

STATEMENT OF QUALIFICATIONS

Original

Design-Build I-95 at Temple Avenue Interchange Improvements

Colonial Heights, Virginia



**From: 0.041 Mi. West of Hamilton Avenue
To: 0.069 Miles East of Existing I-95 Ramp**

State Project No.: 0095-106-122

Federal Project No.: NH-095-1(328)

Contract ID No.: C00085623DB74

November 25, 2013

Submitted to:



Prepared by:





3.2 LETTER OF SUBMITTAL



Southern Region - Richmond

Headquarters
16500 Happy Hill Road
Colonial Heights, VA 23834

Tel: 804-520-9766
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Billing
12001 Guilford Road
Annapolis Junction, MD 20701

Tel: 410-792-9400
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November 25, 2013

Mr. Bill Arel, PE
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

RE: Design Build I-95 at Temple Avenue Interchange Improvements
State Project No.: 0095-106-122
Federal Project No.: NH-095-1(328) / Contract ID Number: C00085623DB74
Letter of Submittal

Dear Mr. Arel:

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. Corman hereby submits the following:

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

The Corman/AMT Team confirms we examined the RFQ and supporting information, acknowledges Addendum 1, Questions and Answers dated 11/6/13, attended the Project Information Meeting, and visited the project site. Leading the charge, Corman appoints the following:

3.2.2 Point of Contact	3.2.3 Principal Officer
Jo Ellen Sines, DBIA Vice President Project Development Corman Construction, Inc. 12001 Guilford Road Annapolis Junction, MD 20701 410-792-9400 Telephone / 301-953-0384 Fax jsines@cormanconstruction.com	Arthur C. Cox, III 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 Corporate Structure: Corman will be the design-build contracting entity for this project. Corman is a corporation titled in Delaware and a wholly-owned subsidiary of CG Enterprises, Inc. and will be the sole major participant firm and responsible party to the design-build contract with VDOT. Corman will hold all financial responsibility for the contract.

3.2.5 Lead Contractor: Corman Construction, Inc. / **Lead Designer:** A. Morton Thomas & Associates, Inc.

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

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

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

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

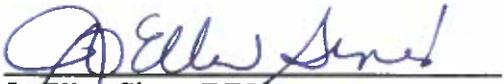
3.2.10 The SCC and DPOR information are listed in **Attachment 3.2.10** with supporting documentation in the Appendix.

3.2.11 Corman is committed to achieving a 12% DBE participation goal for the entire value of the contract.

We present to you a design-build team equipped with the experience, knowledge, dedication, and resources to partner with the Virginia Department of Transportation in successfully delivering the I-95 Temple Avenue Interchange Improvements Design-Build project.

Sincerely,

CORMAN CONSTRUCTION, INC.

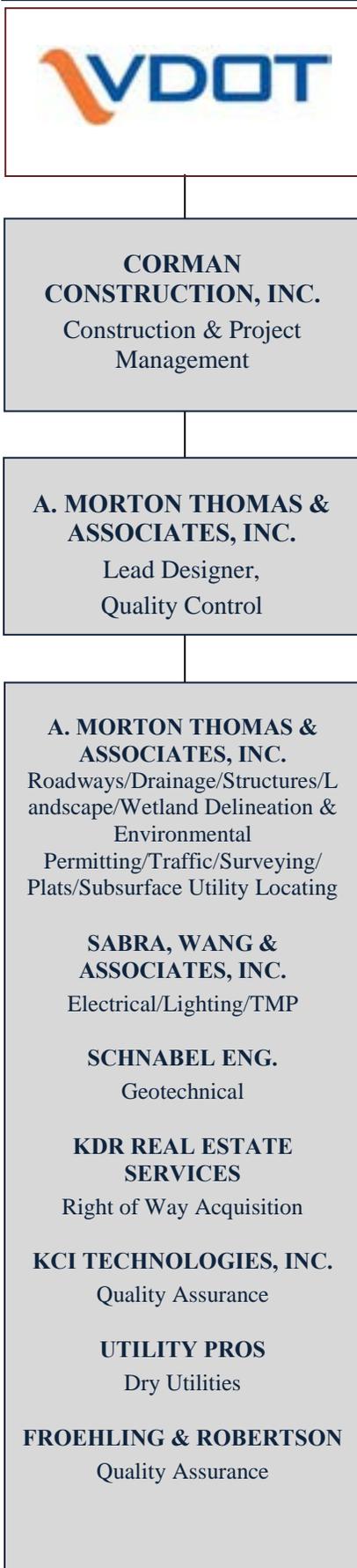


Jo Ellen Sines, DBIA

Vice President Project Development



3.3 TEAM STRUCTURE



3.3 TEAM STRUCTURE

With a track record of successfully delivering over \$1.2 billion in design-build (DB) roadway and bridge projects, Corman comes to VDOT with the hands-on experience and top notch personnel it takes to effectively execute the design and construction, and manage the risks of the I-95 at Temple Avenue Design-Build Project. During our 13-year design-build history, Corman has exceeded owner’s expectations in the on-time, on-budget delivery of high-quality projects, without any claims, while meeting some of the most strenuous maintenance of traffic and environmental commitments. Out of these ventures, over \$1.2 billion have included contractor-led QC programs.

Through the years, Corman built a solid reputation of strategically aligning with the design-build partners most suited to meet the needs and requirements of the project. For this project, we selected A. Morton Thomas & Associates, Inc. (AMT) as our lead design firm with the added depth of sub-consultant Sabra, Wang & Associates, Inc. (SWA). For over 56 years, AMT has been a respected provider of transportation design expertise in Virginia / Maryland, including design-build and PPTA projects. Their key personnel have delivered design services on Virginia’s busiest roadways for dozens of projects over the past five years. AMT and SWA have demonstrated success on highway widening projects for capacity and safety improvements, including major state highways and local rural roads, and designed MOT phasing and traffic controls for the highest level of service throughout construction. The Corman/AMT Team (Corman, AMT, and subcontractors) will deliver a high quality project using seasoned professionals and resources and complete it within our promised budget and schedule.

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

PROJECT	
Intercounty Connector Contract A (Montgomery Co., MD)	DB
Intercounty Connector Contract B (Montgomery Co., MD)	DB
MD 30 Hampstead Bypass (Hampstead, MD)	DB
I-70 Phase 2D (Frederick, MD)	DB
Route 1 Widening at Fort Belvoir (Ft. Belvoir, VA)	DB

This table validates Corman, AMT, and Sabra Wang’s established working relationships and our understanding of each other’s strengths and abilities.

