

ORIGINAL

**STATEMENT OF QUALIFICATIONS
DESIGN-BUILD ROUTE 7 WIDENING AND BRIDGE
REHABILITATION OVER DULLES TOLL
ROAD AND AIRPORT ACCESS HIGHWAY
FAIRFAX COUNTY, VIRGINIA**

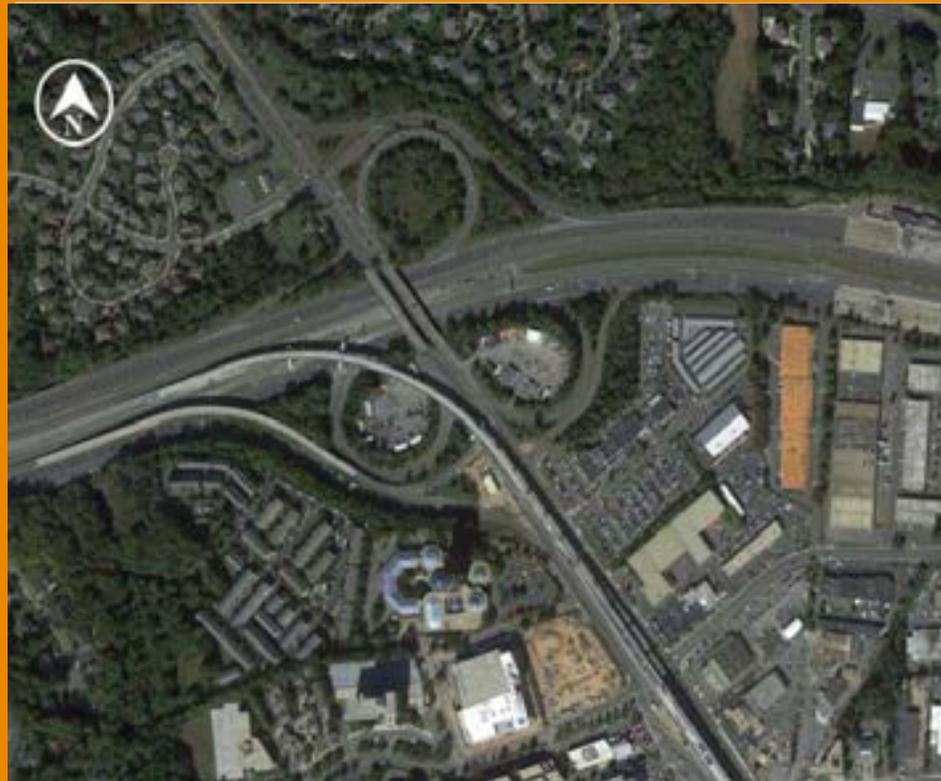
**STATE PROJECT No.: 0007-029-139, P101, R201, C501, B617, B618
FEDERAL PROJECT No.: BR-5401 (738)
CONTRACT ID NUMBER: C00082135DB77**

A Qualifications Submission from:

CORMAN
CONSTRUCTION

&

RK&K



Submitted to: **Virginia Department of Transportation**

**1401 E. Broad Street
Richmond, Virginia 23219**

JUNE 19, 2014





3.2 Letter of Submittal



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June 19, 2014

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

RE: Letter of Submittal -Design Build Route 7 Widening and Bridge Rehabilitation over Dulles Toll Road and Airport Access Highway
State Project No.: 0007-029-139, P101, R201, C501, B617, B618
Federal Project No.: BR-5401 (738) / Contract ID Number: C00082135DB77

Dear Mr. Kindy:

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
- Eight abbreviated copies of the original SOQ

We have examined the RFQ, acknowledge Addendum I and Questions and Answers dated 6/2/14, attended the Project Information Meeting, and visited the project site. Corman appoints the following:

3.2.2 Point of Contact

Lou Robbins, PE, DBIA
Vice President Design-Build
Corman Construction, Inc.
12001 Guilford Road
Annapolis Junction, MD 20701
703-772-8566 Telephone / 301-953-0384 Fax
lrobbins@cormanconstruction.com

3.2.3 Principal Officer

Chase Cox
Vice President
Corman Construction, Inc.
12001 Guilford Road
Annapolis Junction, MD 20701
410-792-9400 Telephone / 301-953-0384 –Fax
ccox@cormanconstruction.com

3.2.4 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:** Rummel, Klepper & Kahl, LLP Consulting Engineers

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 in the Appendix.

3.2.8 VDOT Prequalification Certificate evidence (C097-Active) is included in the Appendix.

3.2.9 A Surety Letter is included in the Appendix.

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

3.2.11 Corman is committed to achieving an 8% DBE participation goal for the entire value of the contract.

We present to you a design-build team equipped with the experience, knowledge, and resources to partner with the Virginia Department of Transportation in successfully delivering the Route 7 Widening and Bridge Rehabilitation over Dulles Toll Road and Airport Access Highway project.

Sincerely,

CORMAN CONSTRUCTION, INC.


Chase Cox, Vice President



3.3 Offeror's Team Structure



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CORMAN CONSTRUCTION, INC.
Construction & Project Management

RUMMEL, KLEPPER & KAHL, LLP
Design & Quality Assurance

SABRA, WANG & ASSOCIATES, INC.
Signing Striping & Traffic Signals (DBE)

DIVERSIFIED PROPERTY SERVICES, INC.
Right of Way (DBE)

ECS MID-ATLANTIC, LLC
Geotechnical

RHODESIDE & HARWELL, INC.
Landscape Architect (SWaM)

RICE ASSOCIATES, INC.
Survey/Utility Locating Services (SWaM)

TRAVESKY & ASSOCIATES, LLC
Public Outreach (DBE)

UTILITY PROFESSIONAL SERVICES, INC.
Utilities (DBE)

3.3 TEAM STRUCTURE

With a track record of successfully delivering over \$1.4 billion in design-build (DB) roadway and bridge projects, Corman Construction, Inc. (Corman) comes to VDOT with the hands-on experience and top notch personnel it takes to effectively execute the design and construction, as well as manage the risks of the **Design-Build Route 7 Widening and Bridge Rehabilitation over Dulles Airport Toll Road and Airport Access Highway (DTR and AAH) Project**. During our 16-year design-build history, Corman has exceeded owners’ expectations in the on-time, on-budget delivery of high-quality projects, while meeting some of the most strenuous maintenance of traffic and environmental commitments. Out of these ventures, over \$1 billion have included contractor-led QC programs.

Through the years, Corman has built a solid reputation of strategically aligning with the design-build partners most suited to meet the specific needs and requirements of the project at hand. For the Route 7 Widening and Bridge Rehabilitation over the DTR and AAH project, we selected Rummel, Klepper & Kahl, LLP (RK&K) as our lead design firm with the added depth of seven sub-consultants. Together these firms make up the Corman Design-Build (DB) Team.

The Corman DB Team will successfully deliver with seasoned professionals and resources, providing the highest level of quality to ensure that the project will be completed within our promised budget and schedule.

Over the last several years, Corman has successfully worked with RK&K on the following design-build projects and therefore understand each other’s strengths and abilities:

| PROJECT | |
|--|--|
| Intercounty Connector Contracts A&B (Montgomery County, MD) | |
| MD Route 216 US 29 to I-95 (Howard County, MD) | |
| I-64 Widening and Route 623 Interchange Improvements (Henrico, VA) | |
| Frederick Douglass Bridge/South Capitol Street over Anacostia River (Washington, DC) | |
| E. Deer Park Rd. Bridge Emergency Rehab. (Gaithersburg, MD) | |
| Division 1B – 12 Bridges (Dare and Hyde Counties, NC) | |
| Arkendale to Powell’s Creek (Cherry Hill) Third Track (VA) | |

= design-build experience.

Established, strong working relationships are vital to the success of any design-build project. Since the individuals on our Team have already developed a rapport and knowledge of each other’s abilities, skills, and working style, the framework for the project implementation is strengthened. The Route 7 Widening and Bridge Rehabilitation over the DTR and AAH design and construction phases will not be a “training ground” for the Corman DB Team, but instead will be one additional example of our Team’s success. Following is a graphic showing our strong inter-firm working relationship and experience.

| Experience Working Together | Corman | RK&K | Sabra Wang | Diversified Property | ECS Mid-Atlantic | Rhodeside & Harwell | Rice Associates | Travesky & Associates | Utility Professional Services |
|-----------------------------|--------|------|------------|----------------------|------------------|---------------------|-----------------|-----------------------|-------------------------------|
| Corman | | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ |
| RK&K | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |

3.3.1 KEY PERSONNEL

The Corman DB Team has assembled a Team of highly-qualified and experienced individuals, and structured them accordingly for optimal performance. These key staff and design firms come together with a shared history on successful projects, have established working relationships, and are ready to hit the ground running. Though our task leaders and technical staff are responsible for items, such as design, public involvement and/or construction, everyone is ultimately responsible for the total success of the project. The chart below introduces our Key Personnel (resumes in Appendix - Attachment 3.3.1):

| | |
|--|--|
| Design-Build Project Manager (DBPM) | Scott Szympruch, PE - Corman |
| Quality Assurance Manager (QAM) | Miriam "Mimi" Kronisch, PE, CCM - RK&K |
| Design Manager (DM) | Gary S. Johnson, PE, DBIA - RK&K |
| Construction Manager (CM) | Kyle Kern - Corman |

Additional Design and Construction Support

Under the key personnel, we have assembled a highly skilled team of professionals to lead design disciplines and construction management, selected because of their proven competencies in engineering, construction and design-build. Listed below you will find short biographies on each of these design and construction professionals, provided to assure VDOT that the Corman DB Team is comprised of highly skilled professionals with the experience to deliver this project on time and within VDOT's budget. Each member was hand-selected based on their experience relative to this project's scope and complexities, as well as their familiarity working together as a team. A  icon has been placed next to the names of the individuals with design-build experience.

 **Roadway Engineer / Deputy Design Manager (DDM), John McDowell, PE**, brings more than 33 years of experience in the design and management of complex roadway design projects and will focus on roadway and intersection design for this contract. He has been responsible for leading and directing the geometric design and plans productions for the roadway design, preparation of the Traffic Control Plans, as well as interfacing with the various elements of the roadway design including structures, drainage, signals and lighting design. Previous VDOT project experience includes multiple task orders under five of RK&K's current VDOT On-Call Design Contracts, as well as previously serving as Deputy Project Manager for the Capital Beltway (I-495) Design-Build HOT Lanes project in Fairfax County, VA. For the I-495 HOT Lanes project, John coordinated with the Washington Metropolitan Area Transit Authority (WMATA) for the road widening under the Washington Metro Orange Line crossing I-495 at I-66. John led assignments with Fairfax County DOT (FCDOT) in the Tysons Corner area, including State Street preliminary alignment just east of this project along Route 7 and Route 7 improvement from Route 123 to I-495 and the Jones Branch Connector Interchange Improvement with I-495. His experience brings a strong understanding of Fairfax County's goals for transforming Tysons Corner into an urban center. John will report the DM.

 **Bridge and Structures Design Engineer, Ashley Johnson, PE**, will be involved in all aspects of bridge design for this project. She has multiple years of experience in the design of new and replacement bridges, as well as rehabilitation of existing structures. Ashley provided preliminary design of three bridges as part of the extension of Jones Branch Connector in Fairfax County (working with our lead roadway engineer), which involved designing the widening and extension of existing bridges over I-495. She is also currently involved in the design of twin replacement interstate bridges as part of Corman's / RK&K's I-64 Widening and Route 623 Interchange Improvements DB project in Richmond.

 **Drainage / Hydraulics Design Engineer, Brian Finerfrock, PE**, who is providing similar services on Corman's / RK&K's I-64 Widening and Route 623 Interchange Improvements DB project reports to the DM and offers more than 12 years of advanced technical roadway and drainage experience, as well as rural and urban design project experience. Brian has extensive experience in design, and consultant management oversight of general drainage, hydrologic studies, hydraulic bridge studies, and bridge scour analysis for many of VDOT's largest projects. Brian coordinated drainage improvements along the DTR and AAH with Metropolitan Washington Airport Authority (MWAA) and the Federal Aviation Authority (FAA) as part of his role in the I-495 Express Lanes project. His project experience includes various types of municipal and roadway design projects on new location, reconstruction and widening, as well as major VDOT drainage improvements for 12 of RK&K's contracts since 2009, including working with our lead roadway engineer on the three FCDOT assignments in Tyson's Corner.

 **Geotechnical Engineer, Randy Wirt, PE**, will be in charge of all aspects of geotechnical engineering and evaluation for the project, including evaluation of abutment and pier foundation support, potentially unsuitable soils, slope and embankment stability and settlement, pavements, and geotechnical construction considerations. He will also assist the DM and the CM during construction, as needed, for earthwork and geotechnical project questions. Randy has more than 14 years of experience in geotechnical engineering related directly to similar transportation projects for various state agencies including VDOT. Randy has served as the lead geotechnical engineer for multiple design-build VDOT projects in the region including VDOT

Route 28 Corridor Improvements PPTA, Fairfax and Loudoun Counties, several VDOT Design-Build projects along the Route 7 Corridor in Loudoun and Fairfax Counties, and many others. Randy is providing similar services on Corman's / RK&K's VDOT I-64 Widening and Route 623 Interchange Improvements DB project in Henrico County, Virginia.

DB Landscape Architect, Mark Mastalerz, ASLA, RLA, LEED AP, has 36 years of experience as a site designer specializing in site grading, planting plans, conceptual site planning and preparation of construction documents. His experience includes all aspects of site design and environmental design, as well as all facets of landscape architectural services. Mark has experience in urban landscape design, working with RK&K on projects such as the Jones Branch Connector and Route 7 in Tysons Corner (working with our lead roadway engineer and Design Manager). He has also been responsible for conducting site analysis and landscape design for the Dulles MetroRail project passing through this interchange. David will report to the DM.

DB Environmental Permitting & Wetland Delineation Coordinator, Ricky Woody, II. Ricky has more than 26 years of experience providing project management leading and supporting the preparation of various NEPA documents, securing wetlands and water quality permits and promoting compliance with environmental clearances for both large and small transportation projects. He has a strong foundation in environmental resource studies required for successful document/permit approvals including; wetland delineation, Unified Stream Methodology, rare, threatened and endangered species studies, water quality monitoring, habitat assessments, and mitigation design. Ricky has experience in performing project reviews and providing corrective action recommendations to remain compliant with project specific environmental commitments. Ricky has been involved in numerous VDOT projects providing environmental engineering and services and has managed all environmental aspects of several major and minor infrastructure projects, including the I-64 Widening and Project 623 Interchange Improvements DB Project (working with Corman and our proposed DM), Woodrow Wilson Bridge, Manassas Bypass, and Fairfax County Parkway. Ricky will report to the DM.

DB Signing, Striping & Traffic Signals Engineer, Keith Riniker, PE, PTOE, has more than 16 years of experience and is a recognized expert traffic engineer with strong credentials in design, analysis, and modeling, knowledge of MUTCD, FHWA, AASHTO, and ITE best practices. Keith has directly supervised and/or prepared traffic design plans for over 500 signals, hundreds of ITS devices, developed signal timing plans for 1,500 signals, over 30 miles of interstate signing and performed hundreds of traffic engineering studies. He is hands-on with Eagle and Naztec controllers and has significant experience with field implementation and fine-tuning of signal timing plans. His experience also includes signing and pavement marking design, development of work zone traffic control plans, design of Intelligent Transportation Systems, roadway lighting and traffic signal design, according to VDOT standards. Keith has performed similar services on four previous Corman DB projects and will report to the DM.

DB Noise Analysis Designer, Joseph Rauseo, brings more than 20 years of experience to this project, including 2 1/2 years with NCDOT where he was the principal author of the 2011 NCDOT Traffic Noise Analysis and Abatement Manual. Notably, he is one of a very few practitioners selected by the Volpe Center and FHWA to review and critique version 3.0 of FHWA's Traffic Noise Model (TNM v3.0) prior to official beta-testing. Joseph's noise analysis experience includes evaluating existing noise environments through field reconnaissance and monitoring, determining community impacts and need for noise abatement, predicting future traffic noise levels using FHWA Traffic Noise Model (TNM), determining reasonableness and feasibility, evaluating and optimizing cost-effective mitigation measures and preparation of technical noise reports. He is responsible for fulfilling all functions and tasks associated with traffic and construction noise analyses, noise abatement design, development of noise abatement design specifications and the noise-related aspects of the public involvement process. Joseph will report to DM.

DB Surveying / Plats, Randy Stowers, LS offers more than 28 years of surveying experience involving a wide variety of project types ranging from residential surveys to verifying and redesigning roadway alignments. He has completed numerous topographical, boundary, and construction stakeout surveys in Northern Virginia. He has over a decade of experience in managing and / or supporting VDOT infrastructure projects throughout the state. These surveys have been completed conventionally or through a combination of conventional surveying, aerial mapping and LIDAR. Randy has worked with RK&K on numerous projects across Virginia. Randy also has extensive experience in platting, and easement / right-of-way determinations. Randy will report to the DM.

DB ITS / Lighting Engineer, Barry L. Brandt, PE, PTOE, is responsible for providing the design of traffic signals, roadway lighting, ITS devices, and other traffic control devices such as highway signing and pavement markings. Barry brings more than 23 years of experience to the team and is familiar with the MUTCD, the IES RP-8 Standard Recommended Practice for Roadway Lighting, the National Electrical Code, the AASHTO Roadside Design Guide, and other applicable guidelines pertaining to traffic signal, roadway lighting and ITS design. In recognition of his service, he was awarded the "Outstanding Public Service Award" presented by Maryland SHA for his performance of signal, lighting and ITS design as well as

development of the electrical and lighting design training programs. Barry has worked on various ITS projects in the NOVA District as well as lighting experience including the I-495/US 50 High Mast Lighting Replacement and the I-95 Widening projects. Barry will report to the DM.

DB **Erosion and Sediment Control Engineer, Sheila Reeves, PE, CFM, CPESC**, has more than 14 years of experience in erosion and sediment control design and other water resources engineering services for transportation projects. She will report to the DM. Sheila is a certified DCR Plan Reviewer and focuses on NPDES permit compliance consulting, stormwater management plan development, water resources engineering, and GIS integrated solutions. She is responsible for hydrologic analysis, hydraulic design/analysis, stormwater management plan (SMP) design, watershed studies and master planning for a variety of municipal, commercial and residential development projects. *Sheila was the Project Engineer for RK&K's I-4744: I-40 Widening & Signing DB lead engineer project shown in this proposal.*

DB **Utility Coordinator, Dale Kniffen** has over 31 years of experience in coordinating utility installations and relocations. He will be the single point of contact to coordinate all utility service relocations and will work with the service providers to ensure timely service delivery. Dale also tracks milestone project dates and provides complete utility notifications while consolidating documentation tracking of all service correspondence to further ensure timely service deliveries are attained. Dale has worked with Corman on the Route 1 improvements at Fort Belvoir, the Fall Hill Avenue and Mary Washington Boulevard Extension and with the Corman/RK&K Team on the I-64 Widening and Route 623 Interchange Improvements. Dale will report to the DM.

