
RISK NO. 2: STAKEHOLDER COORDINATION

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

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

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

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

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

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

Chris Reed is the Corman | RDA Team’s Public Relations Manager. He has been in a similar role with VDOT’s Route 29 Solutions Design-Build project and will employ successful lessons learned from that active public engagement process. He is a Town of Warrenton resident and was the VDOT Culpeper District Location and Design Engineer during construction of the interchange at the northern end of the Warrenton Eastern Bypass. He will draw on his experience with many of the stakeholders and his existing relationship with the District Public Affairs Manager to be proactive and avoid the pitfalls that could lead to potential delays. Table 2 below suggests appropriate methods of coordination for each stakeholder.
Role of VDOT and/or other Agencies: VDOT to partner with the Corman | RDA Team to review/approve the project’s Public Involvement Plan, Stakeholder Information Panel charter, and public communication procedures. In addition, VDOT review of public communications, such as radio ads, web page updates, flyers, and news releases, along with an invitation to participate in the Stakeholder Information Panel. The Town of Warrenton and Fauquier County would be invited to appoint members for the Stakeholder Information Panel, as well as recommending participation of other community leaders. Public entries through the project area, such as the Landfill and Lord Fairfax Community College, will have a role to participate on the Stakeholder Information Panel and communicate activities within their service areas that could cause a change in traffic use.

**RISK NO. 3: HIGH VOLUME OF TRUCKS**

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

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

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

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

- **Public Relations:** Public relations is vital and VDOT has created a solid foundation through their *small group stakeholder meetings* which were held prior to Public Hearings. Our Team will build upon that success through their experience on other projects where public relations was critical to success. Most notably, they will draw upon their success and lessons learned on the US 29 Solutions Design-Build project (a corridor that
carries many of the same trucks associated with this project), where RDA leads the Public Relations efforts for the entire 29 Solutions Project and worked hand-in-hand with the District Public Affairs Manager to maintain continuity and ensure success.

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

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

- **ATT** - American Association of Truckers, Inc. – [http://www.americanassociationoftruckers.com](http://www.americanassociationoftruckers.com)
- **AITA** – America’s Independent Truckers’ Association – [http://aitaonline.com](http://aitaonline.com)
- **VA Trucking Association** – [http://www.vatrucking.org](http://www.vatrucking.org)

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

<table>
<thead>
<tr>
<th>OPAL, VA</th>
<th>FREDERICKSBURG, VA</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAPCO Express – US 15/29</td>
<td>MAPCO Express - I-95 &amp; Route 17</td>
</tr>
<tr>
<td>Quarles Truck Stop – US 15/29</td>
<td>Sunoco – I-95 &amp; Route 17</td>
</tr>
</tbody>
</table>

✅ **Safety:** To address safety concerns which are heightened by the high volume of trucks, we will reach out to the trucking industry (organizations, such as the Virginia Trucking Association or the American Trucking Association among others) to ask them to encourage their members to use alternate routes during the interchange construction. Knowing this may only minimally reduce the numbers, we will also implement a corridor campaign that gives advance notice of construction activities impacting traffic, including implementation of multiple *Pardon our Dust* meetings (as discussed in our first risk), public notices (i.e., flyers on windshields at truck stops – Quarles Truck Stop in Opal, VA) and increased advanced warning signs.

We will also explore restricting truck traffic to the right lane through the work zone, and then provide additional width in that lane which would include a widened shy distance from the concrete barrier to the lane line.

✅ **Cost:** To offset any uptick in project duration or cost due to increased pavement widths to accommodate design vehicles (presumed to be WB-62 or WB-67), the *Corman | RDA* Team will assess the interchange movements to see if:

1. Directional movements can be further segregated for increased flexibility in grade/radius
2. If entry/exit radii for the roundabouts can be flattened for anticipated transfer truck traffic to and from the landfill without degrading the *fastest path* through the roundabout to an unacceptable level.

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

If restricting truck traffic to the right lane is allowed, it will require an increased presence by state and local police to enforce and establish these new behavioral patterns. Finally, roundabout configuration tweaks and/or revisions may require additional reviews by VDOT.
ATTACHMENT 3.1.2

Project: 0029-030-121, P101, R201, C501, B616
STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

<table>
<thead>
<tr>
<th>Statement of Qualifications Component</th>
<th>Form (if any)</th>
<th>RFQ Cross reference</th>
<th>Included within 15-page limit?</th>
<th>SOQ Page Reference</th>
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</thead>
<tbody>
<tr>
<td>Statement of Qualifications Checklist and Contents</td>
<td>Attachment 3.1.2</td>
<td>Section 3.1.2</td>
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<td>16-18</td>
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<td>Acknowledgement of RFQ, Revision and/or Addenda</td>
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<td>Section 2.10</td>
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<td>Letter of Submittal (on Offeror’s letterhead)</td>
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<td>Authorized Representative’s signature</td>
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<td>Identity of Lead Contractor and Lead Designer</td>
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<td>Section 3.2.7</td>
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</table>
**ATTACHMENT 3.1.2**

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

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<table>
<thead>
<tr>
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<th>Included within 15-page limit?</th>
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<td>SCC and DPOR registration documentation (Appendix)</td>
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<td>Offeror’s Team Structure</td>
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<td>Key Personnel Resume – Design Manager</td>
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### ATTACHMENT 3.1.2

**Project:** 0029-030-121, P101, R201, C501, B616  
**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

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<td>Lead Designer Work History Form</td>
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<td>Section 3.4</td>
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<td>NA</td>
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</tr>
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ATTACHMENT 2.10

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFQ NO. C00077384DB100
PROJECT NO.: 0029-030-121, P101, R201, C501, B616

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

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

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

1. Cover letter of RFQ – April 26, 2017
   (Date)

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

3. Cover letter of
   (Date)

Arthur C. Cox, III
PRINTED NAME

President
TITLE

A. Clag
SIGNATURE

6/2/17
DATE
Offerors shall complete the table and include the addresses of affiliates or subsidiary companies as applicable. By completing this table, Offerors certify that all affiliated and subsidiary companies of the Offeror are listed.

<table>
<thead>
<tr>
<th>Relationship with Offeror (Affiliate or Subsidiary)</th>
<th>Full Legal Name</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Affiliate (Parent)</td>
<td>CG Enterprises, Inc.</td>
<td>12001 Guilford Road, Annapolis Junction, MD 20701</td>
</tr>
<tr>
<td>Affiliate (Sister)</td>
<td>Corman Marine Construction, Inc.</td>
<td>711 East Ordnance Road, Suite 715, Baltimore, MD 21226</td>
</tr>
<tr>
<td>Affiliate (Joint Venture)</td>
<td>CK Constructors, A Joint Venture</td>
<td>12001 Guilford Road, Annapolis Junction, MD 20701</td>
</tr>
<tr>
<td>Affiliate (Joint Venture)</td>
<td>Intercounty Constructors Joint Venture</td>
<td>120 White Plains Road, Suite 310, Tarrytown, NY 10591</td>
</tr>
<tr>
<td>Affiliate (Joint Venture)</td>
<td>MD 200 Constructors, A Joint Venture</td>
<td>450 Dividend Drive, Peachtree City, GA 30269</td>
</tr>
<tr>
<td>Affiliate (Joint Venture)</td>
<td>Wagman, Corman, McLean Joint Venture</td>
<td>3290 North Susquehanna Trail, York, PA 17406</td>
</tr>
<tr>
<td>Affiliate (Joint Venture)</td>
<td>Corman-Wagman, A Joint Venture</td>
<td>12001 Guilford Road, Annapolis Junction, MD 20701</td>
</tr>
<tr>
<td>Affiliate (Joint Venture)</td>
<td>KC Constructors, A Joint Venture</td>
<td>1800 South Bell Street, Suite 300, Arlington, VA 22202</td>
</tr>
<tr>
<td>Affiliate (Joint Venture)</td>
<td>Corman-E.V. Williams, a Joint Venture</td>
<td>12001 Guilford Road, Annapolis Junction, MD 20701</td>
</tr>
<tr>
<td>Affiliate (Joint Venture)</td>
<td>LANE/Corman Joint Venture</td>
<td>14500 Avion Parkway, Suite 200, Chantilly, VA 20151</td>
</tr>
<tr>
<td>Affiliate (Joint Venture)</td>
<td>Kiewit-Corman-Greenbelt, a Joint Venture</td>
<td>7250 Parkway Drive, Suite 310, Hanover, MD 21076</td>
</tr>
</tbody>
</table>
ATTACHMENT NO. 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

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

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

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

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

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

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

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

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

[Signature] 6/2/17 [President]
[Date] [Title]

[raj]

Corman Construction, Inc.
Name of Firm
ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

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

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

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

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

[Signature] 5/24/17

Director of Design-Build Services

Date

Title

Rinker Design Associates, P.C.