3.3.1 KEY PERSONNEL

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

Design-Build Project Manager (DBPM)	Jo Ellen Sines, DBIA - Corman
Quality Assurance Manager (QAM)	M. Dow Lasitter, III, PE –KCI
Design Manager (DM)	Laura Mehiel, PE - AMT
Construction Manager (CM)	Chris Clark - Corman

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

DB Design/Construction Coordinator (DCC) & Public Outreach Manager Lou Robbins, PE, DBIA has been involved with design-build in the Virginia, Baltimore, and Washington, DC area since 1986. He has led DB teams as the General Contractor, Designer and Quality Control Manager. His unique experience as the lead designer and general contractor is an asset in coordinating the contractor and designers and meet VDOT’s requirements. He will review design submittals for constructability and conformance to scheduling needs. Lou has performed similar functions on VDOT’s Design-Build Zion Crossroads and EFLHD’s Design-Build Route 1 Fort Belvoir Widening projects. Lou has successfully developed the strategy for and implemented Community Involvement Programs for projects throughout the Mid-Atlantic region. He will report to the DBPM.

DB Construction QC Manager (CQC) Anmarie Collins reports to the Construction Manager (CM). She will manage/coordinate QC activities independent from, but coordinated with, the QA team. Anmarie will coordinate the third-party QC testing lab and testing technicians. She has extensive experience with QC programs on DB projects, such as VDOT’s Design-Build Multiple Culvert Rehabilitation Region 2 and NCDOT’s Design-Build Division 1B Bridge replacement projects. She will coordinate with the QAM during QC program development, attend weekly two-week look-ahead meetings and keep abreast of the project schedule to schedule inspection staff. Anmarie can stop specific work that does not meet QC requirements.

DB MOT and Environmental Manager Jake Leffler, EIT, LEED has nine years experience and holds VDOT Erosion & Sediment Control Contractor and VA DCR Erosion & Sediment Control Responsible Land Disturber certifications. Reporting to the Construction Manager (CM), Jake will be integral in the development of the MOT design with SWA’s Keith Riniker and will provide constructability reviews as the design progresses. He will oversee MOT implementation in the field. Jake recently performed these responsibilities on VDOT’s Design-Build Zion Crossroads DDI Project where traffic concerns were critical as the interchange transformed from a conventional configuration into a DDI while maintaining service of a busy interchange for motorists and stakeholders, including a Walmart distribution facility. He will also oversee developing the stormwater management and E & S plans with AMT’s Don Rissmeyer, PE, CFM and will provide constructability review as the design progresses. He will oversee implementing these activities during construction as he has just performed on the local Zion Crossroads project. Jake also has experience in obtaining environmental permits on a VDOT DB project.

DB Design QA/QC Manager Fred Wagner, PE will report to the DM. He will arrange design quality control procedures per the Design Quality Control Plan. Fred will verify that checks and reviews are made prior to submissions, including review comment checking, contract conformance reviews, interdisciplinary reviews, and constructability reviews by Corman. Fred has over 33 years of experience in transportation design projects, including design and traffic engineering elements, and knows VDOT’s design manuals, IIMs, design standards, and criteria. Fred has been involved in roundabout projects in Virginia and Maryland as a designer and QA/QC Manager and is currently serving that role for the Corman Design-Build Route 1 project in Ft. Belvoir, the Route 460/Southgate project, and the 460 P3 from Richmond to Norfolk.

DB Safety Manager John Lanigan, CHST, OHST reports to the DBPM and will oversee plans and field activities to provide a safe environment for VDOT, construction workers, and motorists. He will provide safety training and aid in developing a job-specific Safety Plan that addresses hazards that enhance standard Corman policies, including subcontractor protocols. John can stop work which does not meet Corman’s strict safety requirements.

DB Roadway Design Manager Jeff McKay, PE has 20 years of experience in key roles on VDOT projects in the Commonwealth, including the US Route 460 Corridor project in southeast Virginia, Route 288 Improvements in Chesterfield County, Route 28/625 Interchange in Loudoun County and the I-95 Bridges

Rehabilitation project in Richmond where he recently served as the Roadway Design Manager. AMT's 15 mile section of the Route 460 project is currently at the Public Hearing stage and includes three interchanges and a system-to-system interchange with I-295. Jeff has extensive experience with major highway and interchange projects and understands VDOT policies and procedures, including identifying and gaining approval for design exceptions and waivers. Jeff will report to Laura Mehiel, the Design Manager, and will be the backup point of contact for design.

DB Traffic Engineering Manager Michael Surasky, PE, PTOE has expertise in traffic engineering design (signing and striping, lighting, signalization, transportation management) and geometric design, particularly for unconventional intersections and interchanges, including roundabouts. He recently performed traffic engineering for the US Route 460 Corridor project in southeast Virginia, Route 288 Improvements in Chesterfield County, and the I-95/I-495 (Capital Beltway)/Telegraph Road Interchange. Mike is currently working with Laura Mehiel, PE on the Route 460/Southgate Drive roundabout project, and recently designed channelization, signing, lighting and geometrics for a roundabout diamond interchange on US 29 at Gorman Road. Mike is thoroughly knowledgeable with the Traffic Engineering Handbook, MUTCD, Highway Safety Design Manual, and Virginia Work Area Protection Manual. Michael will report to Design Manager Laura Mehiel and collaborate with Construction MOT Manager Jake Leffler.

DB Traffic Management Plan Keith Riniker also reports to the Design Manager and will serve as the lead traffic designer, responsible for developing the Transportation Management Plan and designing multi-phase MOT to maintain traffic at all times. If signals or ITS design is added, Keith will also develop those designs. He is a well respected traffic engineer with reputable credentials in design, analysis, modeling, and planning. Keith has supervised and/or prepared hundreds of MOT, traffic, and lighting assignments.

DB Drainage/Hydraulics and E&S Control Design Engineer Don Rissmeyer, PE, CFM reports to Design Manager Laura Mehiel, PE. He has over 23 years of experience in roadway drainage design, stormwater management, floodplain studies, scour analysis, and river mechanics studies utilizing the new Virginia stormwater regulations and VDOT's preferred software. Don's experience includes highway drainage, stormwater, and hydraulic designs for projects, such as Design-Build Russell Road at Quantico, I-81 widening in Rockbridge County, and I-64 HOV Widening in Chesapeake. He is currently working on Corman's Design-Build Route 1 project in Ft. Belvoir with Laura Mehiel providing services similar to this project.

DB Structural Design Engineer Khossrow Babaei, PE, SE reports to the DM and will be in charge of structural engineering, including bridge demolition, retaining walls, and foundations. He is responsible for any other miscellaneous structural designs. He will lead production for structural engineering evaluations and plans, estimates, and specifications. Khossrow will review structural shop drawings and assist the DBPM, CM, and DM during construction, as needed, for any structural engineering questions that arise. Khossrow is working on Corman's Design-Build Route 1 project in Ft. Belvoir with Laura Mahiel where he is responsible for the demolition of an historic railroad bridge and a major river crossing replacement. Khossrow is also on the Route 460/Southgate project involving roundabouts and a divergent diamond interchange.