DB **MOT & TMP Plans and Pedestrian Improvements, Anand Patel, PE**, brings over 22 years of experience in the design and management of a variety of projects, including the preparation of MOT plans and pedestrian improvements. Anand's career has been almost exclusively in Northern Virginia where he prepared MOT plans for projects such as the I-95 Left Shoulder and Auxiliary Lane project. In Tysons Corner, Anand prepared plans for sidewalks and shared use paths to access the Tysons Central 7 and the Tysons East MetroRail stations. Anand also served as a Lead Civil/Roadway Engineer on the Dulles Rail project, coordinating the roadway, sidewalk and MOT design along Route 7 and the AAH. He also coordinated the Wolf Trap Pedestrian bridge design, Beulah Road Bridge widening over DTR and AAH with MWAA, FHWA and VDOT. Anand will report to the DM.

DB **Public Outreach Manager, Denise Nugent**, offers more than 20 years of experience in the development and implementation of strategic communication programs. Denise possesses a thorough knowledge of public and stakeholder activities supporting transportation planning and design-build projects. Working closely with RK&K and VDOT, Denise will prepare strategic communication plans, crafting the methodology necessary to successfully implement the project public participation program. Denise will represent the Project Team at community events and facilitate workshop discussions and manage the preparation of informational materials, websites, study documents, and project resource centers. Denise successfully managed the efforts of the dedicated public involvement specialist working on the Intercounty Connector (ICC) project in Maryland where Corman was deeply involved in Contracts A & B. She will report to the DBPM.

DB **Design QA / QC Manager, Tommy Peacock, PE, PLS** will arrange for all design quality assurance and design quality control procedures in accordance with the quality control plan. He will verify that checks and reviews have been made prior to submissions, including review comment checking, contract conformance reviews, interdisciplinary reviews, and constructability reviews by Corman staff. Tommy, with over 50 years of experience, will serve as a resource to the team in the manner of design-build delivery. As the project manager for two of the three projects listed in the lead designer's experience section, he brings a tremendous amount of experience. Tommy provides the hands-on efforts needed to ensure adequate resources are assigned, accelerated schedules are maintained, and the team is responsive to clients. Tommy will report to the DM.

DB **Construction QC Manager (CQC Manager), Stephan Marcella** will coordinate the third-party QC testing lab and testing technicians. He will coordinate with the Quality Assurance Manager (QAM) during development of the QC program. Stephan will attend weekly two-week look-ahead meetings and keep abreast of the overall project schedule for accurate inspection/testing staff scheduling. He has the authority to stop specific work activities that do not meet QC requirements. Stephan will report to the CM.

DB **Design / Construction Coordinator (DCC), Lou Robbins, PE, DBIA**, has been involved with local design-build projects since 1986 and has over 40 years of experience. He has led design-build teams as the General Contractor (GC), Designer and Quality Control Manager. His unique experiences as both the lead designer and GC will greatly assist in coordinating the efforts of the Corman DB Team to ensure the project's success in meeting VDOT's requirements. He will review all design submittals for conformance to project requirements, constructability and specific project scheduling needs. Lou will report to the DBPM.

DB **Safety Manager, Shawn Falvey, MS, CSP** will provide regular oversight of plans and field activities to

provide a safe environment for VDOT, construction workers and the traveling public. Shawn, with over 25 years of experience, will provide all needed safety training for the project and aid in developing a job-specific safety plan to address unique project hazards that will enhance our standard Corman policies, including subcontractor protocols. Scott has the authority to stop work which does not meet Corman's strict safety requirements. Shawn reports to the CM.

Right of Way Management Team

While this project has been planned for many years, the necessary right-of-way to complete the project will be the Corman DB Team's responsibility. The time for acquisition could have a significant impact on the proposed schedule. **Patricia Dablock, SR/WA, R/W-RAC**, and her VDOT Pre-Qualified firm **Diversified Property Services, Inc. (DPS)**, will play an integral role in pre-construction activities by leading all elements of ROW acquisition for the Corman DB Team and subsequently the Commonwealth of Virginia. DPS will facilitate timely and yet sensitive ROW acquisition services while maintaining the VDOT reputation as a fair and responsive adjoining property owner. Patricia will report directly to the DBPM and lead the ROW team of Appraisers, Title Specialists, and Negotiators. *Patricia is currently providing similar services to Corman on our US Route 1 Improvements at Fort Belvoir DB project with over 20 parcels and 86 relocations.* DPS has previously worked with MWAA providing similar services for the Dulles Corridor Metrorail DB extension to Loudoun County.

3.3.2 ORGANIZATIONAL CHART

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

Functional Relationships - Integrate to Facilitate

Design-build unites the contractor and designer more than just contractually. It integrates innovative design and construction techniques that benefit schedule and cost which ultimately lead to client satisfaction. Our Design/Construction Coordinator, Lou Robbins PE, DBIA will ensure the required interface between Corman's management/field crews and the designers occurs in a timely manner with the concerns of each openly discussed. Having a dedicated Design Construction Coordinator work on the project during the early design stages eliminates subsequent delays or rework, streamlines reviews, and eliminates potential construction field issues. Through our DBPM and CM, we will create a firm relationship that sets the foundation to interact and partner with VDOT and third-party stakeholders. Additional ways in which our team will be fully integrated include:

- Inter-disciplinary design reviews prior to milestones to ensure design disciplines are coordinated
- Corman constructability reviews of design, especially for MOT, highway and bridge plans
- Weekly schedule meetings to review the previous weeks work and develop the two week look ahead, and monthly scheduling meetings to review CPM progress during design development and construction
- Weekly foreman meetings to discuss the schedule and coordination
- Morning huddles with the crews to set the safety and production goals for the day
- Weekly progress meetings with the owner to review and discuss quality, submittals, and progress payments once construction begins
- Monthly partnering meetings with all stakeholders for issue resolution

DB Design-Build Project Manager (DBPM), Scott Szympruch, PE, has full and complete authority of all design and construction matters for the Corman DB Team. Scott is responsible for all contract management and is VDOT's primary point of contact throughout the project. As DBPM, Scott has full responsibility for coordination, integration and direction of the entire design-build team, including design, construction, quality assurance, MOT, safety, utilities and environmental permitting/protection. He will supervise the Design Manager, Design / Construction Coordinator, Public Outreach Manager, Construction Manager, and Quality Assurance Manager throughout the project. Scott, a Professional Engineer, will be involved with the project starting with preconstruction, through design, construction, and punch out; assist with constructability reviews and safety audits; oversee the quality management program, purchasing and all construction operations; and be responsible for third-party communication for the Corman DB Team, in conjunction with the Design Construction Coordinator and the Public Outreach Manager.

DB Quality Assurance Manager (QAM), Miriam “Mimi” Kronisch, PE, CCM, reports directly to the DBPM and will have direct, independent access to VDOT. She will ensure work is performed in conformance with contract requirements and “*approved for construction*” plans and specifications. She will be responsible for development and adherence to the QA Plan, QA inspection and testing of all materials used and work performed. As an independent entity, Mimi will audit and monitor Corman's Construction Quality Control Program. She will have the ability to stop construction, enforce compliance with all specifications, and

issue/require resolution of all Non-Conformance Reports (NCRs). The QA Team will conduct independent and concurrent tests and analysis of the work with the construction Quality Control Team. She will maintain project quality records and approve and submit pay estimates. In addition, Mimi will submit monthly written reports to the VDOT project manager and the Executive Committee.

DB Design Manager (DM) Gary S. Johnson, PE, DBIA, will also report directly to the DBPM. He will be responsible for providing a quality product and input into the project schedule, meeting all design milestones and interfaces, and ensuring the Design QA/QC Manager's involvement. Gary is responsible for assuring all design work is performed in accordance with current policies, procedures, and guidelines. He will manage all aspects of design. He will assign resources as needed, oversee design sub-consultants, coordinate design and review schedules, develop and implement corrective measures, if necessary, and ensure environmental compliance measures are integrated into the design. Gary will maintain his involvement in the project once construction begins to oversee any plan modifications and shop drawings, and review construction activities with the CM as work progresses.

DB Construction Manager (CM), Kyle Kern will report directly to the DBPM. He will manage the efforts of the on-site construction team including the Construction Quality Control Manager, Project Controls Manager/Team, Safety Manager, Project Manager, superintendents, and project scheduling team. He will be assigned to this project and onsite full-time for the duration of construction. He will play a key role in conjunction with the Design / Construction Coordinator in constructability reviews for all aspects of the design and work with him to oversee the coordination between the design and construction forces with regard to utilities and MOT. Along with his staff, Kyle will focus on ensuring that construction is performed safely, and all materials and work are in accordance with the approved plans and contract documents. He will also coordinate with the DM during construction for the proper and timely issuance and review of any RFI's and shop drawings, as well as preparation of as-builts and plan revisions. Kyle will hold responsibility for managing the construction quality control activities. The entire construction QC Team will report to Kyle.

Keys to Success

Proper communication and coordination between the many parties involved in this project are the keys to success. This cooperation will be based upon open and honest communication plus frequent meeting and updates. The Corman DB Team will have internal weekly meetings during the design phases with key construction and design staff present. Tracking sheets will be developed to track progress of utilities, and various design disciplines efforts, as well as environmental and design approvals. Once construction starts, the design participants will be reduced to the DM, DCC, Design QA/QC Manager, and key design discipline leaders. Added to the weekly meetings as the construction begins will be the superintendents, field surveyors, MOT Manager and Construction QC Manager. Key stakeholder representatives including utility companies, EMS responders, etc. will be invited to these weekly meetings. Monthly meetings will also be held with the Corman DB Team, as well as VDOT, QAM, stakeholders and others required to enhance the partnering effort and resolve any pertinent issues.

Quality assurance efforts will be coordinated with, but independent of the day to day QC and construction efforts. The QAM, Miriam "Mimi" Kronsich, PE, CCM, will be given timely notice of all construction activities so her QA staff can be onsite at the appropriate and required times to document compliance. She will have access to all meetings and records she feels are required to provide independent assurance that the construction complies with all contractual and design requirements. Mimi will report directly to the DBPM and provide VDOT and the project's Executive Committee with the reports and assurances required. She will have unrestricted access to the construction and fabricator sites/facilities. A representative of Corman's management team will contact the QAM monthly to confirm the project is in compliance.

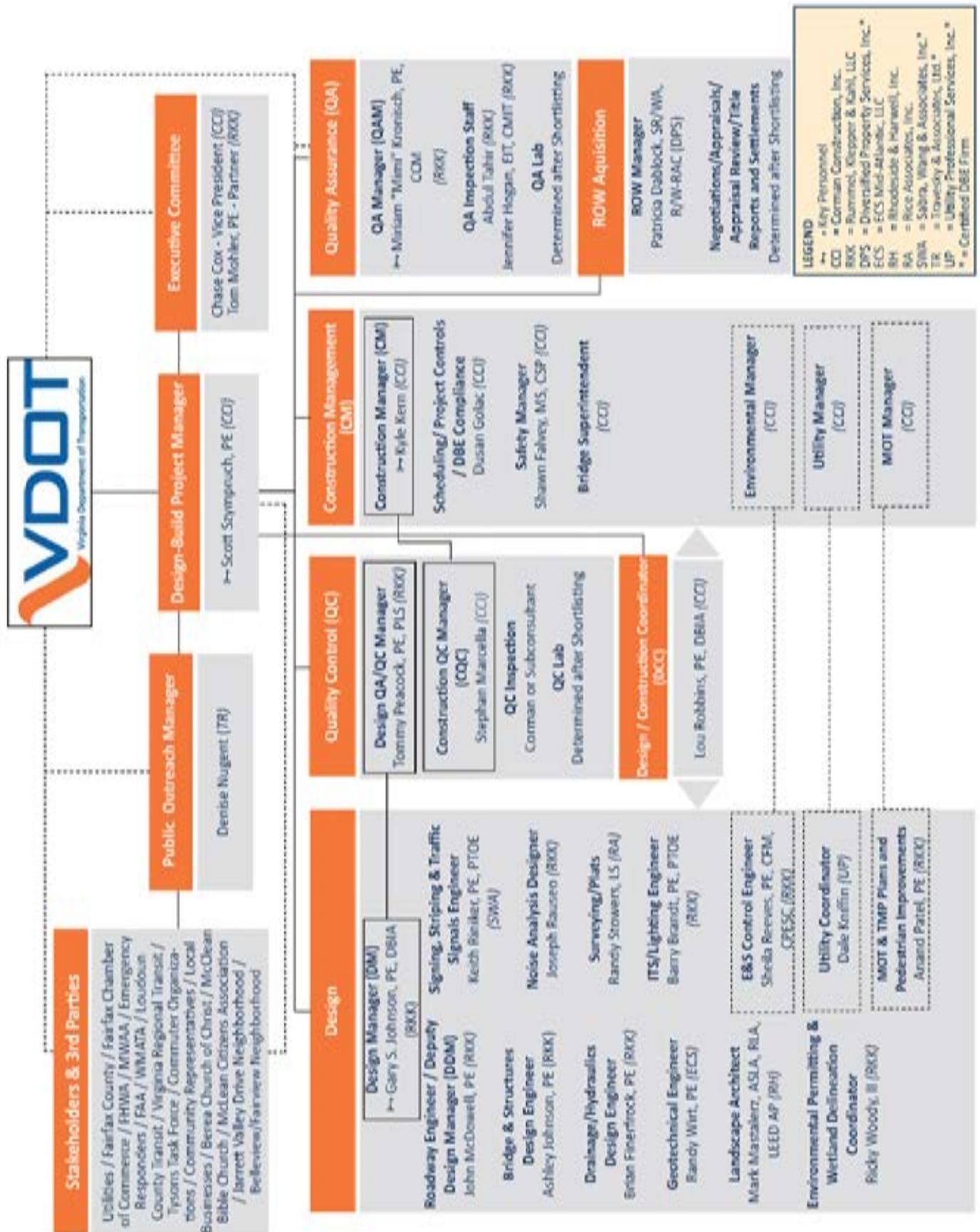
From a design perspective, this major bridge project through a highly congested and transitioning to higher density area will require close coordination between the following disciplines:

- Roadway team, led by John McDowell, PE, of RK&K
- Structural team, led by Ashley Johnson, PE, of RK&K
- Drainage / Hydraulics team, led by Brian Finerfrock, PE, of RK&K
- Geotechnical team, led by Randy Wirt, PE, of ECS
- Maintenance of Traffic (Vehicular and Pedestrian), led by Anand Patel, PE, of RK&K

Building on their previous experience working together on similar projects, including Virginia Design Build projects, this design team, under the leadership of Gary S. Johnson, PE, DBIA, will work closely with the **construction team** to arrive at the best solution for this project. It is important to note that this previous experience working together is critical to ensure that a cost-effective and efficient design is achieved and delivered.

Our own experience gained from work performed within the project vicinity enhances the skill level of our team. Corman and RK&K have effectively delivered projects using the design-build method in multiple states and will bring those proven management procedures to this project.

Team Organization Chart





3.4 Experience of Offeror's Team



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3.4 TEAM EXPERIENCE

As shown previously, Corman and RK&K have successfully teamed on similar, complex DB projects. This existing work history will enhance the Corman DB Team's ability to identify, openly discuss and solve issues as they arise on the project. Also, the additional Corman DB Team members listed below have a solid history of working with Corman and RK&K, as well as strong design-build experience. The key Corman DB Team members include:



Corman Construction, Inc. (Corman) will serve as the Lead Design-Build Contractor. A privately-held family business since 1920, Corman is a licensed heavy civil contractor specializing in highway, bridge, restoration, and heavy utility construction. With a corporate headquarters in Annapolis Junction, MD and an office in Richmond, VA, Corman prides itself as a "Best in Class" contractor where our "A" ratings confirm the quality in our projects. Known for unparalleled partnering, Corman delivers projects on time and on budget without lingering disputes. We hold employee and public safety to a high standard and our 0.66 EMR ranks Corman in the top of the upper quartile of civil contractors validating our commitment to quality. Throughout the last few years, Corman received *20 local and national awards on three design-build projects*. Other recent honors include the *2011 Maryland Washington Minority Contractors Association Prime Contractor of the Year Award, 2013 VTCA Transportation Contractor Safety Award, and 2011 ARTBA Women Leadership in Transportation Glass Hammer Award*. *Corman has constructed projects in Virginia for over 30 years. We consistently earn outstanding performance ratings and currently hold a CQIP of 94.2, CPE of 93.52 and C-36's in the high 90's.*



Rummel, Klepper & Kahl, LLP (RK&K), offers the full range of transportation planning and design services. Their transportation, planning and engineering team excels in resolving complex infrastructure and permitting challenges. RK&K's experience in rural and urban areas, corridors, and central business districts dealing with highway, bridge, and railway projects have given them the experience necessary to become prequalified with multiple departments of transportation. The RK&K team also has experience working with the Fairfax County Department of Transportation in Tysons Corner, adjacent to this project. *In addition, RK&K was recently presented with an award from the VTCA for their Main Street Improvement project in Blacksburg, VA. The project was chosen as the top submittal in the category of "Projects Smaller than \$10 Million," which recognizes outstanding design work in the Transportation Industry in Virginia.*

VDOT turns to RK&K for their design-build expertise. They were selected for the Design-Build Staff Augmentation Services contract for VDOT. Under this contract, RK&K developed the design and contract documents to be advertised by VDOT for design-build procurement. For three years, RK&K performed this service and the client was so satisfied, they were reselected for another three-year term.

Our Team has carefully selected the following subconsultants to further enhance our team capabilities.