Name of Firm
ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

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

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

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

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

\[ Signature \quad May 17, 2017 \quad Vice President \]
\[ Date \quad Title \]

DMY Engineering Consultants inc.

Name of Firm
ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT 
LOWER TIER COVERED TRANSACTIONS

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

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

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

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

Signature 05/17/2017
Date

President
Title

Toole Design Group, LLC
Name of Firm
ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

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

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

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

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

[Signature] June 2, 2017 [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.: 0029-030-121, Pl01, R201, C501, B616

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

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

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

Signature 5/23/2017 VP of Business Development
Date Title

DIW Group, Inc. t/a Specialized Engineering
Name of Firm
Vendor ID: C1378
Vendor Name: COPELAND CONCRETE CONSTRUCTION, INC.
Prequal Exp: 03/31/2018

-- PREQ Address --
1539 EAGLE GLEN DRIVE
CHESAPEAKE, VA 23322
Phone: (757)353-9808
Fax:

Bus. Contact: COPELAND, GARRY PIKE
Email: GPC@COPELANDCONCRETEVA.COM

-- DBE Information --
DBE Type: N/A
DBE Contact: N/A

Vendor ID: C097
Vendor Name: CORMAN CONSTRUCTION, INC.
Prequal Exp: 03/31/2018

-- PREQ Address --
12001 GUILFORD ROAD
ANNAPOLIS, MD 20701-1201
Phone: (301)953-0900
Fax: (301)953-0384

Bus. Contact: PENA, KENNETH JOHN
Email: KPenA@CORMANCONSTRUCTION.COM

-- DBE Information --
DBE Type: N/A
DBE Contact: N/A
June 2, 2017

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

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

Dear Mr. Stevenson:

As Surety for Corman Construction, Inc., Fidelity and Deposit Company of Maryland and Zurich American Insurance Company with A.M. Best Financial Strength Ratings "A+" and Financial Size Category "XV" are capable of providing 100% Performance Bond & 100% Labor and Materials Payment Bond in the anticipated amount of $20,000,000.00 and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this project.

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

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

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

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

Sincerely,

[Signature]

Robert A. Chirica, Attorney-in-Fact
ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND
POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Maryland, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Maryland (herein collectively called the "Companies"), by GERALD F. HALEY, Vice President, in pursuance of authority granted by Article V, Section 8 of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint Joseph A. PIERNER, Robert A. CHLADA, Cynthia M. CHARVAT, Dennis C. OURAND, Steven A. DZURIK, JR., John J. MARKOTIC and Diane S. LOUGHRY, all of Hunt Valley, Maryland, EACH its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: any and all bonds and undertakings, and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York, the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland, and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland, in their own proper persons.

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

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND, this 22nd day of September, A.D. 2016.

ATTEST:

By

[Signature]

Secretary

Eric D. Barnes

State of Maryland

County of Baltimore

On this 22nd day of September, A.D. 2016, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, GERALD F. HALEY, Vice President, and ERIC D. BARNES, Secretary, of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, deposed 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.

[Signature]

Constance A. Dunn, Notary Public

My Commission Expires: July 9, 2019

POA-F 025-0056C
EXTRACT FROM BY-LAWS OF THE COMPANIES

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

CERTIFICATE

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies.

this 2nd day of June, 2017.

Michael Bond, Vice President

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

Zurich American Insurance Co.
Attn: Surety Claims
1290 Zurich Way
Schaumburg, IL 60196-1056
ATTACHMENT 3.2.10
State Project No. 0029-030-121, P101, R201, C501, B616

SCC and DPOR Information

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

<table>
<thead>
<tr>
<th>Business Name</th>
<th>SCC Number</th>
<th>SCC Type of Corporation</th>
<th>SCC Status</th>
<th>DPOR Registered Address</th>
<th>DPOR Registration Type</th>
<th>DPOR Registration Number</th>
<th>DPOR Expiration Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corman Construction, Inc.</td>
<td>F046798-7</td>
<td>Foreign</td>
<td>Active/In Good Standing</td>
<td>12001 Guilford Road Annapolis Junction, MD 20701</td>
<td>Class A Contractor</td>
<td>2701014794</td>
<td>10-31-17</td>
</tr>
<tr>
<td>Rinker Design Associates, P.C.</td>
<td>02270627</td>
<td>Corporation</td>
<td>Active/In Good Standing</td>
<td>4301 Dominion Blvd., Suite 100 Glen Allen, VA 23060</td>
<td>ENG</td>
<td>0410000220</td>
<td>2-28-18</td>
</tr>
<tr>
<td>DMY Engineering Consultants, Inc.</td>
<td>0768895-5</td>
<td>Incorporated</td>
<td>Active/In Good Standing</td>
<td>45662 Terminal Drive Suite 110 Dulles, VA 20166</td>
<td>ENG</td>
<td>0407005631</td>
<td>12-31-17</td>
</tr>
<tr>
<td>Toole Design Group, LLC</td>
<td>T024345-3</td>
<td>Limited Liability Co.</td>
<td>Active/In Good Standing</td>
<td>8484 Georgia Ave., Suite 800 Silver Spring, MD 20910</td>
<td>ENG, LA</td>
<td>0407005510</td>
<td>12-31-17</td>
</tr>
<tr>
<td>Quinn Consulting Services, Inc.</td>
<td>0492551-7</td>
<td>Incorporated</td>
<td>Active/In Good Standing</td>
<td>14160 Newbrook Dr., Suite 220 Chantilly, VA 20151</td>
<td>ENG</td>
<td>0407003733</td>
<td>12-31-17</td>
</tr>
<tr>
<td>DIW Group, Inc. (Specialized Engineering)</td>
<td>F128190-8</td>
<td>Foreign</td>
<td>Active/In Good Standing</td>
<td>4845 International Blvd., #104 Frederick, MD 21703</td>
<td>ENG</td>
<td>0407004748</td>
<td>12-31-17</td>
</tr>
</tbody>
</table>
## ATTACHMENT 3.2.10
State Project No. 0029-030-121, P101, R201, C501, B616

**SCC and DPOR Information**

### DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)

<table>
<thead>
<tr>
<th>Business Name</th>
<th>Individual's Name</th>
<th>Office Location Where Professional Services will be Provided (City/State)</th>
<th>Individual's DPOR Address</th>
<th>DPOR Type</th>
<th>DPOR Registration Number</th>
<th>DPOR Expiration Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rinker Design Associates, P.C.</td>
<td>Darell L. Fischer, PE</td>
<td>Glen Allen, VA</td>
<td>14101 Spring Gate Terrace Midlothian, VA 23112</td>
<td>PE License</td>
<td>0402023296</td>
<td>6-30-18</td>
</tr>
<tr>
<td>Quinn Consulting Services, Inc.</td>
<td>Kaushik Vyas, PE, DBIA</td>
<td>Chantilly, VA</td>
<td>10170 Spring Drive Gordonsville, VA 22942-7581</td>
<td>PE License</td>
<td>0402039004</td>
<td>6-30-18</td>
</tr>
<tr>
<td>Rinker Design Associates</td>
<td>Timothy Butler</td>
<td>Glen Allen, VA</td>
<td>925 Dispatch Road Quinton, VA 23141</td>
<td>Real Estate Appraiser License</td>
<td>4001001792</td>
<td>9-30-18</td>
</tr>
</tbody>
</table>
Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL FOR CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.