DB Utility Design Engineer Keith Sinclair, PE has 38 years of experience in utility designs/relocations, nearly all within Virginia. He knows the importance of early coordination with utility agencies and is conversant in VDOT's current policies and procedures for utility relocations. Keith will be responsible for coordinating the design and/or relocation of utilities within the project limits, such as the sanitary force main, water main, overhead power, and VDOT fiber optic line. His projects include the Southgate Drive / US 460 Bypass Interchange in Blacksburg, I-66 in Arlington, I-95/395 HOV Lanes, and I-95 4th Lane Widening. Keith will report to Design Manager Laura Mehiel and interact with Construction Utility Manager Tim Bulford. Keith is providing identical services as required here for Corman's Design-Build Route 1 project in Ft. Belvoir and works with Laura Mehiel on the Route 460/Southgate project.

DB ROW Manager Al Dorin, Jr., MAI, SRA, R/W-NAC and his firm, KDR Real Estate Services (KDR), will play an integral role in pre-construction by leading the ROW acquisition for the Corman/AMT Team and subsequently the Commonwealth of Virginia. With 37 years of experience, Al will balance pre-construction activities, such as clearing title on impacted properties where right-of-way and/or easements are needed, as an important step in maintaining the project schedule. Proactively working with property owners in partnership with our design team promotes fair, equitable, and constructive negotiations. Al will manage ROW activities for our Team including appraisal, independent appraisal reviews, approved just

compensation/offer, negotiations, and settlement and title services. KDR will facilitate timely and sensitive ROW acquisition services while maintaining the VDOT reputation as a fair and responsive adjoining property owner. AI will report to the DBPM.

DB Wetland Delineation & Environmental Permitting Designer John Farrell, AICP, CEP has 15 years of experience in environmental planning, assessments, and design. His expertise includes wetlands, streams, floodplains, forest conservation, passive recreation, and related environmental services. He leads coordination and permitting through various State, Federal, and local agencies and his established relationships with them steers projects through design approvals and permitting. John will report to Design Manager Laura Mehiel who is currently working with John on the Design-Build Route 1 project in Ft. Belvoir, VA.

DB Geotechnical Engineer/Pavement Designer Ed Drahos, PE has 36 years of experience that includes engineering projects. His experience in soil and rock characterization using a variety of methods has been applied in situations ranging from piedmont conditions in Virginia to coastal plain deposits of the Mid-Atlantic. He has evaluated and designed foundations, evaluated slope stability, performed seismic hazard studies, characterized rock masses, calculated soil settlement, prepared earthwork design, evaluated hillside developments and lateral pile loading. Ed's recent project is the Design-Build Route 1 with Corman for EFLHD. Ed will report to Design Manager Laura Mehiel.

3.3.2 ORGANIZATIONAL CHART

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

Functional Relationships-Integrate to Facilitate: Design-build unites the contractor and designer more than just contractually. It integrates innovative design and construction techniques that benefit schedule and cost which lead to client satisfaction. Lou Robbins, PE, DBIA (Design/Construction Coordinator) will ensure the required interface between Corman's field crews and the designers occurs during design and construction timely with concerns openly discussed. Having a dedicated Design/Construction Coordinator during the design stages eliminates subsequent delays or rework, streamlines reviews, and eliminates potential construction field issues, thereby guaranteeing a superior project on time and on budget. Through our DBPM and CM, we will create a firm relationship that sets the foundation to interact and partner with VDOT and third-party stakeholders. Other integration strategies include:

- Inter-disciplinary design reviews prior to milestones to coordinate design disciplines
- Corman constructability reviews of design, especially for MOT, E&S Control, and SWM Plans
- Weekly schedule meetings to review the previous week and develop two and four-week look aheads
- Monthly scheduling meetings to review CPM progress
- Weekly foreman meetings to discuss the schedule and coordination
- Morning huddles with the crews to set the safety and production goals for the day
- Weekly progress meetings with the owner to review and discuss submittals and progress
- Bi-weekly contractor coordination meetings with adjacent contracts, EMS, Police, etc.
- Monthly partnering meetings with stakeholders for issue identification and resolution

DB Design-Build Project Manager (DBPM), Jo Ellen Sines, DBIA has been a DBPM on 10 design-build projects ranging from < \$1 Million to \$43.2 Million which have been successfully completed on schedule and on budget. For this project Jo Ellen is responsible for design and construction for the entire Corman/AMT Team. She manages the project from start to completion and contract management/administration. Jo Ellen is VDOT's primary point of contact. As DBPM, she coordinates, integrates, and directs the design-build team, including design, construction, quality assurance, MOT, safety, right-of-way, and utilities. Jo Ellen will supervise the Design Manager, Design/Construction Coordinator, and Construction, ROW, Public Outreach, and Quality Assurance Managers. She will be involved with preconstruction, design, construction, and punch out. Jo Ellen will assist with constructability reviews and safety audits, and oversee the quality management program, purchasing, and construction operations.

Partnering with the Public Outreach Manager, Jo Ellen is responsible for third-party communication for the Corman/AMT Team.

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

DB **Design Manager (DM) Laura Mehiel, PE** reports to the DBPM. Bringing over 27 years of experience, Laura will provide a quality product and input into the schedule, meet design milestones and interfaces, and involve the Design QC Manager. She will assure designs are per current policies, procedures, and guidelines. Laura will manage the design, including roadway, structural, hydraulic, traffic, MOT, environmental, and geotechnical. She will assign resources, oversee design sub-consultants, coordinate design and review schedules, develop and implement corrective measures, if necessary, and integrate environmental compliance measures into the design. Laura will remain involved once construction starts to oversee any plan modifications and shop drawings, and review construction progress with the CM. She will collaborate with the design and construction team leaders for constructability characteristics, inter-operability of bridge/roadway/utilities/drainage aspects, and cost control. Laura is currently managing the Design-Build Route 1 improvements project where Corman is the contractor, and manages the Route 460/Southgate Interchange at Virginia Tech University, which includes two roundabouts as part of the main entrance road.