Sabra, Wang & Associates, Inc. (SWA) is a multi-disciplinary DBE/MBE engineering firm located in Falls Church, VA, Baltimore, MD and Washington, DC. They offer professional consulting services including Traffic Engineering, Transportation Planning & Data Collection, Intelligent Transportation Systems & Lighting Design, Civil & Highway Engineering, Municipal Infrastructure & Utilities Engineering, Structural Engineering, and Construction Management & Inspection. Since 1998, SWA has delivered cost-effective, efficient, and cutting-edge solutions to clients in the Mid-Atlantic region on the federal, state, and local level as well as in the private sector, on such projects as: Design-Build Intercounty Connector Contracts A, B, and C, and VDOT's On-Call Traffic Engineering for the Northern Region Operations, and Corman's Zion's Crossroad and Corman's Route 1 Widening DB project. ***Additionally, SWA is providing similar services to the Corman and RK&K for the I-64 Widening and Route 623 Interchange Improvements DB project.***



Diversified Property Services, Inc. (DPS) is a certified DBE and VDOT Pre-qualified Right of Way consulting firm operating since 1988. DPS brings a uniquely comprehensive and coordinated approach to Right of Way and Land Acquisition. Their experienced staff, not only possess the technical skills of the profession, but also have the more difficult "people skills" that can make all the difference in the successful completion of a right of way project. All of DPS's senior real property agents and real property agents have a minimum of ten years experience in their particular classification. Right of Way Acquisition services shall be performed in accordance to USPAP, Uniform Relocation Assistance and Real Property Acquisition Policies Act, the VDOT Right of Way and Utilities Manual of Instructions, and the Code of Virginia, Title 25, Chapter 6, Articles 1, 2, and 3 and handled in a way to best meet the requirements of VDOT. DPS has extensive experience in Virginia, such as; Route 28 PPTA, Pacific Blvd, Route 50 Widening, Atlantic Boulevard Extension, Route 657/Centreville Road, Rte 7/15 Bypass at Sycolin Road, I-64 exit 91 Interchange and Route

29 Little Rocky Run. *Diversified is currently providing similar services to Corman on their US Route 1 Improvements at Fort Belvoir DB project.*



ECS Mid-Atlantic, LLC (ECS) is a multi-discipline engineering consulting firm specializing in the related fields of geotechnical, environmental, and construction materials engineering. The firm, based in Chantilly, VA, was founded in 1988 and employs a staff of approximately 500 throughout the Commonwealth. Staff includes registered professional engineers and geologists, certified lab technicians and construction inspectors, and field engineers. The Geotechnical Group performs subsurface explorations and engineering with emphasis on foundation systems for buildings of all types, drainage system designs and other groundwater issues, retaining structures, problem soil sites, slope stability evaluations, and deep foundation designs. *ECS is currently providing similar services to Corman and RK&K on the I-64 Widening and Route 623 Interchange Improvements DB project for VDOT.*

Rhodeside & Harwell, Inc. (RH), a Small, Woman-Owned business, was established in Alexandria, Virginia in 1986 as a partnership of Dr. Deana Rhodeside, Faye Harwell, FASLA, and Elliot Rhodeside, FASLA. Nationally recognized as leaders in the profession, the three partners bring distinct, complementary skills and broad-ranging experience to the firm's award-winning, multidisciplinary firm. RH provides an acclaimed portfolio focused on sustaining and celebrating the natural and built environments. With their staff of 30 professionals, Rhodeside & Harwell has directed many of the country's most compelling projects in planning, landscape architecture, and urban design. For 28 years, their diverse expertise has helped restore historic parks, preserve community green spaces, revitalize urban districts, and create engaging public amenities for people of all ages to enjoy. Recent experience includes; I-64 Reforestation and Meadow Creation, Norfolk, VA; Woodrow Wilson Bridge General Engineering Contract, Alexandria, VA/Prince George's County, MD; and the Western Washington Transportation Corridor MIS, Northern VA.



Rice Associates, Inc. (RA) is a geospatial services firm providing in-house photogrammetry, LIDAR scanning (mobile, airborne and static), building information modeling, conventional surveying, subsurface utility designation and mapping and test holes. The firm was founded in 1986 (SWaM Certified #8406S) and is headquartered in Manassas, Virginia and maintains branch offices in Richmond and Virginia Beach. Rice Associates has a full-time staff of 63 personnel including nine licensed surveyors, five photogrammetrists, five subsurface utility designators and multiple field and office technicians that possess a high level understanding of project requirements from project planning through project delivery. The firm performs over 200 significant survey projects on an annual basis with over 90 percent of this work performed within the Commonwealth of Virginia. Project types include rural roadways, interstate highways, bridge structures, airports, storm and sanitary sewer facilities, parks, trails, wetlands, public space developments, and facilities.



Travesky & Associates, Ltd. (TR) is a premier strategic communication firm that specializes in developing and implementing government and community relations programs. The firm has assisted clients in Virginia, Maryland and the District of Columbia for more than 25 years. Members of the firm possess the skills and abilities to effectively communicate within sensitive political environments. Travesky & Associates, Ltd. has extensive experience in transportation programs including road, rail and aviation. The firm has designed and executed numerous public involvement programs to successfully engage and inform a broad spectrum of public and private stakeholders.

Utility Professional Services, Inc. (aka Utility Pros) (UP) is a certified DBE, SWaM and LDDBE-certified Utility engineering firm based in Fredericksburg, Virginia. Founded in 2002, Utility Pros is the vision of President Tanya Howe and Principal Frederic (Fred) N. Howe, III. Ms. Howe's thirty years' experience in land development and Mr. Howe's thirty year career in regulated, electrical utility service identified the opportunity to offer a complementing blend of land development and utility solutions. Utility Pros performs advance, pre-purchase or budget-ready feasibility reporting for land acquisition, relocation, or service extension costs analysis. Utility Pros has a staff Professional Engineer and can produce certified, permit submission-ready photometric and electrical design plans. They have access to a third-party legal resource for telecommunications contract reviews and recommendations. *Utility Pros are providing similar services for Corman for the US Route 1 Improvements at Fort Belvoir for EFLHD, I-64 Widening and Route 623 Interchange Improvements and Fall Hill DB projects for VDOT.*



3.5 Project Risks



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3.5 PROJECT RISKS

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

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

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



We have reviewed the available information for the project, visited the site during various traffic and weather conditions, and jointly discussed the major risks. With the mindset of project *risk* being defined as an issue that has the potential to impact the project schedule, budget, or both, the team has identified the three most critical risks facing the design-build team during the course of the project:

Risk No. 1 – MOT During Construction

Risk Identification: The project is in a heavily congested area of Fairfax County and Route 7 serves as a primary roadway gateway to Tysons Corner, a rapidly transforming urban center. Both Route 7 and the Dulles Toll Road/Airport Access Highway (DTR/AAH) combine a mix of commuter and local traffic that causes congestion for the good part of everyday of the week with additional seasonal shipping traffic in the winter. Multiple forms of transportation (cars, trucks, buses, cyclists and pedestrians) provide trips along these corridors. Route 7 connects communities such as Ashburn and Leesburg to Tysons Corner and highways including I-495 and I-495 Express Lanes. The DTR/AAH connects to Herndon, Reston and the Dulles International Airport. ADTs for these roads are 60,000 for Route 7, 264,000 for the Dulles Toll Road (DTR) and the Airport Access Highway (AAH) combined. The risk to MOT is that any activity that adversely impacts traffic flow along these corridors could break down the transportation system and increase the risk of unsafe travel as traffic pushes their way through the corridor.

Why this Risk is Critical: The roadway rights-of-way are owned by VDOT and/or the Federal Aviation Administration (FAA). Both owners have requirements for construction within their rights-of-way and limits on lane closures or other activities that affect capacity and safety to their road users. Obvious among the impacts of a road improvement project in a congested area is how the construction activities will affect the traveling public. Since lane closures will be restricted to non-peak hours per VDOT Northern Region Operations (NRO) requirements, the ability to progress construction will be challenging. Even without lane closures, narrowed lanes, the presence of workers, equipment and traffic control devices will have a tendency to slow traffic along the routes. Alternate commuter routes are limited in this region, are in themselves congested, and therefore will not be of much assistance in mitigating the impacts to traffic during construction. Safety and traffic progression will be key elements of the very detailed MOT plan for this project.

A unique aspect of this corridor that will be impacted is the DTR. This is a revenue facility operated by the Metropolitan Washington Airports Authority (MWAA) under an agreement with VDOT. Any construction activity that impacts traffic along the DTR may impact revenue generation for MWAA that may trigger payments from VDOT to MWAA for lost revenue. It is therefore imperative that a functional MOT plan that precludes or at least minimizes loss of revenue to MWAA is developed and implemented.

The Washington Metropolitan Area Transit Authority (WMATA) Metrobus, the Fairfax Connector and the Loudoun County Transit operate multiple routes along Route 7 and the DTR/AAH. There are also several private ride shares in the area. These services must be maintained and operated efficiently during construction.

There are a number of important considerations in our MOT plan, including the following:

- High traffic volumes along all of the roadways will need to be accommodated safely with minimal delays to the traveling public. Smooth traffic flow is critically important to this area due to the volume of traffic; our goal is to minimize traffic disruption so that traffic complaints and delays are minimized.
- Numerous ramp connections to Route 7 from the DTR will need to be accommodated into the MOT plan. Some of the ramps are already signalized or have other forms of intersection control – others are free flowing. Traffic entering and exiting Route 7 will create complex interactions that must be managed. There is one ramp from eastbound AAH to eastbound Route 7.
- In addition to vehicular traffic, the impending opening of the MetroRail Spring Hill station in the summer of 2014 will generate significant pedestrian and bicycle traffic across the Route 7 bridge. As pedestrian traffic is present in the corridor and is expected to grow, it is imperative that the MOT plan seriously provides for safe access for non-motorized travel along the Route 7 corridor. The current Route 7 bridge contains narrow sidewalks along either side of the road with no physical separation from the active travel lanes. Off the bridge, pedestrians currently must use the roadway shoulder for passage and cross several free flowing and controlled ramps as they pass through the interchange. Therefore, a detailed pedestrian maintenance of traffic plan must be developed early in the project that safely conveys the pedestrians through the construction work zone. As VDOT's plan calls for placing underpass structures under most of the existing interchange ramps, significant efforts will be required for this construction and may require temporary roadways on the ramps. This will significantly impact project costs. Unexpected incidents that inhibit traffic flow, such as disabled vehicles or crashes, will need to be considered and addressed in and TMP or MOT plan developed.
- Adjacent projects need to be accommodated. Dulles Rail Phase I will be at or near completion; to the west, VDOT has plans for widening Route 7 under UPC 52328. While not immediately planned to proceed, we will be prepared to coordinate construction activities if VDOT moves forward with the project while we are still under construction.
- We will also need to coordinate with adjacent planned developments, including planned improvements to the Koons Tysons Toyota property immediately adjacent to the interchange.

Risk Impact to the Project & Mitigation Strategies:

The risk impact to this job will be excessive delays to the traveling public, a negative public perception of the project and the potential for compromised safety. We will therefore undertake a comprehensive strategy to ensure that the work progresses with the least pain to the community. Among our strategies are the following:

Limitation of road closures: VDOT NRO issued memoranda in 2012 discussing lane closure strategies and limitations on lane closures during specific hours of the day and week. Our Team will comply with the lane closure restrictions and will further investigate means to limit lane closures during other hours of the day. We will undertake additional traffic analyses to ensure that we do not create periods during “non-peak” hours where congestion will unduly burden the traveling public.

Construction staging and access: We will look to utilize the existing paved infield areas of the interchange loops for staging areas, as this will provide the opportunity for the movement of construction activities while minimizing the need to enter and exit the travel lanes. Most of the staging will be done from “on top” of the interchange; i.e. access primarily from the Route 7 bridge over the DTR/AAH. Along the DTR and AAH, shoulders will need to be closed at times and lanes shifted to allow for widening of the piers and abutments. This unavoidable element of the work will be done during non-peak hours and under the supervision of qualified and experienced MOT personnel.

Incident management plan: A good MOT plan makes accommodations for the unexpected. This may include disabled vehicles, collisions, weather or special events. We will implement a plan that makes provisions for dealing with disabled vehicles/collisions by engaging a local wrecker service to be on-call to quickly respond to a road blockage. For issues such as weather or special events, we will implement a plan to ensure that construction activities are appropriately curtailed or limited to maintain safe passage of traffic.

Pedestrians and bicycle facilities: We will also investigate jacking or tunneling pre-manufactured or precast structures under the ramps in lieu of closing or detouring the ramps to install cut and cover underpasses.

Public Awareness / Outreach: We will collaborate with VDOT, as well as local jurisdictions and other public agency stakeholders, such as Fairfax County, MWAA, Tyson's Business Associations, and WMATA, to develop a communications plan that will effectively engage a broad spectrum of public and private

stakeholders for the duration of the project. We have established relationships and extensive experience working with these entities.

The community and traveling public will need to receive timely, clear and accurate information regarding the project, including the work schedule and traffic impacts. As such, the Corman Team will utilize a multilayered approach to inform the public and minimize traveling inconveniences. The communications plan will incorporate a variety of proven and innovative strategies and tools, including the following:

- Dynamic message signs will be deployed and updated regularly to reflect current work zone conditions.
- Social media will be employed to provide up-to-date information on the work progress, work zone changes affecting travelers, and incident reports to help travelers make informed decisions about traveling through the work zone or to consider alternative transportation options.
- The Team will work closely with transit providers to encourage travelers to consider using alternative modes of travel during construction.

The above strategies are some of the tools that our Team will utilize to mitigate the MOT risks for this job. Even with these strategies, the best tool will be a well planned and executed MOT plan that optimizes safety and reduces delay and stress to the traveling public.

Role of VDOT and other Agencies: VDOT's role in this risk will be limited to coordinating with the Corman Team to display appropriate messages on the various Dynamic Message Signs approaching the work zone and to provide timely and accurate feeds to the 511 system and update the VDOT website with information provided by Corman.

Risk No. 2 – Future Bridge Maintenance Issues

Risk Identification: This project calls for significant rehabilitation of the existing bridges with an end product that may not meet the full needs of VDOT, in terms of a life cycle cost. We have reviewed the bridge inspection reports and note that the bridges have less-than-ideal sufficiency ratings of 55.6 and 62.1, which highlight the need for significant repairs. As a 2-phase low-bid project, the conflict between low-bid (initial cost) versus life-cycle costs, comes into play. Specifically, this major rehabilitation project is affected in the following ways:

Rehabilitation of the piers: The project calls for the existing piers to be reconstructed at their ends as well as a new "wall expansion" to increase the vertical clearance. These piers have an overall rating of 5, which is considered "fair" and borderline "poor." It is possible that the required structural repairs could increase beyond what is anticipated now, resulting in future changes. Also, the increasing of the vertical clearance will add additional load to the substructure, which may be already overstressed for today's larger live loads of HL-93, even though the preliminary plans call for designing for the lesser HS20-44. The call for longer end spans (new abutments) will result in increased loads on Piers 1 & 5.

Extension of the piers: The project calls for extending the existing wall piers with adjacent wall piers on either side. A gap is detailed in the RFQ plans, which could provide for future maintenance issues due to limited access, as well as collect debris. In addition, wall piers may not be as cost effective as a column and pier cap for the entire pier.

Incompatibility of design methodology: The plans call for an LRFD design overall, but denote the existing piers should be designed for a HS20-44 capacity (an ASD and LFD loading) and the new piers to be designed for HL-93, an LRFD loading. It does not appear to be in VDOT's best interest to design a superstructure for higher loads than the substructure support. The existing bridge piers, constructed in 1961, were probably designed for ASD, which may further cause for overloading of the piers. Differential settlement, from this inconsistency in design loads, may also occur.

Superstructure options: The existing bridge is comprised of simple spans and the existing pier configuration is set for a simple span arrangement. If VDOT, in the RFP, calls for a continuous superstructure to be provided (to minimize joints), the resulting design will change the overall load distribution and overload some piers. In addition, the overall span configuration will be quite inefficient and lead to an inefficient design. If VDOT does not call for joints to be minimized, some Offerors may provide simple spans to lower the initial cost, leaving VDOT with additional future maintenance issues of multiple joints.

Why this Risk is Critical: As this project is a 2-phase low-bid project with rehabilitation of the structures included in the scope, there may be conflicting priorities between an Offeror and VDOT. The Offeror will

want the lowest price possible, in order to win the project and VDOT will desire the best overall product, looking at the overall lifespan of the structure and project. These potentially conflicting priorities may lead some Offerors to take advantage of the RFP language and price less than long-term rehabilitation decisions. These decisions will result in a bridge with increased maintenance needs in the future and would not be in the best interest of VDOT or the public.

Risk Impact to the Project & Mitigation Strategies: The risk impact is that VDOT may be left with increased future maintenance needs and may actually end up needing to revise the scope of the low bidder to compensate for rehabilitation not specifically identified in the RFP information. VDOT may also have to provide change orders to compensate a low-bidder to change designs that “technically” met the scope, but are not the most desirable to VDOT for future maintenance issues. These increased costs may prove, overall, that the “apparent low bidder” did not provide the lowest overall cost. In addition, the increased future maintenance needs will be borne by VDOT, long after the design-builder has completed the project.

The Corman Team’s mitigation strategy will be to fully investigate and evaluate a totally new structure. This structure would meet all of the vertical clearance requirements, phasing requirements, accommodation for the future CD Road, as well as minimize joints to the greatest extent possible by having a continuous superstructure with semi-integral abutments, as per VDOT S&B Chapter 17 of Volume V, Part 2 as the bridge length is less than 450 feet and the skew is less than 30 degrees. Specifically for each risk component, this mitigation strategy will alleviate the risk borne by VDOT and is outlined below:

Rehabilitation of the Piers: Rather than rehabilitate the existing piers, new piers may be provided. A more-common arrangement of columns and a pier cap are envisioned, which will, in turn, provide a more open feel below the bridge. The current configuration presents a “tunnel” feel with the 150’ long wall piers.

Extension of the piers: As the existing piers can be fully replaced, and the issues associated with extending the wall piers could be eliminated.

Incompatibility of design methodology: As the entire structure can be new and designed as per LRFD current design standards, there will be no issues with design methodology and potential overloading of the substructure and subsurface units.

Superstructure options: With a “blank slate” of pier configuration available with a new bridge option, a more efficient span configuration can be utilized that may lead to a 4-span continuous structure in place of the current 6-span simple-span configuration. A 4-span configuration will eliminate the need for piers between traffic traveling in the same direction. The end result is a more efficient structure with fewer substructure units for VDOT to maintain. While the structure depth will increase with a 4-span option, there could actually be an overall reduction in steel weight due to this increased efficiency. We have verified that the existing profile can be raised to accommodate this increased structure depth without adversely affecting the overall project.

Overall, the Corman Team has a solid plan to evaluate and potentially mitigate this risk and believe that this plan is in the best interest of VDOT and VDOT’s client: the travelling public and taxpayer.

Role of VDOT and other Agencies: VDOT and other agencies’ role with this risk are very limited. VDOT should ensure that the RFP language does not preclude the Offeror from providing a new structure in place of rehabilitation.

Risk No. 3 – Delays Resulting from Utility Relocations

Risk Identification: Several buried and overhead public and private utilities are located within the project limits. The project will require utility design and relocation by private utility owners, such as Dominion Virginia Power, Verizon, various telcom/communication firms, and Washington Gas. Public utilities exist on the site belonging to VDOT, Fairfax County Water Authority and Fairfax County Department of Public Works and Environmental Services. In addition, DOD and other government agencies are known to have “black fiber” in the immediate area. Unique to this project, due to its proximity to the new WMATA Silver Line is the potential for WMATA’s Office of Adjacent Construction to also be involved. Utility issues are often a critical factor on project schedules and could include delays associated with utility company reviews, designs and construction/relocations.

Why this Risk is Critical: VDOT and Design-Build teams have experienced issues with responses and delivery times for both public and private utility coordination / relocations on recent projects. This often results in a direct impact to the DB team’s schedule, costing time and money.

Risk Impact to the Project: Delays resulting from utilities could affect the design and construction schedules. Delays in private utility relocations have a direct bearing on when certain construction activities can commence. Design review/approval by public utility providers can also affect the schedule during the design phase. Major anticipated impacts include:

- Potential conflict with cranes and other construction equipment from the overhead power/lighting on the west side of Route 7.
- The existence of substantial telecom/communication ducts, conduits and fiber in the exterior bays of the superstructure on both of the existing superstructures to be replaced;
- 24" Gas Main under Ramp F, DTR and AAH and the westbound shoulder of Route 7 as well as smaller diameter gas mains crossing under Route 7;
- Additional major telecom and fiber under the shoulders of both sides of Route 7;
- Underground 34.5KV connections between the WMATA piers and grids for grounding and stray current issues
- 12" and 16" water mains at the east end of the project crossing Route 7 and along the shoulders in that area.
- Fiber along the DTR and Access Roadway that maybe impacted by our new bridge construction.
- "Black fiber" locations, if any, may not be known to the Team until construction near those lines is about to occur.