### CORPORATE DATA INQUIRY

**CISM0180**  
**CORPORATE DATA INQUIRY**  

**CORP ID:** F046798 - 7  
**STATUS:** 00 ACTIVE  
**STATUS DATE:** 01/06/06  

**CORP NAME:** CORMAN CONSTRUCTION, INC.  

**DATE OF CERTIFICATE:** 11/02/1984  
**PERIOD OF DURATION:**  
**INDUSTRY CODE:** 00  

**STATE OF INCORPORATION:** DE DELAWARE  
**STOCK INDICATOR:** S STOCK  

**MERGER IND:**  
**CONVERSION/DOMESTICATION IND:**  

**GOOD STANDING IND:** Y  
**MONITOR INDICATOR:**  

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

**R/A NAME:** CT CORPORATION SYSTEM  

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

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

**R/A STATUS:** 5 B.E. AUTH IN VI  
**EFF. DATE:** 10/04/13  
**LOC:** 143  

**ACCEPTED AR#:** 216 16 8343  
**DATE:** 11/14/16  
**HENRICO COUNTY**  

**CURRENT AR#:** 216 16 8343  
**DATE:** 11/14/16  
**STATUS:** A ASSESSMENT INDICATOR: 0  

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<tr>
<th>YEAR</th>
<th>FEES</th>
<th>PENALTY</th>
<th>INTEREST</th>
<th>TAXES</th>
<th>BALANCE</th>
<th>TOTAL SHARES</th>
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<td>16</td>
<td>100.00</td>
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(Screen Id:/Corp_Data_Inquiry)
Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL FOR CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.

| Screen Id:/Corp_Data_Inquiry |

---

**CORPORATE DATA INQUIRY**

| CORP ID: | 0227062 | STATUS: 00 ACTIVE | STATUS DATE: 04/22/91 |
| CORP NAME: | Rinker Design Associates, P.C. |
| DATE OF CERTIFICATE: | 02/24/1982 | PERIOD OF DURATION: | INDUSTRY CODE: 70 |
| STATE OF INCORPORATION: | VA VIRGINIA | STOCK INDICATOR: | S STOCK |
| MERGER IND: | | CONVERSION/DOMESTICATION IND: | |
| GOOD STANDING IND: | Y | MONITOR INDICATOR: | |
| CHARTER FEE: | | MON NO: | |
| MON STATUS: | | MONITOR DTE: | |
| R/A NAME: | JOHN S WISIACKAS |
| STREET: | ODIN FELDMAN & PITTLEMAN PC | AR RTN MAIL: |
| | 1775 WIEHLE AVENUE STE 400 | |
| CITY: | RESTON | STATE: VA | ZIP: 20190-0000 |
| R/A STATUS: | 4 ATTORNEY | EFF. DATE: 08/27/12 | LOC: 129 |
| ACCEPTED AR#: | 217 02 2082 | DATE: 01/17/17 | |
| CURRENT AR#: | 217 02 2082 | DATE: 01/17/17 | |
| STATUS: A | ASSESSMENT INDICATOR: 0 | |
| YEAR FEES | PENALTY | INTEREST | TAXES | BALANCE | TOTAL SHARES |
| 17 | 190.00 | | | | 20,000 |
Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL FOR CORPORATIONS is available from the Bulletin Archive link of the Clerk’s Office website.

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

---

<table>
<thead>
<tr>
<th>CORP ID: 0768895</th>
<th>STATUS: 00 ACTIVE</th>
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<tr>
<td>CORP NAME: DMY ENGINEERING CONSULTANTS INC.</td>
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<tr>
<td>DATE OF CERTIFICATE: 09/06/2013</td>
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<td>PERIOD OF DURATION: INDUSTRY CODE: 00</td>
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<td>STATE OF INCORPORATION: VA VIRGINIA</td>
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<td>MERGER IND: CONVERSION/DOMESTICATION IND: Y</td>
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<td>GOOD STANDING IND: Y</td>
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<tr>
<td>MON NO:</td>
<td></td>
</tr>
<tr>
<td>R/A NAME: WEIYI MA</td>
<td></td>
</tr>
<tr>
<td>STREET: 45662 TERMINAL DRIVE</td>
<td></td>
</tr>
<tr>
<td>SUITE 110</td>
<td></td>
</tr>
<tr>
<td>CITY: DULLES</td>
<td></td>
</tr>
<tr>
<td>STATE: VA</td>
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<td>ZIP: 20166-0000</td>
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<td>R/A STATUS: 1 DIRECTOR</td>
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<td>EFF. DATE: 09/06/13</td>
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<tr>
<td>LOC: 153</td>
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<td>ACCEPTED AR#: 216 54 0648</td>
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<tr>
<td>DATE: 10/31/16</td>
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<tr>
<td>LOUDOUN COUNTY</td>
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<td>CURRENT AR#: 216 54 0648</td>
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<tr>
<td>DATE: 10/31/16</td>
<td></td>
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<td>STATUS: A</td>
<td></td>
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<tr>
<td>ASSESSMENT INDICATOR: 0</td>
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<tr>
<td>YEAR</td>
<td>FEES</td>
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<tr>
<td>16</td>
<td>130.00</td>
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(Screen Id:/Corp_Data_Inquiry)
Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL FOR CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.

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

LLCM3220 LLC DATA INQUIRY

LLC ID: T024345 - 3 STATUS: 00 ACTIVE STATUS DATE: 04/28/16

LLC NAME: Toole Design Group, LLC

DATE OF FILING: 03/30/2004 PERIOD OF DURATION: 99/99/9999 INDUSTRY CODE: 00

STATE OF FILING: MD MARYLAND MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

PRINCIPAL OFFICE ADDRESS

STREET: 8484 GEORGIA AVE STE 800

CITY: SILVER SPRING STATE: MD ZIP: 20910-0000

REGISTERED AGENT INFORMATION

R/A NAME: ERIC LEBARON MONGELLI

STREET: 43279 SWAMP FOX COURT RTN MAIL:

CITY: ASHBURN STATE: VA ZIP: 20147-0000

R/A STATUS: 1 MEMBER/MANAGER EFF DATE: 04/28/17 LOC: 153 LOUDOUN COUNTY

YEAR FEES PENALTY INTEREST BALANCE

17 50.00

(Screen Id:/LLC_Data_Inquiry)
CISM0180  CORPORATE DATA INQUIRY  11:52:29

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

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

STREET:  2208 S KNOLL ST  AR RTN MAIL:

CITY:  ARLINGTON  STATE :  VA ZIP:  22202-2134
R/A STATUS:  4  ATTORNEY  EFF. DATE:  10/24/97  LOC :  106
ACCEPTED AR#:  216 13 3280  DATE:  08/29/16  ARLINGTON COUNT
CURRENT AR#:  216 13 3280  DATE:  08/29/16  STATUS: A  ASSESSMENT INDICATOR:  0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
16  100.00

(Screen Id:/Corp_Data_Inquiry)
Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL FOR CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.