DB **Construction Manager (CM) Chris Clark** will report to the DBPM. He will manage the on-site construction team, including the Project Controls, Construction QC Manager, Safety Manager, superintendents, and scheduling. Chris will be assigned onsite full-time throughout construction. He will play a key role in conjunction with Design/Construction Coordinator Lou Robbins and Design QA/QC Manager in constructability reviews for design. He will work with Lou to oversee coordinating the design and construction forces with regard to utilities, ROW and MOT. Along with his staff, he will ensure construction is performed safely, and along with our CQC Manager, Anmarie Collins, make sure materials and work are per plans and the contract. Chris will coordinate with the DM during construction to accurately and quickly review RFI’s and shop drawings, as well as field visits, preparation of as-builts and plan revisions. ***Chris served in a similar role with Jo Ellen on Corman’s Design-Build Route 216 and Hampstead Bypass projects (both which included roundabouts).***



Keys to Success: The key to the success is communication and coordination between the many parties involved: Corman/AMT Team, VDOT, review agencies and stakeholders. This is based upon open and honest communication, frequent meetings and updates. The Corman/AMT Team will have internal weekly meetings during design with key construction and design staff present. Tracking sheets will track progress of utilities, ROW, and design discipline efforts, as well as environmental and design approvals. Once construction starts, design participants will continue to be involved. Added to the weekly meetings as the construction begins are the superintendents, field surveyors, MOT Manager and Construction QCM. Key stakeholder representatives, including utility companies, EMS responders, etc. will be invited. Monthly meetings will also be held with the Corman/AMT Team, VDOT, QAM, stakeholders and others to enhance partnering and resolve any pertinent issues quickly and efficiently. *Corman was recently retained by the City of Colonial Heights to perform Emergency Repairs to the East Bound Temple Ave Bridge and will already know the involved stakeholders prior to the Design Builder starting their work.*

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

The Corman/AMT Team identified three critical risks for the project: maintenance of traffic during construction, delays resulting from utility relocations, and public perception and outreach. Team members were chosen because of their firsthand knowledge of the site, as well as their ability to handle the above risks and minimize VDOT involvement. Corman and AMT have effectively delivered projects together through design-build method and will bring those proven management procedures to this project. *Having the local Corman office and yard only three miles from the project site enhances our ability to staff the project and respond to any situation or emergency that may occur.*



Corman performing emergency full and partial deck patching on the Temple Ave. bridge over the abandoned railroad on this project where the new Roundabout will be located.



3.4 TEAM EXPERIENCE

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



CORMAN CONSTRUCTION will serve as the Lead Design-Build Contractor. A privately-held family business since 1920, Corman is a licensed heavy civil contractor specializing in highway, bridge, restoration, and heavy utility construction. With a corporate headquarters in Annapolis Junction, Maryland, *an office in Colonial Heights (which is less than three miles from this project)*, and an office in Chesapeake, Virginia, Corman prides itself as a “*Best in Class*” contractor where our “A” ratings confirm quality. 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 validates this commitment. Throughout the last few years, ***Corman received 20 local and national awards on our design-build projects.*** Other recent honors include the *2011 Maryland Washington Minority Contractors Association Prime Contractor of the Year Award, 2012 VTCA Transportation Contractor Safety Award (Honorable Mention), and 2011 ARTBA Women Leadership in Transportation Glass Hammer Award.* *Corman has constructed projects in Virginia for over 30 years. We consistently earn outstanding performance ratings and currently hold a CQIP of 94.2, CPE of 94.3 and C-36’s in the high 90’s.*

Corman has successfully delivered over \$1.2 billion of design-build roadway and bridge projects, many of similar scope and complexity to this project, including those for VDOT, DDOT, and MDOT (SHA). Included in the appendices are work history forms for the following projects: the \$43M DB MD 30 Hampstead Bypass, the \$21M DB Route 216 project, and the \$6.8M DB I-64/Route 15 (Zion Crossroads) Interchange Improvements project. ***Jo Ellen Sines, DBIA, our DBPM was involved in all three of these projects as the DBPM and CM Chris Clark was involved in two.***



A. MORTON THOMAS AND ASSOCIATES, INC. (AMT) an *Engineering News Record*

Top 500 Design Firm, has been providing consulting engineering services to public and private clients since 1955. Services include transportation design; utility design; traffic engineering; boundary and topographic surveying; stormwater management; landscape architecture; and structural design. With over 300 employees in Virginia operating from six offices and supplemented by staff in the DC metropolitan area, AMT’s focus has been on the Mid-Atlantic Region for over 50 years. Their experience on projects, such as VDOT’s Southgate Drive/US 460 Mainline Improvements and Roundabout in Blacksburg, Design-Build US 460 Connector Phase I in Bristol, and VDOT MEGA Projects in NOVA equips our Team with the know-how to deliver the I-95 at Temple Avenue Intersection Improvement design on time and on budget. AMT has successfully worked hand-in-hand with Corman on several projects, including Design-Build ICC A & B preparing designs related to roadway, drainage, stormwater management, E&S control, and utilities, and is currently our lead engineer on the \$70 Million Design-Build Route 1 Widening at Fort Belvoir, VA.

“AMT continues to exceed expectations for work performed. AMT has responded very quickly to requests to do constructability and environmental reviews and has done an excellent job.”

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



SABRA, WANG & ASSOCIATES, INC.

SABRA, WANG & ASSOCIATES, INC. (SWA) is a multi-disciplinary engineering firm in Falls Church, VA, Baltimore, MD, and Washington, DC. They offer professional consulting services, including traffic engineering, transportation planning and data collection, intelligent transportation systems and lighting design, civil and highway

engineering, municipal infrastructure and utilities engineering, structural engineering, and construction management and 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 design-build projects, such as Intercounty Connector Contracts A, B, and C, and Route 1 Widening with Corman and AMT, as well as VDOT’s On-Call Traffic Engineering for the Northern Operations Region.

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

Inter-Team Relationships: Corman, AMT, and Sabra Wang have a history of working together on projects for VDOT, MDOT and other local transportation agencies/authorities. Our mutual involvement includes a range of functional relationships from design-build partnerships (Intercounty Connector Contracts A and B, Route 1 Widening) to GEC/Program Manager and contractor roles (Woodrow Wilson Bridge Contracts VAC and MB-3, MD 30/Hampstead Bypass) to design-bid-build roles (Powhite Parkway Widening in Richmond), which include close coordination through construction for design compliance. Below is a list of our projects:

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

Established, rhythmic working relationships among key firms on a team are vital to the success of a design-build project. Since individual team members already have already a rapport and know each other’s abilities, skills, and work ethics, the framework for project implementation is solid. The I-95 at Temple Avenue Intersection Improvement design and construction phases is not a “training ground” for the Corman/AMT Team, but will be an additional example of our Team’s success.



3.5 PROJECT RISKS

3.5 PROJECT RISKS

The Corman/AMT Team will employ the Construction Management Association of American (CMAA) endorsed approach to risk management through a “Risk Register” which includes a list of identified risks, potential impacts,, and mitigation for each. A robust risk management process considers risks throughout the project’s life and delivery processes. Our Team’s risk management process has sprung into action, will evolve throughout design and construction, and position us to respond to changes as specific as issues unfold.