Delays associated with utility company designs and construction/relocations are also often a critical factor on project schedules. Even though the Design Builder may be paying for their engineering and relocation services, our Team is at the mercy of the utility companies for timely design and completed relocations if the utility process is not conducted properly.

Risk Mitigation Strategies: We assessed the potential impact of each component of this risk and determined steps for mitigation. Our Team consists of experienced individuals that know how to navigate utility provider procedures and work proactively to resolve issues timely. To mitigate this risk, our Team will utilize the following approach:

- Place high emphasis on close coordination with VDOT utility staff for preparation, submittal, and review of the necessary utility relocations to insure compliance with VDOT policies and procedures. Utilize DB team members' experience with similar situations/utility owners and "lessons learned" from past projects. Our proposed utility consultant, Utility Pros, has on staff former Verizon and Dominion engineers who understand the inner workings of the utilities and how to obtain and supply information to them in the format and detail they desire.
- Allow sufficient design and review time for utility providers in the project schedule. Proactively partner with providers to answer questions and facilitate their reviews where possible.
- Identify which utilities will most likely be impacted during the procurement phase of the project. Include timeframes for coordination and utility designs/reviews in the baseline schedule. Show each potential utility relocation as a separate task in the work breakdown structure (WBS).
- Identify utility test holes that will be required and perform this task as early as possible in the schedule.
- Develop mitigation strategies after project award to minimize/eliminate utility relocations. Engage utility owners early. Work closely with the providers and offer recommendations / solutions where appropriate. Set milestones in the schedule where utility relocation decisions must be made.
- Partner with reviewing agencies and utility owners during design by setting up regular bi-weekly utility task force meetings. This provides the DB team constant awareness of utility company/reviewer schedules, potential issues that could result in project delays and the need for additional information/clarification to complete their designs/reviews and remain on schedule.
- Utilize DB staff for utility designs or construction activities should the utility companies not have the adequate resources to perform the work per the proposed project schedule.
- Proactively partner, to the extent possible, with private firms leasing conduit and/or bandwidth to the DOD and other agencies having secure fiber in the area.
- Staging of the bridge construction to include adequate time for relocation of the utilities, prior to demo.

Role of VDOT and other Agencies: Active participation in partnering efforts

Risk Summary

The Corman DB Team understands that risks are inherent in design-build projects and proposes on this design-build project with eyes wide open. We fully take on the risk of this project as required in the RFQ and subsequent RFP.



Appendices



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Attachment 3.1.2

SOQ Checklist and Contents



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ATTACHMENT 3.1.2

Project: 0007-029-139, P101, R201, C501, B617, B618
STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

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

ATTACHMENT 3.1.2

**Project: 0007-029-139, P101, R201, C501, B617, B618
STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

| Statement of Qualifications Component | Form (if any) | RFQ Cross reference | Included within 15-page limit? | SOQ Page Reference |
|--|----------------------|----------------------------|---------------------------------------|---------------------------|
| SCC and DPOR registration documentation (Appendix) | Attachment 3.2.10 | Section 3.2.10 | no | Appendix 3.2.10 |
| Full size copies of SCC Registration | NA | Section 3.2.10.1 | no | Appendix |
| Full size copies of DPOR Registration (Offices) | NA | Section 3.2.10.2 | no | Appendix |
| Full size copies of DPOR Registration (Key Personnel) | NA | Section 3.2.10.3 | no | Appendix |
| Full size copies of DPOR Registration (Non-APELSCIDLA) | NA | Section 3.2.10.4 | no | Appendix |
| DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal | NA | Section 3.2.11 | yes | Page 1 |
| Offeror's Team Structure | | | | |
| Identity of and qualifications of Key Personnel | NA | Section 3.3.1 | yes | Pages 3 Pages 6-7 |
| Key Personnel Resume – DB Project Manager | Attachment 3.3.1 | Section 3.3.1.1 | no | Appendix 3.3.1 |
| Key Personnel Resume – Quality Assurance Manager | Attachment 3.3.1 | Section 3.3.1.2 | no | Appendix 3.3.1 |
| Key Personnel Resume – Design Manager | Attachment 3.3.1 | Section 3.3.1.3 | no | Appendix 3.3.1 |
| Key Personnel Resume – Construction Manager | Attachment 3.3.1 | Section 3.3.1.4 | no | Appendix 3.3.1 |
| Organizational chart | NA | Section 3.3.2 | yes | Page 8 |

ATTACHMENT 3.1.2

Project: 0007-029-139, P101, R201, C501, B617, B618
STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

| Statement of Qualifications Component | Form (if any) | RFQ Cross reference | Included within 15-page limit? | SOQ Page Reference |
|---|----------------------|----------------------------|---------------------------------------|---------------------------|
| Organizational chart narrative | NA | Section 3.3.2 | yes | Pages 6-7 |
| Experience of Offeror's Team | | | | |
| Lead Contractor Work History Form | Attachment 3.4.1(a) | Section 3.4 | no | Appendix 3.4.1 (a) |
| Lead Designer Work History Form | Attachment 3.4.1(b) | Section 3.4 | no | Appendix 3.4.1 (b) |
| Project Risk | | | | |
| Identify and discuss three critical risks for the Project | NA | Section 3.5.1 | yes | Pages 11-15 |



Attachment 2.10

Form C-78-RFQ Acknowledgement of RFQ, Revision and/or Addenda



&



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

RFQ NO. C00082135DB77
 PROJECT NO.: 0007-029-139, P101, R201, C501, B617, B618

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 05/13/2014
(Date)
2. Cover letter of RFQ Addendum No. 1 06/04/14
(Date)
3. Cover letter of _____
(Date)



 SIGNATURE

6/19/14

 DATE



Attachment 3.2.6

Affiliated and Subsidiary Companies of the Offeror



&



ATTACHMENT 3.2.6

State Project No. 0007-029-139, P101, R201, C501, B617, B618

Affiliated and Subsidiary Companies of the Offeror

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

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

| Relationship with Offeror (Affiliate or Subsidiary) | Full Legal Name | Address |
|--|--------------------------------------|--|
| Affiliate (Parent) | CG Enterprises, Inc. | 12001 Guilford Road, Annapolis Junction, MD 20701 |
| Affiliate (Sister) | Corman Marine Construction, Inc. | 711 East Ordnance Road, Suite 715, Baltimore, MD 21226 |
| Affiliate (Joint Venture) | CK Constructors, A Joint Venture | 12001 Guilford Road, Annapolis Junction, MD 20701 |
| Affiliate (Joint Venture) | Intercounty Connectors Joint Venture | 120 White Plains Road, Suite 310, Tarrytown, NY 10591 |
| Affiliate (Joint Venture) | MD 200 Constructors, A Joint Venture | 11710 Beltsville Drive, Beltsville, MD 20705 |
| Affiliate (Joint Venture) | Wagman, Corman, McLean Joint Venture | 3290 North Susquehanna Trail, York, PA 17406 |
| Affiliate (Joint Venture) | Corman-Wagman, A Joint Venture | 12001 Guildford Road, Annapolis Junction, MD 20701 |
| | | |
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| | | |
| | | |
| | | |
| | | |
| | | |



Attachment 3.2.7 (a) and (b)

Certification Regarding Debarment



&



ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0007-029-139, P101, R201, C501, B617, B618

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

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

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

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

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

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

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

| | | |
|---|---------|----------------|
|  | 6/19/14 | Vice President |
| Signature | Date | Title |

Corman Construction, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0007-029-139, P101, R201, C501, B617, B618

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.



June 4, 2014

Partner

Signature

Date

Title

Rummel, Klepper & Kahl, LLP (RK&K)

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0007-029-139, P101, R201, C501, B617, B618

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.

| | | |
|---|-----------|-----------|
|  | 6/12/2014 | President |
| Signature | Date | Title |

Diversified Property Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0007-029-139, P101, R201, C501, B617, B618

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.

| | | |
|---|--------------|-------------------------------|
|  | June 5, 2014 | Vice President/Chief Engineer |
| Signature | Date | Title |

ECS Mid-Atlantic, LLC

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0007-029-139, P101, R201, C501, B617, B618

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.

| | | |
|---|---------------|-----------|
|  | June 12, 2014 | President |
| Signature | Date | Title |

Rice Associates, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

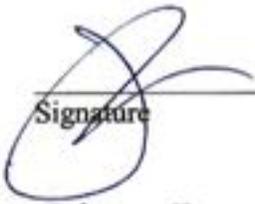
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0007-029-139, P101, R201, C501, B617, B618

- 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 | <u>06/5/2014</u> _____ Date | <u>Principal</u> _____ Title |
| <u>Sabra, Wang & Associates, Inc.</u> _____ Name of Firm | | |

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0007-029-139, P101, R201, C501, B617, B618

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.

 June 4, 2014
Signature Date

President
Title

Travesky & Associates, Ltd.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

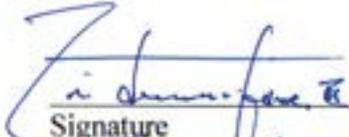
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0007-029-139, P101, R201, C501, B617, B618

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 | 6/3/2014 Date | PRINCIPAL Title |
| UTILITY PROFESSIONAL SERVICES, INC Name of Firm | | |



Offeror's VDOT Prequalification Certificate



&



TRANSPORT - E22
LSPPREQ

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PREQUALIFIED VENDORS SORTED BY VENDOR NAME
THIS LIST INCLUDES ALL PREQUALIFIED LEVELS
AS OF 03/14/2014
- C -

03/14/2014
2:03 PM
PAGE 114

C1094
CORINTHIAN CONTRACTORS, INC.
PREQ. EXP : 03/31/2014

--PREQ ADDRESS ----- WORK CLASSES (LISTED BUT NOT LIMITED TO)
3126 SOUTH ABINGDON STREET 002 - GRADING
ARLINGTON, VA 22206-0000 007 - MINOR STRUCTURES
PHONE : 703-998-6510 045 - UNDERGROUND UTILITIES
FAX : 703-998-6512

BUSINESS CONTACT: DOLL, JAMES EDWARD
EMAIL: JDOLL@CORINTHIANCONTRACTORS.COM

-----DBE INFORMATION-----

DBE TYPE : N/A
DBE CONTACT: N/A

C097
CORMAN CONSTRUCTION, INC.
PREQ. EXP : 03/31/2015

--PREQ ADDRESS ----- WORK CLASSES (LISTED BUT NOT LIMITED TO)
12001 GUILFORD ROAD 002 - GRADING
ANNAPOLIS, MD 20701-1201 003 - MAJOR STRUCTURES
PHONE : 301-953-0900 007 - MINOR STRUCTURES
FAX : 301-953-0384 045 - UNDERGROUND UTILITIES

BUSINESS CONTACT: PENA, KENNETH JOHN
EMAIL: BHULME@CORMANCONSTRUCTION.COM

-----DBE INFORMATION-----

DBE TYPE : N/A
DBE CONTACT: N/A



Surety Letter



&





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

June 19, 2014

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

Re: Corman Construction, Inc. – Surety Qualification
Request for Qualifications – A Design-Build Project
Route 7 Widening and Bridge Rehabilitation over
Dulles Toll Road and Airport Access Highway, Fairfax County, VA
State Project No.: 0007-029-139, P101, R201, C501, B617, B618
Federal Project No.: BR-5401 (738)
Contract ID No.: C00082135DB77

Dear Mr. Kindy:

As Surety for Corman Construction, Inc., Fidelity and Deposit Company of Maryland (Zurich) with A.M. Best Financial Strength Rating "A+" and Financial Size Category "XV" is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the estimate contract value of \$29,700,000, and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of Corman Construction, Inc., in the event that such firm be successful bidder and enter into a contract for this Project.

Fidelity and Deposit Company of Maryland (Zurich) has handled all of Corman Construction, Inc.'s bonding needs for over twenty (20) years. Based on Corman Construction, Inc.'s financial strength and track record, Fidelity and Deposit Company of Maryland (Zurich) has extended a bond program of \$150,000,000 single/\$400,000,000 aggregate total program.

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

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

Sincerely,

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

Robert A. Chlada, Attorney-in-Fact

Commonwealth of Virginia

STATE CORPORATION COMMISSION

July 1, 2013

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

is hereby licensed to transact the business of

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

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

ID: 39306



State Corporation Commission
Bureau of Insurance

By: Jacqueline K. Cooper
Commissioner

FIDELITY AND DEPOSIT COMPANY

OF MARYLAND

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

Statement of Financial Condition

As Of December 31, 2013

ASSETS

| | |
|--------------------------------------|-----------------------|
| Bonds..... | \$ 139,272,722 |
| Stocks..... | 22,258,887 |
| Cash and Short Term Investments..... | 6,595,113 |
| Reinsurance Recoverable..... | 17,970,134 |
| Other Accounts Receivable..... | 33,409,916 |
| TOTAL ADMITTED ASSETS..... | \$ 219,506,772 |

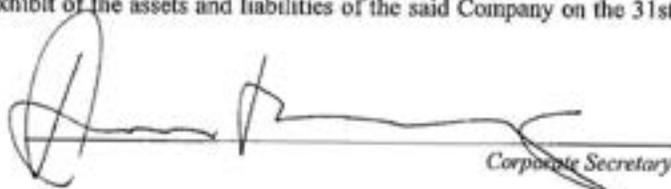
LIABILITIES, SURPLUS AND OTHER FUNDS

| | |
|--|-----------------------|
| Reserve for Taxes and Expenses..... | \$ 1,787,480 |
| Ceded Reinsurance Premiums Payable..... | 42,146,005 |
| Securities Lending Collateral Liability..... | 6,613,750 |
| TOTAL LIABILITIES..... | \$ 50,547,235 |
| Capital Stock, Paid Up..... | \$ 5,000,000 |
| Surplus..... | 163,959,537 |
| Surplus as regards Policyholders..... | 168,959,537 |
| TOTAL..... | \$ 219,506,772 |

Securities carried at \$58,378,690 in the above statement are deposited with various states as required by law.

Securities carried on the basis prescribed by the National Association of Insurance Commissioners. On the basis of market quotations for all bonds and stocks owned, the Company's total admitted assets at December 31, 2013 would be \$223,222,696 and surplus as regards policyholders \$172,675,461.

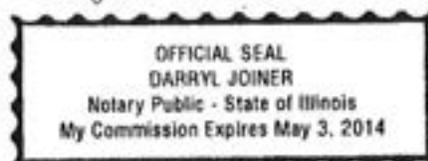
I, DENNIS F. KERRIGAN, Corporate Secretary of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing statement is a correct exhibit of the assets and liabilities of the said Company on the 31st day of December, 2013.


Corporate Secretary

State of Illinois }
City of Schaumburg } SS:

Subscribed and sworn to, before me, a Notary Public of the State of Illinois, in the City of Schaumburg, this 15th day of March, 2014.


Notary Public



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

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Maryland, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Maryland (herein collectively called the "Companies"), by **JAMES M. CARROLL, Vice President**, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint **Joseph A. PIERSON, Robert A. CHLADA, Cynthia M. CHARYAT, April O. COMPTON, 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 7th day of May, A.D. 2013.

ATTEST:

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



Eric D. Barnes

By: _____
*Assistant Secretary
Eric D. Barnes*

James M. Carroll

*Vice President
James M. Carroll*

State of Maryland
City of Baltimore

On this 7th day of May, A.D. 2013, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **JAMES M. CARROLL, Vice President, and ERIC D. BARNES, Assistant Secretary**, of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, 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.

Constance A. Dunn



Constance A. Dunn, Notary Public
My Commission Expires: July 14, 2015

EXTRACT FROM BY-LAWS OF THE COMPANIES

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

CERTIFICATE

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies,
this 19th day of June, 2014.



Geoffrey Delisio

Geoffrey Delisio, Vice President



Attachment 3.2.10

SCC and DPOR Information



&



ATTACHMENT 3.2.10

State Project No. 0007-029-139, P101, R201, C501, B617, B618

SCC and DPOR Information

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

| SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2) | | | | | | | |
|---|-----------------------------------|--|-------------------|---|-------------------------------|---------------------------------|-----------------------------|
| Business Name | SCC Information (3.2.10.1) | | | DPOR Information (3.2.10.2) | | | |
| | SCC Number | SCC Type of Corporation | SCC Status | DPOR Registered Address | DPOR Registration Type | DPOR Registration Number | DPOR Expiration Date |
| Corman Construction, Inc. | F0467987 | Foreign Corporation | Active | 12001 Guilford Road Annapolis Junction MD 20701 | Class A Contractor | 2701014794 | 10/31/2015 |
| Rummel, Klepper & Kahl, LLP | K0004178 | Foreign Limited Liability Partnership | Active | 81 Mosher Street Baltimore, MD 21217 | ENG | 0407002860 | 12/31/2015 |
| | | | | 10306 Eaton Place Suite 240 Fairfax, VA 22030 | ENG | 0411000577 | 02/29/2016 |
| | | | | 2100 East Cary Street Suite 309 Richmond, VA 23223 | ENG | 0411000271 | 02/29/2016 |
| | | | | 900 Ridgefield Drive Suite 350 Raleigh, NC 27609 | ENG | 0411001046 | 02/29/2016 |
| Diversified Property Services of Virginia, Inc. | F1304106 | Foreign Corporation | Active | 20 E Timonium Road Suite 111 Timonium, MD 21093 | Real Estate Appraiser | 4008 001190 | 11/30/2014 |
| ECS Mid-Atlantic, LLC | S1208216 | Limited Liability Company | Active | 2119-D North Hamilton Street, Richmond, VA 23230 | ENG | 0411000384 | 02/29/2016 |
| | | | | 14026 Thunderbolt Place, Suite 100 Chantilly, VA 20151 | ENG | 0407004628 | 12/31/2015 |
| Rhodeside & Harwell, Inc. | 02783561 | Corporation | Active | 510 King Street Suite 300 Alexandria, VA 22314 | LA | 0407004045 | 12/31/2015 |
| Rice Associates, Inc. | 03316627 | Corporation | Active | 10625 Gaskins Way Manassas, VA 20109 | LS | 0407003842 | 12/31/2015 |

ATTACHMENT 3.2.10

State Project No. 0007-029-139, P101, R201, C501, B617, B618

SCC and DPOR Information

| | | | | | | | |
|-------------------------------------|----------|---------------------|--------|--|-----|------------|------------|
| Sabra, Wang & Associates, Inc. | F1343203 | Foreign Corporation | Active | 7055 Samuel Morse Drive, Suite 100 Columbia, MD 21046 | ENG | 0411000839 | 02/29/2016 |
| | | | | 101 W Broad Street Suite 301 Falls Church, VA 22046 | ENG | 0407005636 | 12/31/2015 |
| Travesky & Associates, Ltd. | 02924173 | Corporation | Active | 3900 Jermantown Road Suite 300 Fairfax, VA 22030 | N/A | N/A | N/A |
| Utility Professional Services, Inc. | 05889878 | Corporation | Active | P.O. Box 923 390 Shore Drive Colonial Beach, VA 22443 | ENG | 0407005942 | 12/31/2015 |

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)

| Business Name | Individual's Name | Office Location Where Professional Services will be Provided (City/State) | Individual's DPOR Address | DPOR Type | DPOR Registration Number | DPOR Expiration Date |
|--------------------------------|---------------------------|--|---|-------------------------------------|-----------------------------|-------------------------|
| Corman Construction, Inc. | Scott Edward Szympruch | Annapolis Junction, MD | 10832 Harmel Drive Columbia, MD 21044 | Professional Engineer License | 0402041661 | 09/30/2015 |
| Rummel, Klepper & Kahl, LLP | Gary Sebastian Johnson | Richmond, VA | 3808 Ivory Court Richmond, VA 23233 | Professional Engineer License | 0402033863 | 09/30/2015 |
| Rummel, Klepper & Kahl, LLP | Miriam Flo Kronisch | Fairfax, VA | 12424 Alexander Cornell Drive Fairfax, VA 22033 | Professional Engineer License | 0402038207 | 06/30/2015 |



SCC eFile Business Entity Details



- SCC eFile
- SCC eFile Home Page
- Check Name
- Distinguishability
- Business Entity Search
- Certificate Verification
- FAQs
- Contact Us
- Give Us Feedback
- Business Entities
- UCC or Tax Liens
- Court Services
- Additional Services

CORMAN CONSTRUCTION, INC.