<table>
<thead>
<tr>
<th>Screen Id:/Corp_Data_Inquiry</th>
<th></th>
<th></th>
</tr>
</thead>
</table>

CISM0180 CORPORATE DATA INQUIRY

| CORP ID: | F128190 - B |
| STATUS: | 00 ACTIVE |
| STATUS DATE: | 01/30/97 |
| CORP NAME: | DIW GROUP, INC. |
| DATE OF CERTIFICATE: | 01/30/1997 |
| PERIOD OF DURATION: | |
| INDUSTRY CODE: | 00 |
| STATE OF INCORPORATION: | MD MARYLAND |
| STOCK INDICATOR: | S STOCK |
| MERGER IND: | |
| CONVERSION/DOMESTICATION IND: | |
| GOOD STANDING IND: | Y |
| MONITOR INDICATOR: | |
| CHARTER FEE: | 2500.00 |
| MON NO: | |
| MON STATUS: | |
| MONITOR DTE: | |
| R/A NAME: | C T CORPORATION SYSTEM |
| STREET: | 4701 COX ROAD |
| SUITE: | 285 |
| CITY: | GLEN ALLEN |
| STATE: | VA |
| ZIP: | 23060-0000 |
| R/A STATUS: | S B.E. AUTH IN VI |
| EFF. DATE: | 12/12/13 |
| LOC: | 143 |
| CURRENT AR#: | 217 01 2461 |
| ACCEPTED DATE: | 12/05/16 |
| HENRICO COUNTY |
| ACCEPTED AR#: | 217 01 2461 |
| DATE: | 12/05/16 |
| STATUS: | A |
| ASSESSMENT INDICATOR: | 0 |
| YEAR FEES | PENALTY |
| INTEREST | TAXES |
| BALANCE | TOTAL SHARES |
| 17 | 1,700.00 | 2,000,000 |
COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

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

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

Status can be verified at http://www.dpoc.virginia.gov
COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON 12-31-2017

NUMBER 0407003733

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

PROFESSION: ENG

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

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

BOARD FOR APELSICDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003733 EXPIRES: 12-31-2017
PROFESSION: ENG
QUINN CONSULTING SERVICES INC
14160 NEWBROOK DR STE 220
CHANTILLY, VA 20151.

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

DPOR-PC (05/2015)
FREDERICK MD 21703
#104
485 INTERNATIONAL BLVD
SPECIALIZED ENGINEERING
DIV GROUP INC
PROFESSIONAL ENG
Number: 0407004748
Expires: 12-31-2017
BOARD FOR PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTEIOR DESIGNERS
COMMONWEALTH OF VIRGINIA
Telephone: (804) 698-5000
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Department of Professional and Occupational Regulation

COMMONWEALTH OF VIRGINIA

STATE CAN BE VIEWED AT HTTP://WWW.DPSR.GOV

SEE RELEASE SIDE FOR PRIVILEGES AND RESTRICTIONS

(Photograph Here)
# ATTACHMENT 3.3.1

## KEY PERSONNEL RESUME FORM

### Brief Resume of Key Personnel anticipated for the Project.

a. **Name & Title:** SCOTT SZYMPRUCH, PE, VICE PRESIDENT OF ENGINEERING

b. **Project Assignment:** DESIGN-BUILD PROJECT MANAGER

c. **Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time):** CORMAN CONSTRUCTION (FULL TIME)

d. **Employment History:**

   Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):

   **Vice President of Engineering, Corman Construction, Inc.**
   2017-Present
   Scott is responsible for in house engineering and design work. He works with design-build projects from their inception to assist and review design activities. Scott also manages estimating and project selection activities for Corman and Corman Marine.

   **Vice President, Mid-Atlantic Division, Corman Construction, Inc.**
   2016-2017
   Scott was in charge of all operations in Northern Virginia, Maryland, Washington, DC, and Delaware.

   **Corman Mid-Atlantic Division Manager, Corman Construction, Inc.**
   2013-2016
   Scott oversaw engineering and project management, including schedules, resources, manpower, temporary designs, budget and change orders.

   **Project Manager/Sponsor, Corman Construction, Inc.**
   2011-2013
   Scott was assigned to projects where he oversaw start up, long-range planning/scheduling, design, cost analysis/ monthly reviews, owner relationships, change orders/claims reviews and steered projects toward successful final completion.

   **Project Manager/Construction Manager, Corman Construction, Inc.**
   2004-2011
   Scott was assigned onsite on projects, including two design-builds where he provided project management, supervision, professional engineering designs, field layout, subcontract negotiations/ administration, quality control, materials control/procurement, safety management, environmental compliance management, cost accounting and scheduling for compliance and successful completion.

   **Sr. Project Engineer, Corman Construction, Inc.**
   2000-2003
   Scott was assigned onsite on road and bridge projects, including one Design-Build where he developed schedules, worked with superintendents and worked with owners on submittals, payments and RFIs.

e. **Education:**

   **Name & Location of Institution(s)/Degree(s)/Year/Specialization:**
   University of Maryland, Baltimore, MD | BS | 1995 | Civil Engineering

f. **Active Registration:**

   **Year First Registered/ Discipline/VA Registration #:**
   2005 | Professional Engineer | VA #0402041661

g. **Document the extent and depth of your experience and qualifications relevant to the Project.**

   1. *Note your role, responsibility, and specific job duties for each project, 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 project; projects older than fifteen (15) years will not be considered for evaluation.*

   **(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)**

<table>
<thead>
<tr>
<th>Project</th>
<th>Dates</th>
<th>Project Role</th>
<th>With Current Firm?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design-Build Route 1 Improvements at Fort Belvoir, Lorton, VA</td>
<td>July 2013-Present</td>
<td>Design-Build Project Manager/Project Executive</td>
<td>Yes</td>
</tr>
</tbody>
</table>

As **Design-Build Project Manager (July 2013-Jan. 2017)/Project Executive (Jan. 2017-Present),** Scott is overseeing construction from start up to close out. He manages the project team, equipment, material, and labor procurement, objectives and goals, work plans, and budgets and resources, procures/coordinates subcontractors, monitors schedules,
This project constructs and/or widens Route 1 from 4-6 lanes, a multi-use trail, bicycle lanes and safer crosswalks, route realignment, intersection improvements, bridge demolition/construction, including underpass, retaining walls, noise walls, street lighting, stormwater management, drainage, utility relocations, right of way acquisition, and traffic signals. The project is constructed in coordination with VDOT, Fairfax County, and the Army Garrison at Fort Belvoir, is highly visible to local authorities and is a major focus of local and federal elected officials, with an emphasis on MOT, stakeholder communication, protecting the environment, and historical significance. Client: Federal Highway Administration/Eastern Federal Lands Highway Division | Cost: $82 Million | Relevancy: Design-Build, pedestrian and cycling facilities, survey, structure and bridge (including retaining walls), environmental, geotechnical, hydraulics and stormwater management, traffic control devices, TMP, MOT, ROW acquisition, utilities, including coordination/relocations lighting, landscaping, public involvement/relations, QA/QC, construction engineering and inspection, project management

<table>
<thead>
<tr>
<th>Project:</th>
<th>Design-Build MD 30 Hampstead Bypass, Hampstead, MD</th>
<th>Dates:</th>
<th>Nov. 2006-Jan. 2007</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Role:</td>
<td>Project Manager</td>
<td>With Current Firm?:</td>
<td>Yes</td>
</tr>
</tbody>
</table>

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

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</tr>
</thead>
<tbody>
<tr>
<td>Project Role:</td>
<td>Construction Manager</td>
<td>With Current Firm?:</td>
<td>Yes</td>
</tr>
</tbody>
</table>

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

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. N/A
ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: KAUSHIK VYAS, PE, DBIA, QUALITY ASSURANCE MANAGER

b. Project Assignment: QUALITY ASSURANCE MANAGER

c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time): QUINN CONSULTING SERVICES, INC. (FULL TIME)

d. Employment History: With this Firm 7 Years With Other Firms 24 Years

Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):

Quality Assurance Manager (QAM), Quinn Consulting Services, Inc. ➤March 2010-Present
Kaushik has provided professional services on Design-Build (DB) transportation projects and PPTA/P3 Projects where he was a Quality Assurance Manager (QAM) on 7 VDOT DB projects. QAM responsibilities included supervising Quality Assurance (QA) inspection staff, material record documentation for payment application approval, QA and overseeing construction, including the QA testing technicians; review of test, daily, safety, and environmental reports; determining/certifying to VDOT whether the materials and work complied with the contract documents; conducting preparatory inspection meetings prior to start of any new work; overseeing/directing independent QA testing/inspections; and reviewing QA and QC documentation for conformance to VDOT’s Minimum QA/QC Requirements Manual and the project Quality Control Plan.