The Corman/AMT Team employs a five step Risk Management Approach:

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



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

RISK NO. 1 – MAINTENANCE OF TRAFFIC DURING CONSTRUCTION

The current design has major changes in the traffic pattern for Temple Avenue and the I-95 interchange ramps. The proposed improvements replace a congested at-grade intersection with a dual lane roundabout, approximately 350 ft to the west, and requires changes to horizontal and vertical alignments, demolition of two Temple Avenue bridges over an abandoned railroad, placing a significant amount of fill material where the bridges are today, utility relocations, and access changes to residential and commercial properties. These planned improvements require temporary travel ways, lane shifts, and restricted traffic movements during construction and create entirely new traffic patterns in the long-term. *As the contractor recently selected to perform emergency repairs to the bridges in question, we are already aware of the structural condition of the structures and their potential impact on future MOT.*

Why this Risk is Critical: These changes require advance notice to local residents, businesses, police/fire/EMS, major stakeholders, and motorists to avoid unexpected roadway traffic pattern changes to users. Changes in travel ways and access can be confusing, which increases the probability of accidents on roadways under construction. This could be especially true along the congested Temple Avenue corridor and the entrance/exit ramps to Interstate 95. The traffic shifts to accommodate construction on Temple Avenue and at the existing ramp intersection could present significant challenges and confusion to travelers, particularly those unfamiliar with current traffic patterns or who may not drive the corridor regularly. These traffic pattern changes pose a significant safety concern. To clearly define the risk, we have identified two areas of concern with the current project design:

- The proposed roundabout is in the same location as the two existing Temple Avenue bridges over the abandoned railroad slated for demolition. The railroad bed grade will need to be raised approximately 25 ft in this area to reach the proposed finished grade of the roundabout. Traffic needs to be shifted multiple times to demolish the bridges and raise the railroad bed to finished grade with well compacted fill.
- The proposed profile grade of Temple Avenue is being lowered near the roundabout to correct substandard vertical sight distance issues that currently exist with the railroad bridges. While the lower grade corrects the sight distance issue, constructing the improvements while maintaining traffic creates a challenge. In the preliminary plans, the grade differential between existing and proposed roadway surfaces appear to be as much as 4 ft lower in some locations. In these areas of pavement undercutting, traffic will need to be shifted multiple times to construct the lower proposed grades of Temple Avenue where the existing travel lanes are today.

Risk Impact:

- **Safety** – Vehicles being led into or through an active work zone must be protected from one another and from construction. Temporary traffic controls and protection measures must be in place to avoid accidents and impacts throughout construction. Residents living and shopping along the corridor will experience safety and accessibility concerns during construction. Although pedestrian and bicycle traffic is relatively minor through this section of the Temple Avenue corridor, safe passage must still be taken into account when developing the TMP.
- **Public Relations** – Residents and businesses along the corridor will be a main focus when developing the Transportation Management Plan (TMP) and communication plan. This will ensure that Corman and the project meet the needs of the Colonial Heights community, major stakeholders, and motorists during construction.

Risk Mitigation: This risk can be effectively managed by first developing a detailed TMP. The Corman/AMT Team will develop a Maintenance of Traffic (MOT) and Sequence of Construction (SOC) Plan with a major focus on the safe passage of vehicular, pedestrian, and bicycle traffic and maintaining access for residents and businesses during each phase of construction. The same attention will be paid to the final design of the ultimate traffic patterns. The Corman/AMT Team will emphasize public involvement when developing the TMP and develop a defined schedule for public outreach, as detailed in Risk No. 3. Additionally, we will systematically implement the MOT/SOC plans and clearly define traffic movements and construction phases through the bridge demolition/high fill areas, existing Temple Avenue / I-95 ramp intersection, along the relocated I-95 entrance/exit ramps and at the western and eastern project limits of Temple Avenue. Below are examples of implementing an effective TMP:

- Access to destination points, such as Fort Lee and Southpark Mall, major roadways, such as Route 1/301 and I-95, and residential neighborhoods and businesses along the Temple Avenue corridor will be affected during construction of proposed improvements. Raising public awareness of traffic pattern changes will begin early on and throughout the project. The Team’s mitigation strategy includes developing the TMP early in the design phase and will include a public outreach campaign to lay the ground work in communicating traffic pattern and access changes. With the roundabout construction/bridge demolition taking place in multiple phases, the TMP must outline the steps in providing continuous traffic flow throughout the corridor during construction. Jake Leffler (MOT Manager), Keith Riniker (TMP Manager) and Lou Robbins (Public Outreach Manager), are the leaders who will ensure that the thousands of affected motorists are made aware of the impending changes and duration of impacts likely to be faced. We envision partnering with VDOT, the City of Colonial Heights, the Chamber of Commerce, Fort Lee, Southpark Mall, homeowner associations and other local businesses to develop construction sequencing, MOT alternatives and suggestions which generate the most effective means in minimizing impacts and getting the word out on planned improvements.
- The Corman/AMT Team will place temporary traffic controls to guide motorists through the construction zone and evaluate each construction phase against the MOT Plan to determine if any adjustments are needed. The temporary travel ways will need to be designed using a WB-67 design vehicle to accommodate truck traffic entering/exiting I-95 and travelling along the Temple Avenue corridor. Temporary guide signs/pavement markings will be provided along the temporary travel ways and checked frequently for effectiveness and proper placement/maintenance.

Role of VDOT and other Agencies: Attend public information meetings.

RISK NO. 2 – DELAYS RESULTING FROM UTILITY RELOCATIONS

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 and Verizon, and utility design reviews and approvals by the City of Colonial Heights and the Appomattox River Water Authority prior to construction and certain construction milestones.

Utility issues are often a critical factor on project schedules and could include delays associated with utility company designs and construction/relocations.

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

Risk Impact: 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:

- Conflict with overhead power/lighting on south side of Temple Ave.
- Water main relocation under future retaining wall (north side of roundabout)
- Verizon conduits mounted to railroad bridge in the center of Temple Ave.
- VDOT FO along I-95 SB/ramp
- Force main under proposed shoulder right along I-95 NB ramp

Delays associated with utility company designs and construction/relocations are also often a critical factor on project schedules. Even though the Design Builder will 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: 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 Dry Utility consultant Utility Pros has on staff past 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 include 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.

Role of VDOT and other Agencies: None

RISK NO.3 - PUBLIC PERCEPTION AND OUTREACH

Project success rests on stakeholder buy in. If the public perceives the new roundabout configuration as perplexing, complicated or unsafe, then the project will become the target of negative publicity and public rejection, even when designed and constructed soundly. Adding to this risk, motorists and EMS personnel unfamiliar with how to maneuver roundabouts or not aware of changing traffic patterns during construction can become safety hazards for the public and those constructing the improvements.