General

SCC ID: F0467987
 Entity Type: Foreign Corporation
 Jurisdiction of Formation: DE
 Date of Formation/Registration: 11/2/1984
 Status: Active
 Shares Authorized: 1000

Select an action

- [file a registered agent change](#)
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Principal Office

12001 GUILFORD ROAD
 ANNAPOLIS JUNCTION MD20701

Registered Agent/Registered Office

CT CORPORATION SYSTEM
 4701 COX ROAD, SUITE 285
 GLEN ALLEN VA 23060
 HENRICO COUNTY 143
 Status: Active
 Effective Date: 10/4/2013

Screen ID: e1000

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COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

Office of the Clerk

June 5, 2013

CT CORPORATION SYSTEM
4701 COX RD STE 301
GLEN ALLEN, VA 23060-6802

RECEIPT

RE: RUMMEL, KLEPPER & KAHL, LLP

ID: K000417 - 8

DCN: 13-06-05-0507

Dear Customer:

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

The annual continuation report was filed on June 5, 2013.

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

Sincerely,

Joel H. Peck
Clerk of the Commission

GPACCEPT
CIS0363

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF FACT

I Certify the Following from the Records of the Commission:

On September 25, 2001, a statement of registration as a foreign registered limited liability partnership was filed in this office by Rummel, Klepper & Kahl, LLP, a Maryland limited liability partnership.

This certificate of registration is in effect as of this date.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
January 24, 2013*

Joel H. Peck

Joel H. Peck, Clerk of the Commission

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, March 24, 2006

This is to Certify that the statement of registration of

Rummel, Klepper & Kahl, LLP
(Date of registration - September 25, 2001)

a partnership registered as a limited liability partnership under the laws of MARYLAND, was admitted to record in this office and that the partnership is registered to transact business in Virginia as a foreign Registered Limited Liability Partnership, subject to all laws applicable to the partnership and its business.



State Corporation Commission
Attest:

Joel H. Beck
Clerk of the Commission



SCC eFile > Entity Search > Entity Details

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SCC eFile Business Entity Details

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DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC.(USED IN VA BY: DIVERSIFIED PROPERTY SERVICES, INC

| |
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| Additional Services |

General

SCC ID: F1304106
 Entity Type: Foreign Corporation
 Jurisdiction of Formation: MD
 Date of Formation/Registration: 8/5/1997
 Status: Active
 Shares Authorized: 5000

Select an action

- [File a registered agent change](#)
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Principal Office

20 E TIMONUM RD SUITE 111
 TIMONIUM MD21093

[New Search](#) [Home](#)

Registered Agent/Registered Office

BRENDAN R HANTZES
 3771 VERMACCHIA DR
 CHANTILLY VA 20151
 FAIRFAX COUNTY 129
 Status: Active
 Effective Date: 8/9/2002

Screen ID: e1000

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Commonwealth of Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC. (USED IN VA BY: DIVERSIFIED PROPERTY SERVICES, INC.), a corporation existing under the laws of MARYLAND, holds a certificate of authority to transact to transact business in Virginia, and is in good standing.

The certificate was issued on August 05, 1997.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
August 18, 2009*

Joel H. Peck

Joel H. Peck, Clerk of the Commission



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- Additional Services

ECS - Mid-Atlantic, LLC

General

SCC ID: S1208216
 Entity Type: Limited Liability Company
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 4/16/2004
 Status: Active

Principal Office

14026 THUNDERBOLT PL STE 100
 CHANTILLY VA20151

Registered Agent/Registered Office

JAMES A ECKERT
 14026 THUNDERBOLT PL STE 100
 CHANTILLY VA 20151
 FAIRFAX COUNTY 129
 Status: Active
 Effective Date: 4/16/2004

Select an action

- [File a registered agent change](#)
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- [Resign as registered agent](#)
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Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, April 16, 2004

This is to certify that the certificate of organization of

**Engineering Consulting Services - Mid-Atlantic,
LLC**

was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: April 16, 2004



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission

COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

AT RICHMOND, AUGUST 5, 2004

The State Corporation Commission has found the accompanying articles submitted on behalf of

ECS - Mid-Atlantic, LLC
(formerly known as Engineering Consulting Services - Mid-Atlantic, LLC)

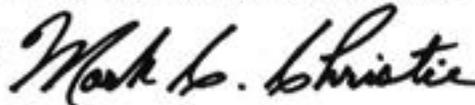
to comply with the requirements of law, and confirms payment of all required fees. Therefore, it is ORDERED that this

CERTIFICATE OF AMENDMENT

be issued and admitted to record with the articles of amendment in the Office of the Clerk of the Commission, effective August 5, 2004.

STATE CORPORATION COMMISSION

By



Commissioner

04-07-21-4045
LLAACPT
CIS0436



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| Court Services |
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RHODESIDE & HARWELL, INCORPORATED

General

SCC ID: 02783561
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 11/14/1985
 Status: Active
 Shares Authorized: 10000

Select an action

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Principal Office

510 KING STREET SUITE 300
 ALEXANDRIA VA 22314

Registered Agent/Registered Office

CORPORATION SERVICE COMPANY
 BANK OF AMERICA CENTER, 16TH FLOOR
 1111 EAST MAIN STREET
 RICHMOND VA 23219
 RICHMOND CITY 216
 Status: Active
 Effective Date: 10/27/2011

Screen ID: e1000

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Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That RHODESIDE & HARWELL, INCORPORATED is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is November 14, 1985;

That the period of its duration is perpetual; and

That the corporation is in existence and in good standing in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
April 7, 2014*

Joel H. Peck

Joel H. Peck, Clerk of the Commission

Commonwealth of Virginia



State Corporation Commission

I, Nancy M. McCoy, Assistant Clerk of the State Corporation Commission, do hereby certify that

the foregoing is a true copy of all documents constituting as of this date the charter of RHODESIDE & HARWELL, INCORPORATED.

Nothing more is hereby certified.

In Testimony Whereof I hereunto set my hand and affix the Official Seal of the State Corporation Commission, at Richmond, this 14th day of November A. D. 19 85



Nancy W. McCoy
Assistant Clerk of the Commission

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond,

November 14, 1985

This is to Certify that the certificate of incorporation of
RHODESIDE & HARWELL, INCORPORATED

*was this day issued and admitted to record in this office
and that the said corporation is authorized to transact its
business subject to all the laws of the State applicable to the
corporation and its business.*



State Corporation Commission

Nancy W. McCoy
Clerk of the Commission



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RICE ASSOCIATES, INC.

General

SCC ID: 03316627
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 12/15/1988
 Status: Active
 Shares Authorized: 60000

Select an action

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Principal Office

10625 GASKINS WAY
 MANASSAS VA20109

Registered Agent/Registered Office

DAVID F RICE III
 10625 GASKINS WAY
 MANASSAS VA 20109
 PRINCE WILLIAM COUNTY 176
 Status: Active
 Effective Date: 12/20/2006

Screen ID: e1000

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Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That RICE ASSOCIATES, INC. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is December 15, 1988;

That the period of its duration is perpetual; and

That the corporation is in existence and in good standing in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

January 8, 2014

Joel H. Peck

Joel H. Peck, Clerk of the Commission



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- Additional Services

SABRA, WANG & ASSOCIATES, INC.

General

SCC ID: F1343203
 Entity Type: Foreign Corporation
 Jurisdiction of Formation: MD
 Date of Formation/Registration: 6/30/1998
 Status: Active
 Shares Authorized: 5000

Select an action

- [File a registered agent change](#)
- [File a registered office address change](#)
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Principal Office

101 WEST BROAD STREET
 SUITE 301
 FALLS CHURCH VA22046

New Search Home

Registered Agent/Registered Office

RAYMOND H SUTTLE JR
 701 TOWN CENTER DRIVE
 SUITE 800
 NEWPORT NEWS VA 23606
 NEWPORT NEWS CITY 211
 Status: Active
 Effective Date: 4/14/2011

Screen ID: e1000

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Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That SABRA, WANG & ASSOCIATES, INC., a corporation incorporated under the law of Maryland, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on June 30, 1998; and

That the corporation is in good standing in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

June 6, 2012

Joel H. Peck

Joel H. Peck, Clerk of the Commission



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TRAVESKY & ASSOCIATES, LTD.

General

SCC ID: 02924173
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 9/11/1986
 Status: Active
 Shares Authorized: 5000

Select an action

- [File a registered agent change](#)
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Principal Office

3900 JERMANTOWN RD
 SUITE 300
 FAIRFAX VA 22030

Registered Agent/Registered Office

MARIE B. TRAVESKY
 3900 JERMANTOWN RD., STE. 300
 FAIRFAX VA 22030
 FAIRFAX CITY (FILED IN FAIRFAX COUNTY)
 303
 Status: Active
 Effective Date: 4/3/1992

Screen ID: e1000

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Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, September 11, 1986

It is to Certify that the certificate of incorporation of
TRAVESKY & ASSOCIATES, LTD.

*this day issued and admitted to record in this office
and that the said corporation is authorized to transact its
business subject to all the laws of the State applicable to the
corporation and its business.*



State Corporation Commission

Raymond B. [Signature]

Chief of the Commission



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Utility Professional Services, Inc.

General

SCC ID: 05889878
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 12/31/2002
 Status: Active
 Shares Authorized: 100

Select an action

- [File a registered agent change](#)
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Principal Office

390 SHORE DRIVE
 PO BOX 923
 COLONIAL BEACH VA22443

Registered Agent/Registered Office

FREDERIC N HOWE III
 390 SHORE DRIVE
 P.O. BOX 923
 COLONIAL BEACH VA 22443
 WESTMORELAND COUNTY 196
 Status: Active
 Effective Date: 7/16/2013

Screen ID: e1000

Need additional information? Contact sccefile@scs.virginia.gov Website questions? Contact: webmaster@scs.virginia.gov
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Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That Utility Professional Services, Inc. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is December 31, 2002;

That the period of its duration is perpetual; and

That the corporation is in existence and in good standing in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
April 23, 2014*

Joel H. Peck

Joel H. Peck, Clerk of the Commission

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, December 31, 2002

This is to certify that the certificate of incorporation of

Utility Professional Services, Inc.

was this day issued and admitted to record in this office and that the said corporation is authorized to transact its business subject to all Virginia laws applicable to the corporation and its business.

Effective date: December 31, 2002



State Corporation Commission

Attest:

Joel H. Peck

Clerk of the Commission

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

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

EXPIRES ON
10-31-2015

NUMBER
2701014794

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

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



Gordon N. Dixon
Gordon N. Dixon, Director

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**COMMONWEALTH OF VIRGINIA
CLASS A BOARD FOR CONTRACTORS
CONTRACTOR**

***CLASSIFICATIONS* H/H
NUMBER: 2701014794 EXPIRES: 10-31-2015
CORMAN CONSTRUCTION INC
12001 GUILFORD RD
ANNAPOLIS JUNCTION , MD 20701-0160**



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

FOR

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2015

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

NUMBER
0407002860

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

PROFESSIONS: ENG

RUMMEL KLEPPER & KAHL LLP
81 MOSHER ST
BALTIMORE, MD 21217



Jason N. Dixon
Jason N. Dixon, Director

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BUSINESS ENTITY REGISTRATION
NUMBER: 0407002860 EXPIRES: 12-31-2015
PROFESSIONS: ENG
RUMMEL KLEPPER & KAHL LLP
81 MOSHER ST
BALTIMORE, MD 21217



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9960 Mayland Dr., Suite 400, Richmond, VA 23233

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 387-8500

EXPIRES ON
02-29-2016

NUMBER
0411000577

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

PROFESSIONS: ENG

RUMMEL KLEPPER & KAHL LLP
RK&K
10306 EATON PL STE 240
FAIRFAX, VA 22030



Nick A. Christner
Nick A. Christner, Interim Director

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COMMONWEALTH OF VIRGINIA

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BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000577 EXPIRES: 02-29-2016
PROFESSIONS: ENG
RUMMEL KLEPPER & KAHL LLP
RK&K
10306 EATON PL STE 240
FAIRFAX, VA 22030



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

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10010 (7/11) 107028-3

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

EXPIRES ON
02-29-2016

NUMBER
0411000271

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

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

PROFESSIONS: ENG

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



Nick A. Christner
Nick A. Christner, Interim Director

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BOARD FOR APELSCIDJA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000271 EXPIRES: 02-29-2016
PROFESSIONS: ENG
RUMMEL KLEPPER & KAHL LLP
RK&K
2100 EAST CARY ST
SUITE 309
RICHMOND, VA 23223



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

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J. Beeks

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-29-2016

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

NUMBER
0411001046

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

PROFESSIONS: ENG

RUMMEL KLEPPER & KAHL LLP
900 RIDGEFIELD DR STE 350
RALEIGH, NC 27609



Nick A. Christner
Nick A. Christner, Interim Director

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POCKET CARD:

COMMONWEALTH OF VIRGINIA
BOARD FOR APESCIDOLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411001046 EXPIRES: 02-29-2016
PROFESSIONS: ENG
RUMMEL KLEPPER & KAHL LLP
900 RIDGEFIELD DR STE 350
RALEIGH, NC 27609



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

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COMMONWEALTH OF VIRGINIA

EXPIRES ON

11-30-2014

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

NUMBER

4008 001190

REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION

DIVERSIFIED PROPERTY SERVICES OF VIRGINIA INC

20 E TIMONIUM ROAD SUITE 111

TIMONIUM MD 21093 0000



Gordon N. Dixon
Gordon N. Dixon, Director

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REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION

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DIVERSIFIED PROPERTY SERVICES OF VIRGINIA INC

20 E TIMONIUM ROAD SUITE

TIMONIUM MD 21093 0000



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EXPIRES ON
02-29-2016

9960 Mayland Dr., Suite 400, Richmond, VA 23233
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NUMBER
0411000384

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

PROFESSIONS: ENG

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



Nick A. Christner
Nick A. Christner, Interim Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
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EXPIRES ON
12-31-2015

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NUMBER
0407004628

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AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG

ECS-MID-ATLANTIC LLC
LEO J TITUS JR PE
14026 THUNDERBOLT PL STE 100
CHANTILLY, VA 20151



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Georges N. Dixon
Georges N. Dixon, Director

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

PROFESSIONS: LA

RHODESIDE & HARWELL, INCORPORATED
510 KING STREET STE # 300
ALEXANDRIA, VA 22314



Debra N. Dixon
Debra N. Dixon, Director

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COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCHIDA

BUSINESS ENTITY REGISTRATION

NUMBER: 0407004045 EXPIRES: 12-31-2015

PROFESSIONS: LA

RHODESIDE & HARWELL, INCORPORATED

510 KING STREET STE # 300

ALEXANDRIA, VA 22314



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9960 Mayland Dr., Suite 400, Richmond, VA 23233

10106

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

NUMBER
0407003842

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

PROFESSIONS: LS

RICE ASSOCIATES INC
10625 GASKINS WAY
MANASSAS, VA 20109



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA
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BUSINESS ENTITY REGISTRATION
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PROFESSIONS: LS
RICE ASSOCIATES INC
10625 GASKINS WAY
MANASSAS, VA 20109



DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
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9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 387-8500

NUMBER
0407005636

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

PROFESSIONS: ENG

SABRA, WANG & ASSOCIATES, INC
101 W BROAD ST
SUITE 301
FALLS CHURCH, VA 22046



Gregory S. Dineen
Gregory S. Dineen, Director

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BUSINESS ENTITY REGISTRATION
NUMBER: 0407005636 EXPIRES: 12-31-2015
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SABRA, WANG & ASSOCIATES, INC
101 W BROAD ST
SUITE 301
FALLS CHURCH, VA 22046



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EXPIRES ON
02-29-2016

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

NUMBER
0411000839

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

PROFESSIONS: ENG

SABRA, WANG & ASSOCIATES, INC
7055 SAMUEL MORSE DRIVE
SUITE 100
COLUMBIA, MD 21046



Nick A. Christner
Nick A. Christner, Interims Director

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BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
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PROFESSIONS: ENG
SABRA, WANG & ASSOCIATES, INC
7055 SAMUEL MORSE DRIVE
SUITE 100
COLUMBIA, MD 21046



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EXPIRES ON
12-31-2015

9950 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 357-8500

NUMBER
0407005942

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

PROFESSIONS: ENG

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



Geoffrey N. Dixon
Geoffrey N. Dixon, Director

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EXPIRES ON
09-30-2015

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

NUMBER
0402041661

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

SCOTT EDWARD SZYMPRUCH
10832 HARMEL DRIVE
COLUMBIA, MD 21044



Gordon N. Dixon
Gordon N. Dixon, Director

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PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402041661 EXPIRES: 09-30-2015

SCOTT EDWARD SZYMPRUCH
10832 HARMEL DRIVE
COLUMBIA, MD 21044



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EXPIRES ON
09-30-2015

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

NUMBER
0402033863

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

GARY SEBASTIAN JOHNSON
3808 IVORY CT
RICHMOND, VA 23233



Steven N. Dixon
Steven N. Dixon, Director

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PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402033863 EXPIRES: 09-30-2015

GARY SEBASTIAN JOHNSON
3808 IVORY CT
RICHMOND, VA 23233



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EXPIRES ON
06-30-2015

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

NUMBER
0402038207

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

MIRIAM FLO KRONISCH
12424 ALEXANDER CORNELL DR
FAIRFAX, VA 22033



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA
BOARD FOR APPEALS
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402038207 EXPIRES: 06-30-2015