Transportation Engineer, TRC, Formally Site-Blauvelt ➤April 2001-March 2010
Kaushik ensured construction work was performed per project plans/specifications, confirmed adequate materials testing, materials documentation was in order, and pay items were verified. He was an Owner’s Representative on Prince William County Design-Build Projects where he ensured construction work was performed per approved plans/specifications, confirmed material testing, reviewed reports, and the Materials Notebook. Kaushik verified pay quantities and pay applications and coordinated with utility companies for utility relocations.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:

Gujarat University, Ahmedabad, India | BS | 1983 | Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:

2004 | Civil Engineer | VA #0402 039004

g. Document the extent and depth of your experience and qualifications relevant to the Project.

1. Note your role, responsibility, and specific job duties for each project, 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 project; projects older than fifteen (15) years will not be considered for evaluation.

(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

| Project Role: Quality Assurance Manager | With Current Firm? Yes |

As Quality Assurance Manager, Kaushik coordinated with the QA/QC teams for execution of the work per plans and VDOT specifications. Daily responsibilities included checking test reports, daily reports, safety reports, and environmental reports. Kaushik was responsible for the QA of the construction operations, including QA testing technicians. He determined and certified to VDOT whether the materials and work complied with the Contract Documents, conducted preparatory inspection meetings prior to the start of any new work; oversaw/directed the
The project constructed a diverging-diamond interchange (DDI) on US 15 at I-66 to relieve congestion, enhance public safety, operations and capacity, and accommodate forecasted local traffic demand and includes two new bridges to carry US 15 traffic over I-66 with two crossover intersections; ramp improvements to ease traffic flow; roadway improvements; wider intersections on US 15 at Heathcote Boulevard and Route 55, adding turn lanes to both; and a 10-ft. wide shared-use path for pedestrians and bicyclists. **Client/Owner: Virginia Dept. of Transportation**  
**Cost:** $36 Million  
**Relevancy:** VDOT Design-Build, grade-separated interchange, pedestrian and cycling facilities, survey, structure and bridge (including retaining walls), environmental, geotechnical, hydraulics and stormwater management, traffic control devices, TMP/MOT, ROW, utilities, lighting, public involvement/relations, QA/QC, project management  

<table>
<thead>
<tr>
<th>Project Role:</th>
<th>Design-Build Belmont Ridge Road, Loudoun County, VA</th>
<th>Dates:</th>
<th>Sept. 2016-Dec. 2018</th>
<th>Quality Assurance Manager</th>
<th>With Current Firm?</th>
<th>Yes</th>
</tr>
</thead>
</table>

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

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

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

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

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

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

For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.
### Brief Resume of Key Personnel anticipated for the Project.

<table>
<thead>
<tr>
<th>a. Name &amp; Title:</th>
<th>DARELL L. FISCHER, PE, DBIA, PRINCIPAL / GENERAL MANAGER (RICHMOND)</th>
</tr>
</thead>
<tbody>
<tr>
<td>b. Project Assignment:</td>
<td>DESIGN MANAGER</td>
</tr>
<tr>
<td>c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time):</td>
<td>RINKER DESIGN ASSOCIATES, P.C. (RDA) (FULL TIME)</td>
</tr>
<tr>
<td>d. Employment History:</td>
<td>With this Firm 10 Years With Other Firms 21 Years</td>
</tr>
</tbody>
</table>

Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):

- **Executive Director of Design-Build Services/General Manager/Principal, Rinker Design Associates, Richmond, VA** — 2016-Present

  Darell pursues and oversees RDA’s design-build projects and is actively involved in DBIA and with the VTCA Design-Build (DB) Committee. He establishes the DB project teams – putting in the right people and bringing in the right sub-consultants – and provides project leadership for design consistency.

- **Assistant Director of Transportation/Principal, Rinker Design Associates, Richmond, VA** — 2007-2016

  Darell allocated, oversaw, and managed designs performed by RDA, as well as sub-consultants on DB projects. Managed design elements included roadway design, hydrology/hydraulic analysis, traffic analysis/design, construction plan preparation, ROW acquisition, utility coordination/design, environmental permitting/compliance, and structural design. He developed and implemented design QA/QC programs for DB projects. From 2007 and 2011, Darell performed the same role in RDA’s Fredericksburg Office. In these roles, Darell has been involved in many transportation projects, including:

  - **Vice President/Branch Manager, Johnson Mirmiran & Thompson, Richmond, VA** — 2002-2007

    Darell obtained and executed the work produced in the Richmond Officer, ensured the quality, and oversaw all disciplines. He was responsible for contractual obligations with clients and sub-consultants, and managed many key projects.

| e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: | Virginia Polytechnic Institute and State University, Blacksburg, VA | BS | 1986 | Civil Engineering |
| f. Active Registration: Year First Registered/ Discipline/VA Registration #: | 1992 | Professional Engineer | VA #023296 |
| | 2012 | DBIA Professional | #D-1377 |
| g. Document the extent and depth of your experience and qualifications relevant to the Project. |

1. **Note your role, responsibility, and specific job duties for each project, 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 project; projects older than fifteen (15) years will not be considered for evaluation.**

(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

<table>
<thead>
<tr>
<th>Project:</th>
<th>Design-Build Middle Ground Blvd. Extension, Newport News, VA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dates:</td>
<td>June 2011-Dec. 2015</td>
</tr>
<tr>
<td>Project Role:</td>
<td>Design Manager</td>
</tr>
<tr>
<td>With Current Firm?:</td>
<td>Yes</td>
</tr>
</tbody>
</table>

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

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<tbody>
<tr>
<td>Project Role:</td>
<td>Design Manager</td>
<td>With Current Firm?</td>
<td>Yes</td>
</tr>
</tbody>
</table>

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

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<tbody>
<tr>
<td>Project Role:</td>
<td>Design Manager</td>
<td>With Current Firm?</td>
<td>Yes</td>
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</table>

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

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

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. N/A
### Brief Resume of Key Personnel anticipated for the Project.

<table>
<thead>
<tr>
<th>a. Name &amp; Title:</th>
<th>THOMAS “TJ” STARKEY</th>
<th>PROJECT MANAGER</th>
</tr>
</thead>
<tbody>
<tr>
<td>b. Project Assignment:</td>
<td>CONSTRUCTION MANAGER</td>
<td></td>
</tr>
</tbody>
</table>

| c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time): | COURMAN CONSTRUCTION, INC. (FULL TIME) |