Why this Risk is Critical: Project impacts may include a deluge of negative press, public rejection, lack of stakeholder and third-party participation/coordination, and unsafe work zones. Members of the Corman/AMT team attended the recent Public Hearing for this project and several citizens expressed their concern with the roundabout configuration, specifically, how to navigate it. Colonial Heights has a large older population and residents in the project area are typically not accustomed to driving roundabouts on a daily basis. The location of the new roundabout on the heavily travelled Temple Avenue corridor will require residents to use the utilize the new configuration often, whether it be to access I-95, Route 1/301, Fort Lee, shopping or restaurants.

Risk Impact: If the travelling public is not properly educated on how to successfully navigate the new roundabout or does not feel comfortable with driving it, there will be an increased potential for traffic accidents and motorists may seek other routes to access major highways or destination points such as Southpark Mall or Fort Lee. This could result in traffic being diverted through residential neighborhoods or onto streets not designed for the additional traffic.

Risk Mitigation: Our proposed mitigation includes pulling together a highly qualified team experienced in roundabout design, MOT and public involvement in Virginia. The Corman/AMT Team has designers who are experienced in preparing detailed MOT plans for urban areas where high traffic volumes can complicate construction of major improvements. To achieve stakeholder buy-in, recommendations made in the peer review regarding the roundabout operations and safety will be implemented with the project. Recommendations include low-growth plantings to limit sight distance and screen oncoming headlights, intersection lighting, adding/modifying splitter islands and proper roundabout signing and pavement markings. Incorporating these recommendations and others in the peer review report will enhance the roundabout safety/operations and result in a transportation improvement that motorists feel comfortable with. Public Outreach Manager, Lou Robbins (Corman), is an established public involvement leader for complex transportation projects and will lead the outreach and education effort.

Based upon our success on the Zion Crossroads project rolling out a new unconventional interchange, we have learned a successful project requires a proactive Public Outreach program consisting of:

- A project website and 800 number to update the public on progress, next steps, and MOT patterns
- Mail and hand-out informational flyers
- Community involvement meetings with stakeholders to discuss MOT and final configuration concerns, as well as the general public to educate them on the design and construction phasing
- Educational videos on the project website and at public meetings to demonstrate roundabout operations and how to successfully navigate
- VMS boards to inform motorists of upcoming changes in traffic patterns
- Press releases announcing project progress and upcoming changes in traffic patterns
- Local TV and/or radio station advertisements
- Social media sites to reach additional stakeholders and offer feedback



*I-95 Temple Ave. Project
Stakeholders*

Meetings will also be held with the Colonial Heights Fire and EMS Department, Police Department, and the Chamber of Commerce. The Corman/AMT team commits to working closely with VDOT and the City to ensure that all community involvement activities include proper notice to the public.

Role of VDOT and other Agencies: Approval of our proposed outreach program.



APPENDICES

ATTACHMENT 3.1.2

Project: 0095-106-122

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	16a-c
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	17
Letter of Submittal (on Offeror's letterhead)				1-2
Authorized Representative's signature	NA	Section 3.2.1	yes	2
Offeror's point of contact information	NA	Section 3.2.2	yes	1
Principal officer information	NA	Section 3.2.3	yes	1
Offeror's Corporate Structure	NA	Section 3.2.4	yes	1
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	1
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	18
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	19-26
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	27
Evidence of obtaining bonding	NA	Section 3.2.9	no	28-32

ATTACHMENT 3.1.2

Project: 0095-106-122

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	33-34
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	35-42
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	43-52
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	53-54
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	55
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	4, 6-7
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	56-57
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	58-59
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	60-61
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	62-63
Organizational chart	NA	Section 3.3.2	yes	8
Organizational chart narrative	NA	Section 3.3.2	yes	6-9

ATTACHMENT 3.1.2

Project: 0095-106-122

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	64-66
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	67-69
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	12-15

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00085623DB74
PROJECT NO.: 0095-106-122

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

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

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

1. Cover letter of RFQ 10/15/2013
(Date)
2. Cover letter of Addendum #1 11/12/2013
(Date)
3. Cover letter of _____
(Date)

Allop
SIGNATURE

11/15/13
DATE

ATTACHMENT NO. 3.2.7(b)

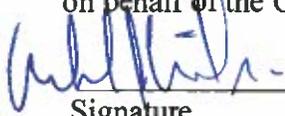
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-106-122

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.



November 13, 2013

Principal

Signature

Date

Title

A. Morton Thomas and Associates, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

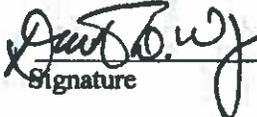
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-106-122

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

	11/14/2013	President
Signature	Date	Title

Sabra, Wang & Associates, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-106-122

- 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.

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

<u>Edward C. Drobner</u>	<u>November 13, 2013</u>	<u>Senior Vice President</u>
Signature	Date	Title

Schnabel Engineering Consultants, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-106-122

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	<u>November 1, 2013</u>	<u>Senior Vice President</u>
Signature	Date	Title
<u>KCI Technologies, Inc.</u>		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-106-122

- 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.

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

<u>Henry W. Wood</u>	<u>11/20/13</u>	<u>SVP</u>
Signature	Date	Title
<u>Ability Professional Services, Inc</u>		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-106-122

- 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.

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

	11/19/2013	President
Signature	Date	Title

Froehling & Robertson, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-106-122

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

	November 4, 2013	President
Signature	Date	Title

KDR Real Estate Services, Inc.

Name of Firm



COMMONWEALTH OF VIRGINIA



CERTIFICATE OF QUALIFICATION

CORMAN CONSTRUCTION, INC.

Vendor Number: C097

In accordance with the Regulations of the Virginia Department of Transportation, you are hereby notified that the following Rating and Classifications have been assigned to your firm:

Prequalified

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

Issue Date: 3/31/2013

This Rating and Classification will Expire: 3/31/2014

Suzanne FR Lucas, State Prequalification Officer

Dorey E. Sillies, State Contract Officer



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

November 25, 2013

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

Re: Corman Construction, Inc. – Surety Qualification
Request for Qualifications – A Design-Build Project
I-95 at Temple Avenue Interchange Improvements
State Project No.: 0095-106-122; Federal Project No.: NH-095-1(328)
Contract ID No.: C00085623DB74

Dear Mr. Arel:

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 \$12,000,000.00, 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 faint, circular stamp.