MIRIAM FLO KRONISCH
12424 ALEXANDER CORNELL DR
FAIRFAX, VA 22033



PKC/D

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Attachment 3.3.1

Key Personnel Resume Forms



&



**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

| | |
|---|--|
| Brief Resume of Key Personnel anticipated for the Project. | |
| a. Name & Title: | Scott Szympruch, PE – Division Manager / Corman Mid-Atlantic Division |
| b. Project Assignment: | Design-Build Project Manager |
| c. Name of Firm with which you are now associated: | Corman Construction, Inc. |
| d. Years experience: With this Firm <u>14</u> Years With Other Firms <u>4</u> Years Please list chronologically (most recent experience 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 experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): | |
| Mid-Atlantic Division Manager.....Corman Construction | 2013-Present |
| Oversees engineering and project management of all Mid-Atlantic Division projects | |
| Project Manager/Sponsor.....Corman Construction | 2011-2013 |
| Assigned to projects to oversee start up, long-range planning/scheduling, design, cost analysis/monthly reviews, owner relationships, change orders/claims reviews and steer projects toward successful final completion. | |
| Project/Construction Manager.....Corman Construction | 2004-Present |
| Provides 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 | 2000-2003 |
| Assigned onsite on four road and bridge projects, including one Design-Build where he developed schedules, worked with project superintendents and worked with owners on submittals, payments and RFIs. | |
| Field Engineer.....Clark Construction | 1999-2000 |
| Field Engineer for construction of a Food Distribution Warehouse in Denver, PA | |
| Project Manager/Designer/Design Engineer.....LSC Design, Inc. | Feb. 1998-1999 |
| As Project Manager/Designer, Scott presented plans of land development in York County to township boards and the York County Planning Commission. Worked with clients on project scope, development, proposals and scheduling. | |
| As Design Engineer, Scott designed soil erosion and sedimentation control plans, grading plans, storm and sanitary sewer plans/profiles, and PennDOT/county road improvements with profiles. | |
| e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: | University of Maryland – College Park, MD/BS/1995/Civil Engineering |
| f. Active Registration: Year First Registered/ Discipline/VA Registration #: | 2005 / Civil / Virginia Professional Engineer #0402041661 |
| g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.) *On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project. | |
| Project Name: | DB Design-Build Intercounty Connector Contract A, Montgomery County, MD |
| Project Role: | Project/Construction Manager |
| Dates: | Jan 2007 - Jan 2011 |
| With Current Firm? | Yes |

As **Construction Manager** for this \$483.4 million 7.2 miles controlled-access six-lane divided highway with 18 steel girder or precast concrete girder bridges and four bridge widenings on I-370 highlighted by a 625' deck-over structure, a "Signature" Arch Bridge spanning Rock Creek and a "Gateway" Bridge at the MD 97 Interchange, Scott worked from procurement to completion and oversaw construction on the entire project. He was a leader in conceptual design development, participated in oral presentations, and authored the schedule. Upon NTP, Scott participated in design development task force teams and provided constructability reviews. He worked with the DB Coordinators and Construction Project Engineers leading the bridge, drainage, roadway, environmental, utility and subcontracting areas. He participated in the geotechnical task force team and oversaw drilling. Scott provided professional engineering designs (support of excavation and temporary work) and supervised field layout, construction, quality control, and safety management. Scott was highly involved in the CPM Schedule, oversaw the Construction Quality Manager and coordinated with adjacent projects. He contributed in partnering and progress meetings, attended community outreach meetings, worked with environmental teams on environmental stewardship, and coordinated inspections / resolutions with our independent QC team.

Relevancy: Design-Build, interior and/or exterior widening on six bridges, environmental stewardship, maintenance of traffic, lighting, coordinated utilities with 10 different utility companies and utility relocations were completed at 106 locations, quality control, geotechnical, public/community outreach to about 10,000 residents surrounding the corridor, and landscaping/roadside development.

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

| | | | |
|---------------|---|--------|--------------------|
| Project Name: | Woodrow Wilson Bridge, Virginia Approach Spans VAC, Alexandria, VA | Dates: | 2003 - 2006 |
|---------------|---|--------|--------------------|

| | | | |
|---------------|------------------------|--------------------|------------|
| Project Role: | Project Manager | With Current Firm? | Yes |
|---------------|------------------------|--------------------|------------|

As **Project Manager** on this \$126.8 million project, Scott provided management, supervision, professional engineering designs, field layout, subcontract negotiation/administration, quality control, materials control/procurement, safety management, environmental compliance management, cost accounting and scheduling for compliance and successful completion. He staffed/oversaw onsite personnel, managed a team of 13, conducted daily job schedule/safety meetings, created/updated/modified the schedule, facilitated monthly partnering meetings, and participated in coordinating adjacent Woodrow Wilson Bridge projects.

This two-phase segmental bridge construction joint venture project included casting/erecting 364 precast concrete substructure segments and 64 precast concrete tie beams for the pier, placing two CIP concrete bridge decks, demolition/removal of a six-lane structure and foundation construction of inner loop bridges. Project was constructed adjacent to heavily-traveled I-95/495 Capital Beltway and is one of three major Woodrow Wilson Bridge contracts. There were stringent erosion & sediment control and spill containment measures in place throughout construction. It is also an urban residential community requiring constant communication with residents.

Relevancy: Constructed a V-pier, environmentally-sensitive, in an urban residential community requiring constant communication with residents and close attention to noise, dust, and traffic ordinances, utility relocations, quality control, lighting in the barriers for the pedestrian walkway, surveyed at the beginning of each shift to meet pier erection tolerances, inspections and testing.

Client/Owner: **Virginia Department of Transportation / Maryland State Highway Administration**

| | | | |
|---------------|--|--------|----------------------------|
| Project Name: | DB Design-Build MD 30 Hampstead Bypass, Hampstead, MD | Dates: | Nov 2006 – Jan 2007 |
|---------------|--|--------|----------------------------|

| | | | |
|---------------|------------------------|--------------------|------------|
| Project Role: | Project Manager | With Current Firm? | Yes |
|---------------|------------------------|--------------------|------------|

As **Project Manager**, Scott oversaw construction, provided management, supervision, professional engineering designs, field layout, subcontract negotiation/administration, quality control, materials control/procurement, safety management, environmental compliance management, cost accounting and scheduling for compliance and successful completion. He worked with the design packages on this \$43.2 Million project which included 4.5 miles of two-lane asphalt roadway and construction of four bridges: A single span, pre-stressed concrete girder bridge carrying Houcksville Road over the bypass, a single span, steel girder bridge carrying the bypass over Shiloh Road, a single span, pre-stressed concrete girder bridge over Indian Run, and a single span, concrete girder bridge over a tributary to the east branch of the Patapsco River.

Relevancy: Design-Build, environmentally-sensitive, utility relocations, landscaping, ROW acquisition, lighting, maintenance of traffic, quality control, community relations/public outreach.

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

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. Not applicable.

**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **Miriam “Mimi” Kronisch, PE, CCM - Director, Construction Management**

b. Project Assignment: **Quality Assurance Manager (QAM)**

c. Name of Firm with which you are now associated: **RK&K, LLP**

d. Years experience: With this Firm 12 Years With Other Firms 6 Years

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

DB Director, Construction Management and Inspection..... RK&K, LLP 2002-Present

As a Director and Project Manager for Northern Virginia operations, Mimi’s responsibilities include oversight of a staff of Construction Managers, Office Engineers and Quality Control and Quality Assurance Inspectors on various projects throughout the NOVA District to include Design/Build and Design-Bid-Build Delivery Methods. In addition, she performed Construction Management and Quality Assurance on major projects in NOVA. Representative project work includes Construction Management and overall Quality Assurance and Quality Control on VDOT’s Fairfax County / Fair Lakes Interchange Project, Woodrow Wilson Bridge Virginia Interchange Contracts and many projects for The City of Alexandria, including the Route 1 Design/Build Bus Rapid Transit Project.

Project Manager/Project Engineer.....The Driggs Corporation 1997-2002

Route 288/Route 76 Interchange, Richmond VA (VDOT): Project Manager for this \$30 million VDOT contract. Duties included daily project management of all phases of construction including concrete pavement (CRCP), bridges, retaining walls, mechanically stabilized earth walls, mass excavation, and asphalt pavement. Managed/coordinated subcontractors and survey crews, hired employees, managed equipment and tracked daily production and cost. Coordinated daily with VDOT staff concerning quality, payment quantities, plan revisions, work orders, MOT and erosion and sediment control installations on the project. Updated the CPM schedule and maintained daily records, and prepared and submitted materials documentation and all contract correspondence. Corman was a subcontractor to Driggs and constructed the three bridges on this high profile project.

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

The George Washington University – Washington DC /BS/1997/Civil Engineering

Mimi is currently a member of the Advisory Board for the Civil/Environmental Engineering Department at The George Washington University. She also serves on the CMAA national committee for Professional Development

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

2003/Civil Engineering/Virginia #0402038207

2007/Construction Management Association of American (CMAA) – Certified Construction Manager CCM/#A1275

2014/Associate, Design Build Institute of America (DBIA)

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

1. *Note your specific responsibilities and authorities 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 at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)

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

Project Name: **Fairfax County Parkway / Fair Lakes Interchange Project, Fairfax County, VA** Dates: **Oct 2010-November 2013**

Project Role: **Construction Manager (QA)** With Current **Yes**

Client/Owner: **VDOT**

Construction Manager for this \$49 million contract. This project included 3 bridges, utility relocations, 3 miles of primary roadway reconstruction including subbase, drainage and paving installation, extensive retaining wall construction and complex Maintenance of Traffic (MOT) coordination. **Responsibilities included overall construction quality assurance and quality control management**, coordination with VDOT's Area Construction Engineer, the designers, contractor, traffic engineering, and the public relations staff to recommend and resolve project issues. Conducted work order processing and negotiation with the contractor and VDOT, supervised a team of administrative support, office engineers, and quality assurance/quality control (QA/QC) roadway and structures inspectors to ensure conformance with approved VDOT plans, specifications and other contract documents. Responsible for oversight of environmental documentation, approval of all monthly pay requests, writing project management correspondence, financial reporting of contract status for VDOT, coordination of maintenance of traffic, daily maintenance of project records including as-built drawings, materials documentation, plan revisions and overrun/underrun reporting in accordance with VDOT's policies and procedures. This project received a 93.7 CQIP score.

| | | | |
|---------------|--|--------------|--------------------|
| Project Name: |  Route 1 Bus Rapid Transit, Alexandria, VA (Design-Build) | Dates: | Dec 2012-June 2014 |
| Project Role: | Quality Assurance Oversight | With Current | Yes |
| Client/Owner: | City of Alexandria | | |

Quality Assurance Oversight responsible for the Project Manager and Quality Assurance Inspection Staff for this \$11 million Design-Build project that includes the construction of dedicated concrete bus lanes along Route 1 in the City of Alexandria. This work includes roadway excavation and grading, utility and storm drainage installation, intersection improvements, signal modifications, and movement and placement of contaminated soil. Responsible for Quality Assurance Oversight to include coordination with the Quality Assurance staff, the Design-Builder and the City of Alexandria engineering and construction staff. Also responsible for performing regular quality assurance oversight reviews on submittals and RFIs, estimate processing, change orders, contractor payments and materials verification. Mimi was responsible for monitoring the Quality Assurance budget and review and submit invoices for payment to the client.

| | | | |
|---------------|--|--------------------|-------------------|
| Project Name: | Woodrow Wilson Bridge-Telegraph Road Interchange | Dates: | Jan 2009-Oct 2010 |
| Project Role: | Project Engineer (QA/QC) | With Current Firm? | Yes |
| Client/Owner: | VDOT | | |

Project Engineer for this \$236 million contract. Responsible for setting up document control systems to include Drawing Control Log to track all as-builts and changes made to plans, overrun/underrun report, monthly cost-to-complete report, and Work Order/Issues Log. Mimi also developed electronic/paperless submittal process for VDOT and the contractor through Contract Manager. Cormann was the contractor and Mimi worked with their field staff to develop this electronic contract management system that increased the quality of submittals and materials documentation for the project. In this assignment, **Mimi worked with our proposed Construction Manager, Kyle Kern who served as Superintendent for Cormann Construction.**

| | | | |
|---------------|---|--------------|--------------------|
| Project Name: | Woodrow Wilson Bridge-Route 1 Interchange, Alexandria, VA | Dates: | Sept 2004-Jan 2009 |
| Project Role: | Project Engineer (QA/QC) | With Current | Yes |
| Client/Owner: | VDOT | | |

Project Engineer for this \$188 million contract. This project included 19 new bridges, utility relocations, 1.5 miles of primary roadway reconstruction including subbase, drainage, paving, extensive pile supported embankment ground improvement installation, new ITS/TMS devices, wetland mitigation and extensive MOT coordination. Responsibilities included overall quality assurance and quality control of the contractor's activities, daily construction management to ensure conformance with approved VDOT plans, specifications and other contract documents, coordination with designers, environmental division, traffic engineering, right-of-way, and the public relations staff to recommend and resolve project issues. Conducted work order processing and negotiation with the contractor, **supervised quality assurance and quality control inspection of contractors work for conformance with plans and specifications**, oversight of EEO/Civil Rights documentation, project management correspondence, financial reporting of contract status, coordination of maintenance of traffic between localities, VDOT and the contractor, daily maintenance of project records including as-built drawings, plan revisions and overrun/underrun reporting, performed reviews and recommendations of proposed MOT phasing plans according to VDOT's policies and procedures.

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. Not Applicable.

**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

| | | | |
|---|--|------------------------------|--|
| Brief Resume of Key Personnel anticipated for the Project. | | | |
| a. Name & Title: | Gary S. Johnson, PE, MBA, DBIA – Director of Design Build & Director of Structures | | |
| b. Project Assignment: | Design Manager | | |
| c. Name of Firm with which you are now associated: | RK&K, LLP | | |
| d. Years experience: With this Firm <u>4</u> Years With Other Firms <u>17</u> Years | Please list chronologically (most recent experience 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 experience, please list all of your experience for those years you have worked. Project specific experience shall be included in Section (g) below): | | |
| DB | Director of Design Build and Director of Structures – RK&K, LLP | Sept. 2010 – present | |
| As Director of Design Build and Director of Structures, Mr. Johnson is responsible for bridge design and design-build projects in Virginia. He oversees and reviews all bridge work in Virginia, including design, construction inspection, and safety inspections. His experience with design-build projects has developed his full understanding of the implementation of bridge plans and projects through construction. He is a former member of the VTCA Engineering Consultant Leadership Committee and is a current and active member of the VDOT/VTCA Design-Build Committee. | | | |
| DB | Mid-Atlantic Unit Manager – T.Y. Lin International | May 2005 – Sept. 2010 | |
| Project Manager and Lead Structural Engineer for dozens of bridge projects. Oversaw staff of 20 structural engineers. Served as Engineer of Record on bridge replacement projects. Served as Principal in Charge for design-build projects in Virginia, North Carolina and Washington DC. | | | |
| DB | Director of Virginia Operations – Ammann & Whitney | June 1993 – May 2005 | |
| Project Manager and Lead Structural Engineer for projects throughout Massachusetts and Virginia. Served as Engineer of Record on bridge replacement and rehabilitation projects. Focused on rehabilitation of bridges damaged from over height loads and emergency response. Authored the Feasibility Study for the 3000 foot long Huguenot Bridge in Richmond and Henrico. | | | |
| e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: | Virginia Commonwealth University, Richmond, VA – MBA/2003/Business Administration University of New Hampshire, Durham, NH – BSCE/1993/Civil Engineering | | |
| f. Active Registration: Year First Registered/ Discipline/VA Registration #: | 1999/Professional Engineer/VA (#0402 033863) 2010/Design Build Institute of America (DBIA) Professional (#125387) 2010/NBIS Certified Bridge Inspection Team Leader | | |
| g. Document the extent and depth of your experience and qualifications relevant to the Project. | <ol style="list-style-type: none"> <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> <i>Note whether experience is with current firm or with other firm.</i> <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <p>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.) *On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.</p> | | |
| Project Name: | DB Middle Ground Blvd. Extension, Newport News, VA (Design-Build) | Dates: | 2009-2010 |
| Project Role: | Structural Engineer | With Current Firm? | No, but a Subconsultant to RK&K |
| Client/Owner: | Virginia Department of Transportation | | |
| As part of a Staff Services contract for Innovative Project Delivery department Mr. Johnson developed preliminary plans depicting the location and a concept (TS&L plans and report) for the bridge over the CSX Railroad in order to identify right of way requirements. Mr. Johnson also played an integral role in estimating construction costs. The Extension of Middle Ground Boulevard is from approximately 0.120 miles east of Route 143 (Jefferson Avenue) to approximately 0.077 miles west of Route 60 (Warwick Boulevard) in Newport News, Virginia. The proposed improvements cover a distance of approximately 1.20 miles and include a new bridge over the CSX Railroad. Mr. Johnson coordinated with the roadway engineers, railroad, and utility designers to arrive at the most cost-effective design. | | | |

| | | | |
|--|---|--------------------|--------------|
| Project Name: | DB US 158 Over Yadkin River, Mocksville, NC (Design-Build) | Dates: | 2008-2010 |
| Project Role: | Design Manager | With Current Firm? | No |
| Client/Owner: | North Carolina Department of Transportation | | |
| <p>Design Manager and lead Structural Engineer for a roadway widening and bridge replacement project that included a nine-span bridge structure with a length of 1150 feet. The superstructure span arrangement consists of three, 3-span units made continuous for live load utilizing 72" Modified Bulb Tee girders. The substructure consists of three column bents founded on drilled shaft foundations. Mr. Johnson led a multi-member, multi-disciplined project team (including utilities, roadway, right-of-way, environmental, structures, and hydraulics) from proposal development through construction. Complicating the project was extensive right-of-way negotiations, complex maintenance of traffic, complex hydraulic analysis, and an aggressive schedule. Maintenance of Traffic was complicated by a horizontal curve at the end of the bridge as well as the requirement to maintain all lanes during construction while replacing the bridge on its current alignment.</p> | | | |
| Project Name: | DB New York Avenue, Washington, DC (Design-Build) | Dates: | 2010-2010 |
| Project Role: | Design Manager | With Current Firm? | No |
| Client/Owner: | DC Department of Transportation | | |
| <p>Design Manager and lead Structural Engineer for this bridge replacement project in downtown Washington DC. Maintenance of Traffic during construction was the main driving force of the project. MOT drove the most applicable structural alternatives and was complicated by a vertical curve that limited sight distances and made lane shifts very complicated. Mr. Johnson worked closely with the client and contractor to arrive at the most feasible bridge replacement options. Coordination with the railroad below was also critical to the success of the project and was managed by Mr. Johnson. The project involved significant roadway work and Mr. Johnson was responsible for all aspects of the project, from initial costing to final design.</p> | | | |
| Project Name: | DB The Bridges at Lancer Park for Longwood University (Design-Build) | Dates: | 2008 to 2010 |
| Project Role: | Design Manager | With Current Firm? | No |
| Client/Owner: | Longwood University | | |
| <p>Design Manager and lead Structural Engineer for the design of two new bridge structures and associated approaches and ramps. The first structure, a 140 foot long through truss, completed the proposed West Third Street entrance into Lancer Park by spanning the Rails and Trails corridor. The second structure is a pedestrian bridge and crosses West Third Street. Responsibilities included coordination with the Virginia Bureau of Capital Outlay Management (BCOM), Department of Conservation and Recreation (DCR), VDOT and the Town of Farmville. This project also included a presentation before the Art and Architecture Review Board (AARB).</p> | | | |
| Project Name: | DB Anacostia Riverwalk Trail, Washington, DC (Design-Build) | Dates: | 2009-2010 |
| Project Role: | Design Manager | With Current Firm? | No |
| Client/Owner: | DC Department of Transportation | | |
| <p>Design Manager and lead Structural Engineer for the environmental assessment and design of approximately 16 miles of the Anacostia Riverwalk Trail following the east and west banks of the Anacostia River, mostly through Anacostia National Park property. The trail alignment is adjacent to some of the most environmentally sensitive portions of the National Park. The trail also includes numerous connections to adjacent neighborhoods and transit stations. The final project was divided into three Design-Build contracts. Final design for one of these contracts has been completed under the direction of Mr. Johnson as separate stand-alone project. For this work, he was the Design Manager and was responsible for all aspects of the project, from pricing to final delivery. This contract involved the construction of approximately 5.75 miles of trail as well as two bridges over the CSXT railroad where challenging soils exist and proved to be a significant challenging component of the design development.</p> | | | |
| <p>h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. Not Applicable</p> | | | |