<table>
<thead>
<tr>
<th>d. Employment History:</th>
<th>With this Firm 2 Years</th>
<th>With Other Firms 12 Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Deputy Design-Build Manager/Construction Manager, Corman Construction, Inc., Annapolis Junction, MD 2015-Present.</td>
<td>TJ oversees design submittals and construction, reviews constructability, manages the project team, equipment and material procurement, objectives and goals, work plans, budgets and resources, procures/coordinates subcontractors, monitors schedules, attends progress meetings, minimizes exposures/risks, mitigates issues, reviews/approves deliverables, RFIs, change orders, and oversees budget, safety, and quality compliance.</td>
<td></td>
</tr>
<tr>
<td>Project Manager, Facchina Construction Co., LaPlata, MD 2014-2015</td>
<td>TJ managed 40 employees while fostering team cohesion and optimum performance, directed/monitored QC for contract/specification compliance, resource allocation, including personnel, equipment, and subcontractors, managed cost reports, tracked quantities/pay items, QC and safety adherence, managed project budgets, updated cost reports, reviewed/negotiated invoices, transmitted/monitored submittals and RFIs, drafted, reviewed, and negotiated change orders.</td>
<td></td>
</tr>
<tr>
<td>Sr. Project Manager/Project Manager, Trumbull Corporation, Pittsburgh, PA 2011-2014</td>
<td>TJ managed 45 employees while fostering team cohesion and optimum performance, directed/monitored QC for contract/specification compliance, resource allocation, including personnel, equipment, and subcontractors, managed cost reports, tracked quantities/pay items, QC and safety adherence, material/service procurement, managed project budgets, updated cost reports, reviewed/negotiated invoices, transmitted/monitored submittals and RFIs, drafted, reviewed, and enforced change orders.</td>
<td></td>
</tr>
<tr>
<td>Superintendent/Construction Manager, Project/Field Engineer, E.V. Williams, Inc., Virginia Beach, VA Nov. 2008-Oct. 2011</td>
<td>Superintendent/Construction Manager. TJ managed 30 employees while fostering team cohesion and optimum performance, directed/monitored QC for contract/specification compliance, resource allocation, including personnel, equipment, and subcontractors, managed cost reports, tracked quantities/pay items, QC and safety adherence, material/service procurement, managed project budgets, and enforced subcontractor/operator environmental and quality compliance.</td>
<td></td>
</tr>
<tr>
<td>June 2003-Nov. 2008</td>
<td>Project/Field Engineer. Produced 3-D programs via Terra-Model Software for GPS equipment control, set up GPS and survey control points for jobsites and provided layout for rough and fine grade work, calibrated heavy equipment GPS machine control, updated cost reports, reviewed invoices, set up budget adjustment forms, transmitted/monitored submittals and RFIs, estimated material, highway and earthwork quantities, formulated project baseline schedules and monthly updates to complete tasks on schedule and per contract.</td>
<td></td>
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<table>
<thead>
<tr>
<th>e. Education:</th>
<th>Name &amp; Location of Institution(s)/Degree(s)/Year/Specialization:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Norfolk State University, Norfolk, VA</td>
<td>BS 2006 Construction Management</td>
</tr>
</tbody>
</table>

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<tr>
<th>f. Active Registration:</th>
<th>Year First Registered/ Discipline/VA Registration #:</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008/Virginia DEQ Responsible Land Disturber/#RLD06957</td>
<td>Will hold the VA Erosion &amp; Sediment Control Contractor Certification prior to the commencement of construction.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>g. Document the extent and depth of your experience and qualifications relevant to the Project.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. <strong>Note your role, responsibility, and specific job duties for each project, not those of the firm.</strong></td>
</tr>
<tr>
<td>2. <strong>Note whether experience is with current firm or with other firm.</strong></td>
</tr>
<tr>
<td>3. <strong>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</strong></td>
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</tbody>
</table>

**List only three (3) relevant projects** for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated. |
<table>
<thead>
<tr>
<th>Project</th>
<th>Dates</th>
<th>With Current Firm?</th>
<th>Anticipated Duration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design-Build Route 1 Improvements at Ft. Belvoir, Lorton, VA</td>
<td>Sept. 2015 - Present</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Deputy Design-Build Project Manager</td>
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<tr>
<td>Deputy DB Project Manager</td>
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</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Project</th>
<th>Dates</th>
<th>With Current Firm?</th>
<th>Anticipated Duration</th>
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</thead>
<tbody>
<tr>
<td>Design-Build Intercounty Connector</td>
<td>2013-2014</td>
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<tr>
<td>Construction Manager</td>
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<td>Design-Build Intercounty Connector</td>
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</tr>
<tr>
<td>Construction Manager</td>
<td></td>
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</tbody>
</table>

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

<table>
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<tr>
<th>Project</th>
<th>Dates</th>
<th>With Current Firm?</th>
<th>Anticipated Duration</th>
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<tr>
<td>I-64 Witchduck Road Widening, Virginia Beach, VA</td>
<td>2008-2011</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Construction Manager</td>
<td></td>
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</table>

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

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

<table>
<thead>
<tr>
<th>Project</th>
<th>Role</th>
<th>Anticipated Duration</th>
</tr>
</thead>
</table>
ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime design consulting firm responsible for the overall project design.</th>
<th>c. Contact information of the Client or Owner and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Contract Completion Date (Original)</th>
<th>e. Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)</th>
</tr>
</thead>
</table>
| Widening Segment           | Rinker Design Associates, PC for the US 29 Widening Segment | Name of Client/ Owner: Virginia Dept. of Transportation  
Phone: 434-422-9860  
Project Manager: Dave Covington  
Phone: 434-529-6310  
Email: Dave.Covington@VDOT.Virginia.gov | 10/2017 | 07/2017 | $55,700 | $55,700 | $55,700 |

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

SCOPE & COMPLEXITY

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

CORMAN ROLE: Lane/Corman Joint Venture with Corman as a JV partner, is the Lead Contractor responsible for design and construction.

PROJECT NARRATIVE: Widening/improving US Route 29 for 1.8 miles from four to six lanes from Route 643 to Hollymead Town Center. Upgrading US 29’s configuration to meet current geometric standards, including stopping sight distance. Reconstruction of the northbound lanes, which includes drainage and installation of a new waterline along the right of way, involves major construction and a traffic shift. The US 29 widening design adds capacity and improves the rural shoulder section along a heavy traffic corridor with large truck volume, many of the same trucks that will travel through the Warrenton Southern Interchange US 15/1/29 project. This is a vital commuter route with residential developments and businesses adjacent to the road.

After switching northbound traffic onto the new pavement in the former median area, crews are grading the original northbound lanes to create a third lane for northbound traffic and a 10-ft. wide paved path. This multi-use path will run just to the east of and parallel to the highway from Polo Grounds Road (Route 643) to North Hollymead Drive (Hollymead Town Center). From there, a pedestrian crosswalk guides users to a sidewalk on the west side of the road where they can continue a short distance north to Hollymead Town Center.

DEMONSTRATING SUCCESSFUL DELIVERY
This segment is currently ahead of schedule with a targeted early completion incentive date of 7/1/17.

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

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

**(LIMIT 1 PAGE PER PROJECT)**

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
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<table>
<thead>
<tr>
<th>b. Name of the prime design consulting firm responsible for the overall project design</th>
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<tr>
<td>Parsons Transportation Group</td>
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<thead>
<tr>
<th>c. Contact information of the Client or Owner and their Project Manager who can verify Firm’s responsibilities</th>
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| Name of Client/ Owner: Virginia Dept. of Transportation  
Phone: 434-906-7979  
Project Manager: Greg Cooley, PE  
Phone: 434-906-7979-Cell  
Email: Gregory.cooley@vdot.virginia.gov |

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<th>e. Contract Completion Date (Actual or Estimated)</th>
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<tr>
<th>f. Contract Value (in thousands)</th>
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<th>g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement (in thousands)</th>
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<td>$6,883</td>
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<tr>
<th>h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.</th>
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| We provided advance notice for each construction phase through media and Portable Changeable Message Signs regarding traffic pattern changes, updated VDOT, maintained a public hotline number, and worked with VDOT on informational brochures and training sessions. Meetings were held with the larger traffic generators, including trucks, as the Walmart Distribution Center, to keep them informed of the construction schedule. Through innovative construction sequencing, MOP phases were reduced. The final switch-over occurred over a single weekend instead of multiple or extended phases. This resulted in the successful completion and smooth transition to the new interchange. The switchover from the existing to new configuration consisted of multiple stages and was meticulously planned, including hold points, timing, resource and truck staging, dry-runs, and final verification of signal operations. VDOT and the Design-Build Team developed, practiced, and implemented a 4-phase, 64-step Operations Plan that executed a complicated Traffic Control Plan to convert the existing intersection to a DDI while maintaining traffic. **DEMONSTRATING SUCCESSFUL DELIVERY**

- 2016 DBIA-MAR Outstanding Owner Award  
- 2015 DBIA National Award of Merit (Transportation)  
- 2015 DBIA-MAR Design-Build Merit Award  
- 2014-2015 ACEC/MW Engineering Excellence Honor Award  
- 2014 VDOT Culpeper District Construction Project of the Year

**Preliminary DDI safety results: There has been a 66% reduction in crashes and 100% reduction in injuries. This data covers 13 months immediately prior to construction (10/18/12) and the 13 months we have available since completion (4/15/14).**  

**TEAM MEMBERS**

- Proposed Deputy Design Manager/Lead Roadway Engineer John Giometti, PE was VDOT’s Culpeper District Location and Design Engineer (prior to coming to RDA)

**CORMAN ROLE:** As Design-Build, Corman was responsible for design and construction, including TMP, roadway, MOT plans, QA/QC, public relations/outreach, site survey, environmental permits/protocols, ROW, utility verification relocations, drainage, erosion & sediment control, stormwater management, lighting, signage, road markings, signal installation, and site worker and public safety.