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. Crawford
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, 2012**

ASSETS

Bonds	\$ 157,177,826
Stocks	23,000,311
Cash and Short Term Investments.....	119,155
Reinsurance Recoverable	17,923,564
Other Accounts Receivable.....	35,473,256
TOTAL ADMITTED ASSETS	\$ <u>233,694,113</u>

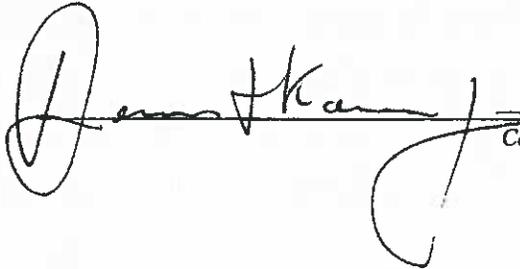
LIABILITIES, SURPLUS AND OTHER FUNDS

Reserve for Taxes and Expenses.....	\$ 74,782
Ceded Reinsurance Premiums Payable	48,323,524
Securities Lending Collateral Liability	1,716,240
TOTAL LIABILITIES.....	\$ 50,114,546
Capital Stock, Paid Up	\$ 5,000,000
Surplus	178,579,567
Surplus as regards Policyholders.....	183,579,567
TOTAL	\$ <u>233,694,113</u>

Securities carried at \$59,468,002 in the above statement are deposited as required by law.

Securities carried on the basis prescribed by the National Association of Insurance Commissioners. On the basis of December 31, 2012 market quotations for all bonds and stocks owned, the Company's total admitted assets would be \$243,518,971 and surplus as regards policyholders \$193,404,425.

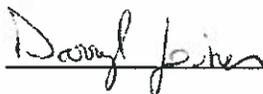
I, DENNIS F. KERRIGAN, Corporate Secretary of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing statement is a correct exhibit of the assets and liabilities of the said Company on the 31st day of December, 2012.



 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, 2013.



 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**



By: Eric D. Barnes
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, deposeth and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal the day and year first above written.

Constance A. Dunn



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

EXTRACT FROM BY-LAWS OF THE COMPANIES

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

CERTIFICATE

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 25th day of November, 2013.



Geoffrey Delisio

Geoffrey Delisio, Vice President

ATTACHMENT 3.2.10

State Project No. 0095-106-122

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	F046798-7	Foreign Corporation	Active/ Good Standing	12001 Guilford Road Annapolis Junction, MD 20701	Class A Contractors License	2701 014794A	10-31-2015
A. Morton Thomas and Associates, Inc.	F0494312	Foreign Corporation	Active/ Good Standing	100 Gateway Centre Pkwy, Suite 200 Richmond, VA 23235	ENG LS	0411 000587	02-28-2014
				12750 Twinbrook Parkway Rockville, MD 20852	ENG LS LA	0407 003077	12-31-2013
				14900 Conference Center Drive, Suite 180 Chantilly, VA 20151	ENG LS	0411 000586	02-28-2014
Sabra, Wang & Associates, Inc.	F134320-3	Foreign Corporation	Active/ Good Standing	101 West Broad Street Suite 301 Falls Church, Virginia 22046	ENG	0407 005636	12-31-2013
KCI Technologies, Inc.	F059869-0	Foreign Corporation	Active/ Good Standing	6802 Paragon Place, Suite 410 Richmond, VA 23230	ENG	0411000938	02-28-2014
Schnabel Engineering	0712674-1	S-Type	Active/ Good Standing	One Cary Street Richmond, VA 23220	ENG	0411 000700	02-28-2014
Utility Pros	0588987-8	Incorporated	Active/ Good Standing	PO Box 923 Colonial Beach, VA 22443	ENG	0407005942	12-31-2013
Froehling & Robertson, Inc.	0027211-2	Incorporated	Active/ Good Standing	3015 Dumbarton Road Richmond, VA 23228	ENG	0407 000098	12-31-2013
KDR Real Estate Services	0571210-4	S-Type	Active/ Good Standing	2500 Grenoble Road Richmond, VA 23294	Broker	0226 007129	12-31-2014

ATTACHMENT 3.2.10
State Project No. 0095-106-122
SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
A. Morton Thomas and Assocs., Inc.	Laura Mehiel, PE	Chantilly/VA	2 E. Read Street, 4 th Floor Baltimore, MD 21202	PE License	0402034707	04-30-2015
KCI Technologies, Inc.	M. Dow Lasitter, III, PE	Richmond/VA	8605 Oakcroft Drive Richmond, VA 23229	PE License	0402043482	05-31-2015
KDR Real Estate Services	Allen G. Dorin, Jr.	Richmond/VA	2500 Grenoble Road Richmond, VA 23294	Certified General RE Appraiser	4001 000562	11-30-2015



S
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CISM0180

CORPORATE DATA INQUIRY

10/23/13

16:54:37

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

DATE OF CERTIFICATE: 11/02/1984 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: DE DELAWARE STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: CT CORPORATION SYSTEM

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

CITY: GLEN ALLEN STATE : VA ZIP: 23060
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143
 ACCEPTED AR#: 213 15 2111 DATE: 10/15/13 HENRICO COUNTY
 CURRENT AR#: 213 15 2111 DATE: 10/15/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	100.00					1,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia State Corporation Commission

CISM0180

CORPORATE DATA INQUIRY

05/22/13

13:03:24

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

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

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

STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK

MERGER IND: CONVERSION/DOMESTICATION IND:

GOOD STANDING IND: Y MONITOR INDICATOR:

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

R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX RD STE 301 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060 6802

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

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

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

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



Commonwealth of Virginia
State Corporation Commission

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CISM0180

CORPORATE DATA INQUIRY

11/15/13

12:26:38

CORP ID: F134320 - 3 STATUS: 00 ACTIVE STATUS DATE: 06/30/98
 CORP NAME: SABRA, WANG & ASSOCIATES, INC.