**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

| | |
|--|--|
| Brief Resume of Key Personnel anticipated for the Project. | |
| a. Name & Title: | Kyle Kern – Senior Superintendent |
| b. Project Assignment: | Construction Manager |
| c. Name of Firm with which you are now associated: | Corman Construction, Inc. |
| <p>d. Years experience: With this Firm <u>25</u> Years With Other Firms <u>0</u> Years Please list chronologically (most recent experience 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 experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):</p> <p>Corman Construction.....Bridge Foreman / Superintendent / Sr. Superintendent 1995-Present Kyle’s onsite experience led to progressing roles where he specializes in supervising complex structural concrete projects with many crews and subcontractor/ supplier coordination. Corman recognized his expertise and promoted him to a Bridge Foreman in 1995, a Superintendent in 1998, and a Sr. Superintendent in 2009.</p> <p>Kyle resolves field issues and fine tunes construction methods. His dedication to the field and leadership qualities steer projects to successful completion.</p> | |
| e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: | |
| <p>f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2014 / VDOT Erosion & Sediment Control Contractor Certification / #1-06762 2014 / Virginia Erosion & Sediment Control Responsible Land Disturber / #42214</p> | |
| <p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> <i>Note whether experience is with current firm or with other firm.</i> <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <p>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.) *On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.</p> | |
| <p>Project Name: DB Design-Build Intercounty Connector Contract A, Montgomery County, MD</p> <p>Project Role: Superintendent</p> | <p>Dates: Sept 2007 – Dec 2010</p> <p>With Current Firm? Yes</p> |
| <p>As Superintendent for this \$483.4 million 7.2 miles controlled-access six-lane divided highway with 18 steel girder or precast concrete girder bridges and four bridge widenings on I-370 highlighted by a 625' deck-over structure, a "Signature" Arch Bridge spanning Rock Creek and a "Gateway" Bridge at the MD 97 Interchange, Kyle oversaw up to 14 bridge crews and reviewed the quality control check point procedures with QC / QA team for specification compliance. He was responsible for Bridges 16 and 17, a 600' deck over structure with retaining walls and a signature arch structure spanning Rock Creek. He worked with the arborists in protecting, maintaining and removing trees within the project. Kyle developed work plans that comply with contract specifications, oversaw material procurement and supplier coordination, reviewed the schedule with management teams, advised / directed field crews, and scheduled / managed subcontractors, construction, equipment, safety, and quality control. He coordinated field activities with the Quality Control team and inspects construction for compliance and schedule adherence.</p> <p>Relevancy: Design-Build, interior and/or exterior widening on six bridges, environmental stewardship, maintenance of traffic, lighting, coordinated utilities with 10 different utility companies and utility relocations were completed at 106 locations, quality control, geotechnical, public/community outreach to about 10,000 residents surrounding the corridor, and landscaping/roadside development.</p> <p>Client/Owner: Maryland State Highway Administration</p> | |
| <p>Project Name: Route 1 Tie In to Woodrow Wilson Bridge Urban Deck, VA-4, Alexandria, VA</p> | <p>Dates: 2005 - Apr 2008</p> |

| Project Role: Superintendent | | With Current Firm? Yes | | | | | | | |
|--|-----------------------|-------------------------------------|--|----------------------------|-------------|-----------------------------|---|-----------------------|-------------------|
| <p>As Superintendent for this \$62.7 Million, two-phased, multi-level bridge and roadway demolition/reconstruction project, Kyle oversaw eight bridge and sub-grade crews and up to two utility crews. He developed work plans that comply with contract specifications, oversaw material procurement and supplier coordination, reviewed the schedule with management teams, advised / directed field crews, and scheduled / managed subcontractors, construction, equipment, safety, and quality control. He coordinated field activities with the Quality Control team and inspected construction for compliance and schedule adherence. Design-Build elements used an augmented geotechnical investigation program to develop an alternative MOT plan. This eliminated a full urban deck construction phase and replaced it with a temporary low density cementations fill ramp and eliminated a major structure proposed for MOT. This shortened construction, reduced cost and enhanced environmental stewardship. There was also design-build ground and structure-mounted noise walls</p> <p>Relevancy: The new South Washington Street Urban Deck Bridge over I-495, composed of three separate bridges where the center bridge carries four lanes and two sidewalks, utility relocations/coordination, geotechnical, constructed an abutment for the Beltway's Inner Loop and existing Woodrow Wilson Bridge abutment, pre- and post-construction surveys, bridge and roadway lighting, design-build elements, maintenance of traffic, constructed two jogging and bicycle trails on the George Washington Parkway, and obtained environmental permits. <i>Kyle worked with Mimi Kronisch, PE, our proposed QAM, on this assignment.</i></p> <p>Client/Owner: Virginia Department of Transportation</p> | | | | | | | | | |
| Project Name:  Design-Build I-70 Phase 2D, Frederick, MD | | Dates: June 2012 – Nov 2013 | | | | | | | |
| Project Role: Superintendent | | With Current Firm? Yes | | | | | | | |
| <p>As Superintendent, Kyle oversaw the bridge construction for this \$35.4 Million project that design/reconstructs I-70 along existing horizontal alignment as a dual-divided expressway and replaces dual bridges over MARC tracks and South Street. He developed work plans that comply with contract specifications, oversaw material procurement and supplier coordination, reviewed the schedule with management teams, advised / directed field crews, and scheduled / managed subcontractors, construction, equipment, safety, and quality control. He coordinated field activities with the Quality Control team and inspected construction for compliance and schedule adherence.</p> <p>Relevancy: Since H-piles were driven adjacent to the railroad right-of-way, the railroad was surveyed/monitored for movement, design-build, maintenance of traffic, utility relocations, environmentally-sensitive, obtained MDE permits</p> <p>Client/Owner: Maryland State Highway Administration</p> | | | | | | | | | |
| Project Name: US 29 & East Randolph Road / Cherry Hill Road, Burtonsville, MD | | Dates: Dec 2002 – Sept. 2005 | | | | | | | |
| Project Role: Superintendent | | With Current Firm? Yes | | | | | | | |
| <p>As Superintendent, Kyle oversaw the bridge and piping crews, MSE wall, and coordinated the traffic switches for this \$19 Million project consisting of construction of two new bridges, widening East Randolph Road/Cherry Hill Road to accommodate turning and bicycle-compatible outside lanes, a new-grade separated interchange, and realignment of US 29. A new bicycle path was constructed between the intersection of Prosperity Drive and Cherry Hill Road to Deer Park Lane.</p> <p>Relevancy: Two new bridges, bridge lined with decorative street lighting, nine phases of maintenance of traffic with 13 different traffic patterns, environmentally-sensitive, and utility relocations.</p> <p>Client/Owner: Maryland State Highway Administration</p> | | | | | | | | | |
| <p>h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.</p> <table border="1"> <thead> <tr> <th>Current Assignments</th> <th>Role</th> <th>Anticipated Duration</th> </tr> </thead> <tbody> <tr> <td>Tidewater Drive & Little Creek Road Reconstruction, Norfolk, VA</td> <td>Senior Superintendent</td> <td>Feb 2014-Aug 2014</td> </tr> </tbody> </table> | | | | Current Assignments | Role | Anticipated Duration | Tidewater Drive & Little Creek Road Reconstruction, Norfolk, VA | Senior Superintendent | Feb 2014-Aug 2014 |
| Current Assignments | Role | Anticipated Duration | | | | | | | |
| Tidewater Drive & Little Creek Road Reconstruction, Norfolk, VA | Senior Superintendent | Feb 2014-Aug 2014 | | | | | | | |



Attachment 3.4.1 (a) and (b)

Work History Forms



&



ATTACHMENT 3.4.1(a)
LEAD CONTRACTOR - WORK HISTORY FORM
(LIMIT 1 PAGE PER PROJECT)

| a. Project Name & Location | b. Name of the prime design consulting firm responsible for overall project design. | c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities. | d. Contract Completion Date (Original) | e. Contract Completion Date (Actual or Estimated) | f. Contract Value (in Thousands) | | g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands) |
|---|---|---|--|--|-----------------------------------|---|---|
| | | | | | Original Contract Value | Final or Estimated Contract Value | |
| Telegraph Road Interchange Improvement (I-95 & I-495) Alexandria, VA | Dewberry and Davis | Virginia Department of Transportation Project Manager: Jalal Masumi Phone: 571-237-2696 (cell) Jalal.masumi@VDOT.virginia.gov | 6/30/13 | 6/27/13 (Completed 3 days ahead of schedule) | TOTAL: \$236,393 | TOTAL: \$267,910 (Due to incentives and owner authorized changes) | TOTAL: \$267,910 Joint Venture 100% Responsible (JV breakdown – Corman 55%, Kiewit 45%) |

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly.



PROJECT FEATURES/NARRATIVE

Fast-track reconstruction of 2.5 miles of I-95/I-495 and Telegraph Road for traffic to enter and exit Virginia by crossing the new Woodrow Wilson Bridge and a widening/reconstruction connecting the Woodrow Wilson Bridge project with new HOT lane projects. Project encompasses 11 fly over ramps and main line bridges totaling 380,000 SF of bridge deck

There were improvements to 24 lane miles with extensive MOT, 500,000 CY of excavation, 23 retaining and MSE walls, four sound walls, ADA handicap ramps, storm drainage with six stormwater management ponds, landscaping and seeding, including restoring areas where pavements were removed, electrical, communication and water line installation, and cofferdams for support of excavation.

This complex project had an aggressive schedule as it was linked with existing traffic patterns and other Woodrow Wilson Bridge projects that had to be accommodated while working over water, rail systems and on the Capital Beltway.

SCOPE AND COMPLEXITY SIMILARITIES

- Design-Build MSE and sound wall requirements
- Pedestrians have improved walking paths and safer access to the bridge
- Constructed bridge piers
- Environmental –There was an environmental compliance plan and installed erosion & sediment controls
- Traffic Control/Maintenance of Traffic- Six lanes; three lanes in each direction of I-95 was maintained at all times during construction. The project team constructed a section of roadway, switched traffic to the new lanes and began improvements to the old roadway. Revised MOT plans, greatly reducing the original design of six phases to three phases and from 12 shifts to six shifts.
- Utility Coordination/Relocations – At the start of the project, it was apparent that utilities were relocated into the path of the proposed work. Alternate schedules and work areas were developed to keep the project on track. Features included notification of possible conflicts of existing/new utilities and proposed new work/field operations; coordination between project operations/staff and other utility contractors working in the area; coordination with utility owners; and coordination/management of utility subcontractors.
- Lighting –Installed lighting on the mainline beltway, ramps, and along Telegraph Road
- Landscaping and seeding, including restoring areas where pavements were removed

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

To successfully execute a project of this magnitude, milestones had to be met before continuing onto the next section of the project. Six interim milestones were achieved when traffic was placed on Ramps A, A-1 and C of the Outer Loop on 9/25/10. This last milestone was completed 29 days ahead of the contract milestone date.

Substantial completion date was achieved 112 days early and 17 days less than the full incentive date. Project was completed on budget and three days ahead of schedule.

Our overall quality rating for this project is 95.3%. The following is a quote from Jalal Masumi, VDOT's Deputy Project Manager: *"Scoring 95.3% for a project of the enormity and complexity of our VB 236 contract [the largest VDOT construction contract awarded to-date] is a truly significant positive achievement. It reflects our meeting the partnering mission statement commitments. I would like to extend my sincere appreciation to the VDOT/PCC/CKC partnership team for their steadfastness and resolve. I congratulate the team for having met the challenges in achieving this score, and thank them again. Let's keep up the good work."*

LESSONS LEARNED

1. **Coordination is Key:** Since effective coordination among all Woodrow Wilson Bridge projects was paramount, corridor coordination and job progress meetings are held to discuss issues/solutions, scheduling, partnering, safety, MOT, etc., which mitigate conflicts and ease the flow of each project.
2. **Revisit MOT to find a Better Design:** Due to excessive traffic congestion, Corman proposed MOT revisions to improve traffic flow which eliminated four phases of traffic and reduced traffic shifts. These revisions were implemented with VDOT's approval resulting in improved public traveling.
3. **Be Proactive with Utilities:** Contract drawings showed no utility conflicts. As work began, it was clear many existed. Rather than wait to discover them, Corman proactively identified and recorded all existing utility locations for the entire project. As a result, the original scheduled was maintained with extensive relocations coordinated with the schedule.
4. **Make Safety a Priority:** In 2009, there were nine recordable incidents after 661,000 manhours. The JV developed "The Safety Time" Program which required crews to stop for five minutes at 9:00 am, 11:00 am and 1:30 pm to inspect, discuss, and immediately correct safety issues. Topics included identifying potential safety risks, reviewing methods, tools and equipment used, evaluating/discussing if work is performed the safest way and what can be done to improve safety, and reviewing housekeeping (tripping, falling, pinching, struck-by hazards, etc.). Since instituting this program, injuries have been significantly reduced.

TEAMING EXPERIENCE

- Proposed QAM Mimi Kronisch, PE, CCM was the QA/QC Project Engineer
- RK&K was the GEC on this project

CORMAN ROLE

Corman affiliate, CK Constructors, a joint venture between Corman Construction and Kiewit Southern Co., was the lead contractor.

Corman, as the lead JV member, was responsible for all aspects of construction, including highways and structures, MOT, environmental permits and protection, public relations, and utility protection/relocation.

Project required extensive coordination with adjacent projects, local residents, and utility companies which were handled by Corman in conjunction with VDOT's GEC. Daily coordination occurred onsite and weekly meetings were held at GEC offices to discuss work plans and public information.

COOPERATIVE WORK HISTORY

RK&K was the GEC on this project and worked closely with Corman to complete the project on-budget and ahead of schedule.

ATTACHMENT 3.4.1(a)
LEAD CONTRACTOR - WORK HISTORY FORM
(LIMIT 1 PAGE PER PROJECT)

| a. Project Name & Location | b. Name of the prime design consulting firm responsible for the overall project design. | c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities. | d. Contract Completion Date (Original) | e. Contract Completion Date (Actual or Estimated) | f. Contract Value (in thousands) | | g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands) |
|---|---|--|--|---|----------------------------------|---|---|
| | | | | | Original Contract Value | Final or Estimated Contract Value | |
| DB Design-Build Intercounty Connector Contract A Montgomery County, MD | Parsons Transportation Group | Maryland State Highway Administration 301-586-9267 Project Manager: Mark Coblentz Phone: 443-844-9886 (cell) MCoblentz@iccproject.com | 8/1/10 | 2/22/11 (Due to Owner-Approved Changes) | \$463,885 | \$483,409 Due to changes in scope of work, price adjustments and incentive payments | \$483,409 Joint Venture 100% Responsible (JV breakdown –Granite 55%, Corman 22.5%, GA & FC Wagman 22.5%) |

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.



Demolishing eastbound bridge with I-370 westbound traffic on new bridge

CORMAN ROLE

Due to the magnitude of this project, Corman affiliate, Intercounty Constructors JV, a joint venture between Granite Construction, Corman Construction, and GA & FC Wagman was the the Lead contractor.

Corman performed bridge construction, including foundations, substructures and superstructures, ranging from steel or concrete girders, concrete arch bridge and deckover (top down construction) structure, MOT, erosion and sediment control, utility construction, and roadwork. Corman installed 2,000 LF of 18" and 24" temporary HDPE pipe for erosion and sediment control measures and 1,000 LF 36" and 42" temporary HDPE pipe for the stream diversions. As Design Builder, we were responsible for securing all permits.

PROJECT FEATURES/NARRATIVE

Intercounty Connector Contract A consists 7.2 miles controlled-access tri-lane divided highway with 18 steel girder or precast concrete girder bridges and four bridge widenings on I-370 highlighted by a 625' deck-over structure, a "Signature" Arch Bridge spanning Rock Creek and a "Gateway" Bridge at the MD 97 Interchange.

The 23 new bridges encompassed new pier and abutment foundations and concrete decks. On six existing bridges, Corman widened the bridges, milled prepared the surface, and placed latex modified concrete on the deck portion that originally existed prior to the widening.

Some bridges with interior and exterior widenings on existing I-370, a deck-over structure and signature bridge necessitated working and maintaining traffic on major thoroughfares and working over heavily-traveled roadways, such as MD 355, a six-lane road in downtown Rockville, over and around Rock Creek and in extremely sensitive neighborhoods with extensive public outreach. Temporary roads/walkways were detoured to provide access for pedestrian and vehicle traffic through the construction area.

SCOPE AND COMPLEXITY SIMILARITIES

- Design-Build
- Environmental sensitivity was unprecedented as it traversed through Rock Creek Regional Park, protected wetlands/watersheds, specimen forests, streams and cultural and socio-economic resources. Management plans included design/construction compliance reviews, water quality monitoring, reforestation, air quality management, and construction noise mitigation.
- Geotechnically challenging site
- Traffic Control / Maintenance of Traffic
- Utility Coordination/Relocations –Coordinated with over 10 utility companies and completed relocations at 106 locations, including water, sewer, power/electrical, cable,and fiber optic, underground and overhead.
- Public Relations –Community outreach to approximately 10,000 residents surrounding the corridor.
- QA / QC –A dedicated Quality Control Team was assigned to QA / QC duties

- Construction engineering & inspection - Field Engineers interacted with the QC Engineer on performance of Field Inspection and Test Plans, control of measurement, inspecting/testing equipment, laboratory testing services, off-site plant inspections, preventive action plans, control of quality records, internal quality audits, and surveillances and statistical analysis techniques to identify quality performance trends.
- Lighting - A gateway bridge has decorative lighting, roadway tunnel has a full lighting system, and two major interchanges have high mast lighting systems.
- Landscaping and roadside development

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

Project was completed on schedule and on budget. Project finished with a 92% "A" Rating for environmental compliance, and averaged "A" Ratings for erosion & sediment control.