**PROJECT NARRATIVE:** Louisa and Fluvanna Counties identified Zion Crossroads as a future high-growth area. VDOT analysis had shown that this anticipated growth, including substantial truck volumes, will cause existing diamond interchange ramps to fall well below the desired Level of Service C. This project improves the I-64 Interchange on Route 15 at Zion Crossroads and reconstructs a stretch of Route 15, improving the Route 15 and Spring Creek Parkway intersection and realigning the standard diamond interchange into a Diverging Diamond Interchange (DDI), the first one in Virginia. By briefly shifting traffic to the opposite side of the road, the DDI design eliminates traditional left turns that must cross oncoming traffic. It improves safety by reducing the number of spots where vehicles can collide. The original concept created trap lanes on Route 15 for traffic exiting from I-64 off ramps, which introduced an additional weave that heavy trucks may have trouble operating. Our concept eliminated the trap lanes and detrimental weaves and included a study of interchange movements prior to bid. This improved safety by eliminating a potential obstruction to traffic, eases maintenance, and alleviates I-64 off-ramp confusion. The ramps to and from I-64 were widened to accommodate the turning movements of the new I-64 and approach roadway to those ramps. Due to the unique new roadway configurations, a communication program with stakeholders, including adjacent businesses, drivers, and local community, was vital to project success. We provided advance notice for each construction phase through media and Portable Changeable Message Signs regarding traffic pattern changes, updated VDOT, maintained a public hotline number, and worked with VDOT on informational brochures and training sessions. Meetings were held with the larger traffic generators, including trucks, as the Walmart Distribution Center, to keep them informed of the construction schedule. Through innovative construction sequencing, MOT phases were reduced. The final switch-over occurred over a single weekend instead of multiple or extended phases. This resulted in the successful completion and smooth transition to the new interchange. The switchover from the existing to new configuration consisted of multiple stages and was meticulously planned, including hold points, timing, resource and truck staging, dry-runs, and final verification of signal operations. VDOT and the Design-Build Team developed, practiced, and implemented a 4-phase, 64-step Operations Plan that executed a complicated Traffic Control Plan to convert the existing intersection to a DDI while maintaining traffic. **DEMONSTRATING SUCCESSFUL DELIVERY**

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**TEAM MEMBERS**

- Proposed Deputy Design Manager/Lead Roadway Engineer John Giometti, PE was VDOT’s Culpeper District Location and Design Engineer (prior to coming to RDA)
**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

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<th>a. Project Name &amp; Location</th>
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<tr>
<td><strong>Name:</strong> Design-Build Route 1 Improvements at Fort Belvoir</td>
<td><strong>Name:</strong> AMT</td>
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<tr>
<td><strong>Location:</strong> Lorton, VA</td>
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<td>02/2016</td>
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<td>08/2017 Est.</td>
<td>Due to owner directed changes and differing site condition.</td>
<td>$82,019</td>
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**SCOPE & COMPLEXITY SIMILARITIES**

- Design-Build
- Pedestrian & Cycling Facilities
- Survey
- Structure and Bridge (Including Retaining Walls)
- Environmental
- Geotechnical
- Hydraulics & Stormwater Management Facilities
- Traffic Control Devices
- TMP/MOT
- ROW Acquisition
- Utilities, including Coordination/Relocations
- Lighting
- Landscaping
- Public Involvement/Relations
- QA/QC
- Construction Engineering & Inspection
- Project Management

**CORMAN ROLE:** Corman-Wagner, A Joint Venture, with Corman as the Lead JV partner, is the Lead Contractor responsible for design and construction of 3.5 mile road improvement project adjacent to Ft. Belvoir. Project located in suburban settings included new roadway, $6 million dollars of utility relocations (Fairfax Water and sewer lines OH Dominion, electric, Verizon, Cox, and Comcast) communications fiber and an underground Washington Gas 12” transmission main), drainage, MOT with high rush hour volumes, traffic signals/improvements, ROW acquisition, building demolition, architectural and noise studies, and new dual multi-span bridges.

**PROJECT NARRATIVE:** Project widens US Route 1 to relieve heavy traffic near the Fort Belvoir military installation. The 3.5 mile stretch between Mount Vernon Memorial Highway and Telegraph Road is home to some of the region’s worst rush hour traffic. This project constructs and/or widens Route 1 from 4-6 lanes, a multi-use trail, route realignment, intersection improvements, bridge demolition/construction, Maintenance Vehicle underpass, retaining walls, noise walls, street lighting, stormwater management, drainage, utility relocations, right of way acquisition, and traffic signals. There are improvements to accommodate bicycles and pedestrians, pedestrian signals, bicycle facilities, sidewalks, curbs, ramps, and safer crossings. Retaining walls are at several locations to accommodate grade changes and reduce the extent of slope excavation, particularly at the historic Woodlawn Baptist Church and Cemetery. Project included two bridges. A new 170-ft. multi-span pre-stressed girder bridge replaces a bridge over Accotink Creek. The stormwater management system was designed using VDOT’s new MS4 water quality requirements, and includes bio-filtration and bio-retention methods and conversion of multiple stormwater management ponds into permanent wetlands. A Traffic Management Plan provided multiple lane stages, coordination with VDOT, and County and Fort authorities. Maintenance of traffic include daily lane closures along US Route 1 and shifting traffic to the newly-constructed southbound lanes as the northbound lanes were constructed. Additional detours and lane shift were implemented to construct cross drainage, including the Mason Run triple cell culvert installation on southbound Route 1 and during right of way and construction in the Accolek Village Center. The project team established and maintained a dedicated web site, held public Pardon Our Dust meetings, communicated lane closures and traffic switches with the local VDOT traffic operations center and the Ft. Belvoir authorities.

The project is constructed in coordination with VDOT, Fairfax County, and the Army Garrison at Fort Belvoir, is highly visible to local authorities and is a major focus of local and federal elected officials, with an emphasis on maintenance of traffic, stakeholder communication, protecting the environment, and historical significance.

**DEMONSTRATING SUCCESSFUL DELIVERY**

Reviews were streamlined by incorporating owners and stakeholders in the upfront design process, as well as identifying and addressing upcoming changed condition work early on. We worked with the owner regarding project element changes during the course of the project and finalized a completion date that was beneficial to the owner and Corman.

With a multitude of stakeholders, bi-weekly progress meetings were held with most of them attending during the entire progress of the project. VDOT, Fairfax County, Historic Trust, and the Army Garrison at Fort Belvoir were highly involved due to the project was being delivered to VDOT, it is on military Ft. Belvoir property, and The Historic Trust is getting a new entrance. The Design-Build Team collaborated with each stakeholder to incorporate their requests for work which was added to the contract through workshop meetings and daily communication. This resulted in accommodating stakeholder requests for additional work and keeping the project moving forward.