AWARDS

- 2012 AGC of America Alliant Build America Award –Design-Build Highway & Transportation
- 2011 ENR (NE Division) Best Project –Transportation
- 2010 EFCO Safety Award
- 2009 Granite Division Safety Award –Granite East Annual Safety Award

TEAMING EXPERIENCE

- Proposed DBPM Scott Szympruch, PE was the Construction Manager
- Proposed Construction Manager Kyle Kern was the Superintendent
- RK&K was the lead firm of a three-firm joint venture who provided program management on the entire Intercounty Connector

ATTACHMENT 3.4.1(a)
LEAD CONTRACTOR - WORK HISTORY FORM
(LIMIT 1 PAGE PER PROJECT)

| a. Project Name & Location | b. Name of the prime design consulting firm responsible for overall project design. | c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities. | d. Contract Completion Date (Original) | e. Contract Completion Date (Actual or Estimated) | f. Estimated Value (in Thousands) | | g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands) |
|---|---|--|--|---|-----------------------------------|---|---|
| | | | | | Original Contract Value | Final or Estimated Contract Value | |
| Route 1 Tie-In to Woodrow Wilson Bridge Urban Deck VA-4 Alexandria, VA | HNTB | Virginia Dept. of Transportation Phone (O): 703-329-0300 Jalal Masumi Phone (C): 571-237-2696 Jalal.masumi@VDOT.Virginia.gov | 4/1/08 | 4/1/08 | \$54,634 | \$62,737 (<i>owner directed increase in scope due to plan revisions resulted in increase of project value</i>) | \$62,737 |

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly.



PROJECT FEATURES/NARRATIVE

Two phased demolition/construction and widening ½ mile of I-495 Beltway and local Route 1 through Downtown Alexandria. Constructed new roadways with pavement markings, signing, cantilever and overhead sign structures, and a new intersection traffic signal. Approximately one mile cast-in-place cantilever concrete retaining walls were constructed to support the 140,000 CY excavation for the widened beltway and extensive MOT. Utility relocations included water mains, sewer lines, storm drains, CCTV, lighting and electrical facilities. Sewer upgrades included ½ mile of 42" and 300' of 30" micro-tunnel. *A portion of the project was design-build and Corman worked with the designer to design and build a temporary low-density cementitious fill ramp bridge and with the sound wall producer to design and build specialty noise walls.*

A new storm drainage system in the footprint of the Beltway and along Washington Street was also installed. Virginia Dept. of Environmental Quality erosion & sediment control measures were implemented.

Project included extensive MOT on the heavily traveled capital beltway and local Washington Street in Alexandria. Traffic shifts included four major shifts on the Beltway including a complete shift from the inner loop to the newly widened outer loop over a weekend and eight major shifts on Washington Street.

SCOPE AND COMPLEXITY SIMILARITIES

- Widening of local roadways
- Construction of bridges
- VDOT project
- *Design-Build elements including ramp bridge and noise wall*
- Stakeholder coordination
- Signalized intersections
- Environmental protection
- Utility relocations and coordination
- Size of project: \$62.7M

COOPERATIVE WORK HISTORY

Proposed Construction Manager Kyle Kern was the superintendent on this project. RK&K was the GEC on this project and worked closely with Corman to complete the project on-budget and ahead of schedule.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

The project had eight milestones all of which were successfully met and \$1.5M in incentives earned. Project finished with a 0.24 Lost Time Incident Rating and a 1.96 Recordable Incident Rating which was the second best record among the Woodrow Wilson Bridge projects respectively. Corman also maintained a 99.29% C-36 rating for our efforts.

An innovative solution was implemented to advance construction by shifting the capital beltway traffic so construction could begin on the next stage sooner, saving nine months of construction time. Regarding the Beltway Shift, Nick Nicholson, PE, VDOT's Project Manager for the Woodrow Wilson Bridge project commented, *"The outcome was surprisingly better than expected. The shift was completed ahead of schedule and without incident-and with no significant traffic delays."*

AWARDS

- 2008 VDOT Commitment to Excellence Award for Environmental Compliance Distinction
- 2006 VDOT Commissioner's Award for Outstanding Achievement for the "Beltway Shift" – Innovation & Quality Improvement

LESSONS LEARNED

1. **Work with The Public:** Constant attention to MOT functionality and appropriateness of signs and MOT devices were critical to maintaining the smooth flow of heavy commuter traffic. Corman drove the project several times daily to review the effectiveness and condition of the controls to ensure proper function of the TMP.
2. **Be Proactive with MOT:** From working within 10' of the Huntington Towers apartment complex, to working within 10' of the oldest Catholic cemetery in Virginia, to working within 10' of a federal pedestrian trail system, public outreach was critical to the success of VA-4. Corman partnered with VDOT, PCC, and other stakeholders to keep current project information flowing to the public and involving them in processes (where appropriate) to ensure their understanding of the project as well as their safety.
3. **Frequent Coordination is Key to Success:** Corman allowed the adjacent section contractor to place their office facilities adjacent to ours to ensure open communication and coordination occurred. Additionally, Corman participated in owner sponsored coordination and schedule meetings that were held to help keep all projects on track.

CORMAN ROLE

General contractor responsible for all aspects of construction. Corman initiated an innovation solution to advance construction by constructing an "award winning" Virginia Advance Connector to the Woodrow Wilson Bridge by shifting the capital beltway traffic so construction could begin on the next stage sooner, saving nine months of construction time.

Project required extensive coordination with adjacent projects, local residents, and utility companies which were handled by Corman in conjunction with VDOT's GEC. Daily coordination occurred onsite and weekly meetings were held at GEC offices to discuss work plans and public information. Corman and VDOT partnered to relocate several residents and utilized vibration-less sheet pile pre-augered production piles during a sheet pile operation. Major MOT efforts were crucial and included shifting traffic four times on the Beltway and eight on Washington Street.

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

| a. Project Name & Location | b. Name of the prime/ general contractor responsible for overall construction of the project. | c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities. | d. Construction Contract Completion Date (Original) | e. Construction Contract Completion Date (Actual or Estimated) | f. Contract Value (in thousands) | | g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands) |
|---|---|--|---|--|--|---|--|
| | | | | | Construction Contract Value (Original) | Construction Contract Value (Actual or Estimated) | |
| DB I-4744: I-40 Widening & Signing (Design-Build) Wake County, NC | S.T. Wooten | North Carolina Dept. of Transportation Phone: 919-707-6601 Rodger Rochelle, PE Phone: 919-707-6601 Email: rdrochelle@dot.state.nc.us | June 2011 | June 2011 | \$49,000 | \$49,000 | \$3,900 |

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



RK&K ROLE

The RK&K Raleigh Office, with assistance from the RK&K Richmond Office, served as the Lead Designer and in addition to providing design management and coordination for the entire project, RK&K's staff was responsible for the following:

- Design Management
- Bridge Design
- Traffic Control and Pavement Marking
- Noise Analysis & Sound Barrier Design
- Environmental Permitting/Coordination
- ITS Conduit Routing
- Roadway Design
- Hydraulic and Erosion Control Design
- Public Involvement
- Utility Coordination/Utility Design
- Signing Design

As stated by NCDOT, "I commend the entire Design-Build Team for completing this project quickly, safely, and cost-effectively. **The Design-Build Team's efforts exceeded NCDOT's expectations in innovation during both design and construction. Despite the numerous and complicated traffic control, schedule, subgrade, and public information challenges of this project, the S.T. Wooten/RK&K total "team approach" and responsiveness to the NCDOT contributed to one of North Carolina's finest transportation achievements.**"

Note: Our proposed Design QA/QC Manager, Tommy Peacock, was the Project Manager

PROJECT FEATURES/NARRATIVE

The 6.4 miles of I-40, from west of Wade Avenue to east of Jones Franklin Road is a critical commuter roadway with traffic volumes that exceed 130,000 per day and was the source of rush hours that lasted for hours. Contracted by the North Carolina Department of Transportation to reduce congestion and improve traffic flow, the Design Build Team widened the existing four-lane divided roadway to a six-lane divided facility. The project also included widening dual bridges over US1/US 64 and dual bridges over eastbound Wade Avenue. With innovation and an aggressive design and construction schedule, the project approach circumvented complex traffic issues and was successfully completed nearly a full year ahead of schedule.

Highway/Roadway Design: I-40, known as the Triangle's "Main Street," is also a critical roadway. Current traffic volumes exceed 130,000 per day, which is far above the capacity of a roadway in this area, and leading to an evening rush hour that can last for three hours eastbound.

This rolling urban roadway with a 70-mph design speed included the following roadway improvements: the design of one 12-foot wide lane in each direction of I-40 expanding the roadway from four to six lanes; a 12-foot wide paved shoulder was added in each direction, built to the same depth as the roadway, which allows for easier expansion of the roadway in the future; median guardrail was installed throughout the project and guardrail was replaced on the outside shoulders; at the eastbound I-40/Wade Avenue split, the roadway was expanded to provide three lanes for I-40 from the current two lanes.

Pavement Markings and Signing: As a heavily traveled urban facility, special attention was focused on signing and pavement markings.

Intelligent Traffic Systems: Responsible for the design of ITS communications cable routing plans, CCTV cameras, and ITS.

Structural Engineering: Structures were designed for the bridge widening at Wade Avenue and US 1 / 64, as well as two sound barrier walls.

Utilities: Responsible for the identification of conflicting utilities, coordination of Level "A" S.U.E. data and management of utility coordination efforts. Utility design included the design and permitting of water services for the construction office and asphalt plant facilities.

SCOPE AND COMPLEXITY SIMILARITIES

- Design and Construction of Divided Roadway
- Design-Build Delivery
- Complex Traffic Issues
- Public Involvement
- Bridge Widening / Replacement
- Utility Coordination
- Project size

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

RK&K received an impressive technical score of 93 during the design-build selection process demonstrating the team had the experience and qualifications necessary to provide cost-effective and innovation solutions to this critical freeway project.

The I-4744, I-40 Widening and Signing Project has won various professional accolades:

- ACEC/NC Engineering Excellence Award
- 2011 AGC Pinnacle Award for Best Highway Project in the Carolinas
- 2010 NAPA Safety Innovation Award

The project was delivered 1 year ahead of schedule.

LESSONS LEARNED

1. **Think out of The Box:** Investigate using alternate methods for delivering materials to the project site to reduce exposure to traffic and reduces construction time.
2. **Coordination is Key:** Close coordination with subconsultants and the Contractor are vital to a successful design build project.
3. **Utilize Staged Submittals:** Using staged submittals of design plans (structure, traffic control, erosion control, etc.) allowed work to begin much earlier than following the typical process. This process works especially well for median widening because right of way and permits are minimal.
4. **Investigate Hauling Options:** Additional traffic studies are valuable to show additional hauling during the day may not impact the traveling project. Also, the additional hauling time helped to reduce the construction time.

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

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|--|---|---|---|--|--|---|--|
| | | | | | Construction Contract Value (Original) | Construction Contract Value (Actual or Estimated) | |
| DB R-2507A - US 13 / US 158 Widening (Design-Build) from US 158 / NC 43 near Winton to the US 158 Bypass Tarheel, Hertford and Gates Counties, North Carolina | E.V. Williams | North Carolina Department of Transportation Ms. Teresa Bruton, PE (919) 707-6610 tbruton@ncdot.gov | December 2014 | December 2015 (extension of project limits requested by the client) | \$54,500 | \$58,500 (approved changes as requested by the client) | \$5,300 |

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.



RK&K ROLE

The RK&K Raleigh office, with assistance from the RK&K Richmond office, partnered with a contractor and served as the Lead Designer for this NCDOT design-build project that included widening approximately 7.1 miles of US 13/US 158 from US 158/NC 45 near Winton in Hertford County to the US 158 Bypass in Tarheel in Gates County. Services provided included:

- | | |
|---|---------------------------------------|
| Roadway | Hydraulic Design |
| Structure Design | Traffic Control and Pavement Markings |
| Signing and Traffic Signal Designs | Permit Preparation/Application |
| Public Involvement | Erosion and Sedimentation Control |
| Supplemental Surveys | Subsurface Utility Exploration |
| Temporary Pavement Design | Right-of-Way Acquisition |
| Roadway Subsurface Investigations and Foundation Design | |
| Utility Coordination, Relocation and Construction | |

PROJECT FEATURES/NARRATIVE

The project required the design and construction of a four-lane divided facility with a 30-foot to 46-foot median width. A bridge was provided over the Chowan River and dual bridges were provided on US 13 over US 158 and over Buckhorn Creek. An

interchange was provided at the US 158 / NC 45 intersection. Directional crossovers with median U-Turns was provided to improve the safety and traffic flow along this US 13 / US 158 corridor.

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

PROPOSED IMPROVEMENTS:

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

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

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

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

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

SCOPE AND COMPLEXITY SIMILARITIES

This project involved the widening of an existing thoroughfare that has businesses and residences along both sides of the road. Similar to the Route 7 corridor, there were numerous utilities throughout the corridor that had to be coordinated and relocated. Extensive bridge work accompanies the roadway work. Active traffic lanes were maintained at all times during construction. The size of the project is also similar to the Route 7 project.

LESSONS LEARNED

- **Utilities:** With numerous utilities present, we engaged a full-time utility coordinator to ensure timely relocation of all local and transmission lines. This allowed the utility relocations to occur in a timely and seamless manner for construction to stay ahead of schedule.
- **Verification of client-supplied surveys is essential.** Taking the time up front to perform this verification will promote minimization of design and construction errors. Unforeseen conditions in the field could also lead to design changes than may impact the project schedule.
- **MOT Plans:** Engaging the contractor interactively in the preparation of the maintenance of traffic plans during design ensures that the contractor will understand and support the maintenance of traffic plan and will execute it appropriately in construction.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

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

PROPOSED STAFF

- **Tommy Peacock**, our Design QA/QC manager, was the Design Manager for this project
- **Sheila Reeves**, our E&S Control Engineer, served in this same role on this project

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

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|--|---|---|---|--|--|---|--|
| | | | | | Construction Contract Value (Original) | Construction Contract Value (Actual or Estimated) | |
| DB Replacement of Decks for Dual Bridges No. 10079 on I-270 over Bennett Creek; Widening and Deck Replacement of Dual Bridges No. 10078 on I-270 over MD 80 | Concrete General | MD State Highway Administration (MdSHA) Phone: 410-545-8073 Danelle Bernard Email: dbernard1@sha.state.md.us | 2012 | 2012 | \$7,750 | \$7,750 | \$1,250 |

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.



RK&K ROLE

The RK&K Baltimore office, with support from the RK&K Richmond office, provided services for for this project that involved the redecking and rehabilitation of the existing dual bridges on I-270 over MD 80 and I-270 over Bennett, near Urbana, in Frederick County, Maryland. In addition, the proposed bridges carrying I-270 over MD80 was widened symmetrically by two feet on both sides of the roadway to accommodate future development near the interchange. The total project limit extends nearly 1.5 miles along I-270. Project construction was completed in 2012

PROJECT FEATURES/NARRATIVE

I-270 over MD 80: The dual bridges on I-270 over MD 80 are both single span steel beam bridges (59'-1" long) built in 1950. The existing typical section on I-270 across the NB bridge consists of two 12-foot travel lanes, a 10.5-foot wide auxiliary lane (deceleration lane for the ramp to MD 80), and nominal shoulders. The existing typical section on I-270 across the SB bridge consisted of two 12-foot travel lanes, a 3-foot wide left shoulder and a 10-foot wide right shoulder. Both of the proposed bridges provide two 12-foot travel lanes, a 12-foot wide deceleration lane, a minimum 2-foot wide right shoulder, and a 5-foot wide left shoulder. In addition, the taper to add the deceleration lane for the SB bridge was lengthened.

I-270 over Bennett Creek: The dual bridges on I-270 over Bennett Creek are both single span steel beam bridges (74'-6" long) built in 1950 Each bridge carries two 12'-0" lanes, 9'-4" outside shoulder, and 3'-0" inside shoulder. The proposed bridges have a clear roadway width of 38'-6". The same lane configuration as existing was provided for with the slight additional width gained by constructing new thinner parapets.

As part of this project, RK&K inspected the existing bridges (excluding the decks to be replaced) in order to delineate repair limits, and submitted a report with recommendations. RK&K prepared contract documents for the following structural repairs at both bridges: complete cleaning and painting of the structural steel; replacing beam stiffeners that have severe section loss; replacing the SB fascia beam due to section loss (MD 80 only); replacing the expansion bearings; replacing deteriorated/missing fixed bearing anchor bolts; repairing concrete beam seat under the bearing areas; concrete deterioration in the South Abutment stem, SBR (MD 80 only); replacing intermediate steel diaphragms that have fatigue cracks in the welded connections (Bennett Creek only). New reinforced concrete retaining walls were designed to support the roadway embankment widening along I-270.

RK&K designed the bridge decks in accordance with AASHTO's LRFD Bridge Design Specifications.. A profile study was performed to address the additional 3 to 5 inches of asphalt overlay that had been placed on the bridge decks over time. The study involved a cost comparison and considered various degrees of raising the proposed superstructure and lowering the approach roadways.

Maintenance of traffic during construction was accomplished with temporary roadways located in the median with a two-lane temporary bridge at both crossings. The traffic from I-270 to EB and WB MD 80 was maintained on the existing/new deck by two-staged construction in each direction. The Bennett Creek bridges were constructed in one stage.

RK&K's effort on this project also included preparing/providing:

- Maintenance of Traffic Alternatives Analysis (MOTAA) for this project identifying and analyzing four base alternatives.
- Morphology and Scour Studies for the crossing over Bennett Creek.
- 401/404 permitting
- Temporary Traffic Control Plans (TCPs) compliant with the FHWA and State standards. A detour plan was provided for roadway closures on MD 80 as required for the reconstruction of the median bridge on I-270.

- Work zone safety management strategies including Speed Display Trailers, Temporary Transverse Rumble Strips, Automated Speed Enforcement, and Temporary Roadway Lighting
- Transportation Management Plan (TMP)
- Coordination/oversight of the ESC/SWM/Drainage design
- Signing and pavement marking plans.
- Special provisions and Cost estimates
- Construction Phase Services including shop drawing review

SCOPE AND COMPLEXITY SIMILARITIES

Similar to the Route 7 bridge project, this work consisted of the construction of bridge rehabilitation and expansion on congested corridors. This required an innovative approach to how the rehabilitation and expansion was accomplished while minimizing traffic impacts both on top of and under the bridge. Also, the MOT analysis investigated a variety of scenarios to ensure that traffic was properly maintained during construction.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

Temporary bridges – this helped facilitate the construction, allowing the work zone to be opened up and the complete northbound bridge to be built efficiently, out of the way of traffic. This reduced the required number of construction stages and shortened the overall construction duration.

“For the 270 project I feel that the phasing for MOT worked very well with the amount of traffic that travels that highway. With the temp bridges in the median and to phase them from one side or another worked well for the contract. We did stay under budget for the total contract and only with minor redlines for the steel, that just could not be seen during remedial inspections. For safety, we did not have many accidents during the construction mainly due to the advanced signing and easy flow through the project.” – Brian Pickens, MdSHA

LESSONS LEARNED

Condition Inspection Report – ensure that all elements of rehabilitation are carefully reviewed, focusing particularly on the more susceptible portions of the existing structure to ensure that no unforeseen conditions are found once construction begins that would affect the design.