**TEAM MEMBERS**

- Proposed Design-Build Project Manager Scott Zympruch, PE was the Design-Build Project Manager and is now the Project Executive.
- Proposed Construction Manager Thomas “TJ” Starkey was the Deputy Design-Build Project Manager and is now the Design-Build Project Manager.
- Proposed Safety Manager Steven Simpson, CSP, CHST is the Safety Manager, Mid-Atlantic Region.
Widening Element segments, elements, and/or contracts, the SOQ may be rendered non-subconsultant. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

**SCOPE & COMPLEXITY SIMILARITIES**

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

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

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

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

**DEMONSTRATING SUCCESSFUL DELIVERY**

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

**TEAM MEMBERS**

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

**US 29 Widening - North of the South Fork Rivanna River**
Rinker Design Associates, P.C. (RDA) provided professional engineering services from their Manassas office for the reconstruction of I-66/Route 15 Interchange Project. As the Lead Designer, RDA provided the design which led to congestion relief, enhanced public safety, improved operations and capacity, and accommodated forecasted traffic demands in the project area. They assisted in delivering a high-quality, innovative design to VDOT by changing the RFP design from a flyover to a Diverging Diamond Interchange (DDI), the third of its kind in Virginia. This required a revised Interchange Modification Report (IMR) and reopened the public involvement process. RDA led the public outreach program which was instrumental in gaining approval of the IMR. RDA designed the DDI to accommodate the projected traffic volumes, as well as critical pedestrian movements. An extensive analysis was conducted by RDA to find an alternative interchange design that accommodated the traffic demand, reduced the project footprint and environmental impacts, improved constructability and shortened construction duration when compared to previously-considered alternatives, and reduced the project cost. All of these factors led RDA selecting the DDI design. RDA also assisted in developing the Traffic Management Plan (TMP) to ensure constructability while maintaining traffic operations.

PROJECT DESCRIPTION/NARRATIVE: The I-66/Route 15 Interchange was designed and reconstructed in order to: relieve congestion which is heightened by higher truck traffic, enhance public safety, operations, and capacity, and accommodate forecasted traffic demands in the project area. A DDI was designed to accommodate the projected traffic volumes using a WB-67 design vehicle and critical pedestrian movements. Part of the advantage with this design was the ability to widen heavily-traveled roads through a tightly-constrained corridor. A complex Transportation Management Plan (TMP) was implemented to safely and efficiently construct the project in a constricted work zone with high traffic volumes (including higher than normal truck percentages) and pedestrian mobility. Coordination with emergency providers (e.g., police, fire, rescue, etc.) and the hospital (located adjacent to the project) ensured that access through work zones would not impede their services. In addition to meeting and coordinating with the public, we also met with emergency responders and local school bus drivers to educate them of the changing traffic patterns and configurations.

DEMONSTRATING SUCCESSFUL DELIVERY: By introducing a DDI to this interchange and through design efficiencies, ROW was condensed by reducing impacts from 22 to 16 parcels and eliminating two total parcel takes – saving VDOT over $500K. Our approach with the 17/15/29 project will take advantage of lessons learned and develop a ROW acquisition plan that minimizes VDOT’s costs. Part of our team’s innovation resulted in revisions to the Interchange Modification Report (IMR) to implement a DDI without delay in the project schedule. The team assisted VDOT in bringing consensus to the political stakeholders representing the State, County, and Town by providing independent education and coordination meetings early in design which resulted in stakeholder understanding and consensus.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime/ general contractor responsible for overall construction of the project.</th>
<th>c. Contact information of the Client and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Construction Contract Start Date</th>
<th>e. Construction Contract Completion Date (Actual or Estimated)</th>
<th>f. Construction Contract Value (Original)</th>
<th>g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement (in thousands)</th>
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</tbody>
</table>

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

SCOPE & COMPLEXITY SIMILARITIES

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

RDA ROLE: Rinker Design Associates, P.C. (RDA) provided professional engineering services from their Manassas office for the reconstruction of I-66/Route 15 Interchange Project. As the Lead Designer, RDA provided the design which led to congestion relief, enhanced public safety, improved operations and capacity, and accommodated forecasted traffic demands in the project area. They assisted in delivering a high-quality, innovative design to VDOT by changing the RFP design from a flyover to a Diverging Diamond Interchange (DDI), the third of its kind in Virginia. This required a revised Interchange Modification Report (IMR) and reopened the public involvement process. RDA led the public outreach program which was instrumental in gaining approval of the IMR. RDA designed the DDI to accommodate the projected traffic volumes, as well as critical pedestrian movements. An extensive analysis was conducted by RDA to find an alternative interchange design that accommodated the traffic demand, reduced the project footprint and environmental impacts, improved constructability and shortened construction duration when compared to previously-considered alternatives, and reduced the project cost. All of these factors led RDA selecting the DDI design. RDA also assisted in developing the Traffic Management Plan (TMP) to ensure constructability while maintaining traffic operations.

PROJECT DESCRIPTION/NARRATIVE: The I-66/Route 15 Interchange was designed and reconstructed in order to: relieve congestion which is heightened by higher truck traffic, enhance public safety, operations, and capacity, and accommodate forecasted traffic demands in the project area. A DDI was designed to accommodate the projected traffic volumes using a WB-67 design vehicle and critical pedestrian movements. Part of the advantage with this design was the ability to widen heavily-traveled roads through a tightly-constrained corridor. A complex Transportation Management Plan (TMP) was implemented to safely and efficiently construct the project in a constricted work zone with high traffic volumes (including higher than normal truck percentages) and pedestrian mobility. Coordination with emergency providers (e.g., police, fire, rescue, etc.) and the hospital (located adjacent to the project) ensured that access through work zones would not impede their services. In addition to meeting and coordinating with the public, we also met with emergency responders and local school bus drivers to educate them of the changing traffic patterns and configurations.

DEMONSTRATING SUCCESSFUL DELIVERY: By introducing a DDI to this interchange and through design efficiencies, ROW was condensed by reducing impacts from 22 to 16 parcels and eliminating two total parcel takes – saving VDOT over $500K. Our approach with the 17/15/29 project will take advantage of lessons learned and develop a ROW acquisition plan that minimizes VDOT’s costs. Part of our team’s innovation resulted in revisions to the Interchange Modification Report (IMR) to implement a DDI without delay in the project schedule. The team assisted VDOT in bringing consensus to the political stakeholders representing the State, County, and Town by providing independent education and coordination meetings early in design which resulted in stakeholder understanding and consensus.

TEAM MEMBERS

- Proposed Executive Committee Member Mo Kim was the Design Manager.
- Proposed Design QA/QC Manager Mark Gunn, PE, DBIA (RDA) was the Lead Roadway Engineer.
- Proposed Lead Environmental Compliance & Permitting Manager Janet O’Neill, PWS, PWD (RDA) was the Environmental Manager.
- Proposed Deputy Design Manager/Lead Roadway Engineer John Giometti, PE (RDA) was the Design QA Engineer.
- Proposed Public Relations Manager Christopher Reed (RDA) was the Public Relations Manager.
- Proposed Quality Assurance Manager Kaushik Vyas, PE, DBIA is the Quality Assurance Manager.
**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

(LIMIT 1 PAGE PER PROJECT)

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime/ general contractor responsible for overall construction of the project.</th>
<th>c. Contact information of the Client and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Construction Contract Start Date</th>
<th>e. Construction Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name: Design-Build I-95 at Temple Avenue Interchange Improvements Location: City of Colonial Heights, VA</td>
<td>Name: Allan Myers VA, Inc. Name of Client: Virginia Dept. of Transportation Phone: 804-663-4188 Project Manager: R. Shane Mann, PE Phone: 804-720-4229 Email: <a href="mailto:Shane.Mann@vdot.virginia.gov">Shane.Mann@vdot.virginia.gov</a></td>
<td></td>
<td>02/2015</td>
<td>12/2017 (Ext.)</td>
<td>$13,368</td>
<td>$1,364</td>
</tr>
</tbody>
</table>

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**SCOPE & COMPLEXITY SIMILARITIES**

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

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

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

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

**DEMONSTRATING SUCCESSFUL DELIVERY**

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

**TEAM MEMBERS**

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

*Southern half of proposed roundabout during Phase II bridge demolition*