DATE OF CERTIFICATE: 06/30/1998 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: RAYMOND H SUTTLE JR

STREET: 701 TOWN CENTER DRIVE AR RTN MAIL:
 SUITE 800
 CITY: NEWPORT NEWS STATE : VA ZIP: 23606
 R/A STATUS: 4 ATTORNEY EFF. DATE: 04/14/11 LOC : 211
 ACCEPTED AR#: 213 08 3765 DATE: 05/13/13 NEWPORT NEWS CI
 CURRENT AR#: 213 08 3765 DATE: 05/13/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	100.00					5,000

 (Screen Id:/Corp_Data_Inquiry)



CISM0180

CORPORATE DATA INQUIRY

11/01/13

13:15:50

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

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

STREET: Bank of America Center, 16th Floor AR RTN MAIL:
 1111 East Main Street

CITY: RICHMOND STATE : VA ZIP: 23219

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 04/29/11 LOC : 216

ACCEPTED AR#: 212 54 8434 DATE: 12/17/12 RICHMOND CITY

CURRENT AR#: 212 54 8434 DATE: 12/17/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	100.00				100.00	1,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

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11/22/13

CISM0180

CORPORATE DATA INQUIRY

13:24:02

CORP ID: 0712674 - 1 STATUS: 00 ACTIVE STATUS DATE: 08/12/09
 CORP NAME: Schnabel Engineering Consultants, Inc.
 DATE OF CERTIFICATE: 08/12/2009 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: CT CORPORATION SYSTEM
 STREET: 4701 COX ROAD, SUITE 285 AR RTN MAIL:
 CITY: GLEN ALLEN STATE : VA ZIP: 23060
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143
 ACCEPTED AR#: 213 53 2299 DATE: 07/11/13 HENRICO COUNTY
 CURRENT AR#: 213 53 2299 DATE: 07/11/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEE	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	130.00					10,000

(Screen Id:/Corp_Data_Inquiry)

Please note: The SCC website will be unavailable Thursday, November 21, from p.m. for system maintenance. We apologize for the inconvenience and appreciate patience.



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CISM0180

CORPORATE DATA INQUIRY

11/21/13

11:10:38

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

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

STREET: 390 SHORE DRIVE AR RTN MAIL:
 P.O. BOX 923

CITY: COLONIAL BEACH STATE : VA ZIP: 22443

R/A STATUS: 2 OFFICER EFF. DATE: 07/16/13 LOC : 196

ACCEPTED AR#: 213 15 6723 DATE: 10/24/13 WESTMORELAND CO

CURRENT AR#: 213 15 6723 DATE: 10/24/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	100.00					100

(Screen Id:/Corp_Data_Inquiry)

Please note: The SCC website will be unavailable Thursday, November 21, from p.m. for system maintenance. We apologize for the inconvenience and appreciate your patience.



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CISM0180

CORPORATE DATA INQUIRY

11/21/13

09:50:08

CORP ID: 0027211 - 2 STATUS: 00 ACTIVE STATUS DATE: 11/13/09
 CORP NAME: FROEHLING & ROBERTSON, INCORPORATED

DATE OF CERTIFICATE: 10/11/1924 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 2480.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: WILLIAM H HOOFNAGLE III

STREET: 1900 ONE JAMES CENTER AR RTN MAIL:
 901 E CARY ST

CITY: RICHMOND STATE : VA ZIP: 23219

R/A STATUS: 4 ATTORNEY EFF. DATE: 09/21/11 LOC : 216

ACCEPTED AR#: 213 13 1636 DATE: 08/26/13 RICHMOND CITY

CURRENT AR#: 213 13 1636 DATE: 08/26/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	1,700.00					1,100,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

Virg

CISM0180

CORPORATE DATA INQUIRY

11/15/13

12:29:07

CORP ID: 0571210 - 4 STATUS: 00 ACTIVE STATUS DATE: 07/07/03
 CORP NAME: KDR REAL ESTATE SERVICES, INC.

DATE OF CERTIFICATE: 01/30/2002 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: ALLEN G DORIN JR

STREET: 2500 GRENOBLE RD AR RTN MAIL:

CITY: RICHMOND STATE : VA ZIP: 23294
 R/A STATUS: 2 OFFICER EFF. DATE: 07/09/03 LOC : 143
 ACCEPTED AR#: 213 01 0173 DATE: 11/20/12 HENRICO COUNTY
 CURRENT AR#: 213 01 0173 DATE: 11/20/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	100.00				100.00	100

 (Screen Id:/Corp_Data_Inquiry)

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

**EXPIRES ON
10-31-2015**

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

**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

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

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(DETACH HERE)

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

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

***CLASSIFICATIONS* H/H
NUMBER: 2701014794 EXPIRES: 10-31-2015**



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

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

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

EXPIRES ON
02-28-2014

NUMBER

0411000587

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

PROFESSIONS: ENG, LS

**A MORTON THOMAS AND ASSOCIATES INC
100 GATEWAY CENTRE PKWY
SUITE 200
RICHMOND, VA 23235**



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

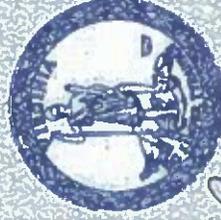
EXPIRES ON
12-31-2013

NUMBER
0407003077

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

PROFESSIONS: ENG, LS, LA

**A MORTON THOMAS AND ASSOCIATES INC
12750 TWINBROOK PARKWAY
ROCKVILLE, MD 20852**



Gordon N. Dixon
Gordon N. Dixon, Director

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

9960 Mayland Dr., Suite 400, Richmond, VA 23238
Telephone: (804) 367-8500

**EXPIRES ON
02-28-2014**

**NUMBER
0411000586**

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

PROFESSIONS: LS; ENG

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



Gordon N. Dixon
Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION

EXPIRES ON
12-31-2013

NUMBER
0407005636

COMMONWEALTH OF VIRGINIA

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

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

PROFESSIONS: ENG

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



Gerden N. Dixon
Gerden N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA

BUSINESS ENTITY REGISTRATION

NUMBER: 0407005636 EXPIRES: 12-31-2013

PROFESSIONS: ENG

SABRA, WANG & ASSOCIATES, INC

101 W BROAD ST

SUITE 301

FALLS CHURCH, VA 22046



(DETACH HERE)

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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-28-2014

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

NUMBER
0411000938

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

PROFESSIONS: ENG

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



Gordon N. Dixon
Gordon N. Dixon, Director

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THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

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

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

**EXPIRES ON
02-28-2014**

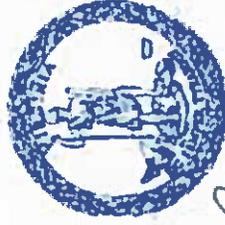
**NUMBER
0411000700**

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

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

PROFESSIONS: ENG

**SCHNABEL ENGINEERING CONSULTANTS, INC
ONE CARY STREET
RICHMOND, VA 23220**

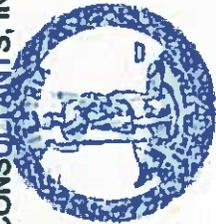


Gordon N. Dixon
Gordon N. Dixon, Director

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

(POCKET CARD)
**COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000700 EXPIRES: 02-28-2014
PROFESSIONS: ENG
SCHNABEL ENGINEERING CONSULTANTS, INC
ONE CARY STREET
RICHMOND, VA 23220**



(DETACH HERE)

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

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

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



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

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

PROFESSIONS: ENG

FROEHLING & ROBERTSON, INC
3015 DUMBARTON ROAD
RICHMOND, VA 23228



Gordon N. Dixon
Gordon N. Dixon, Director

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BOARD FOR APPLSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407000098 EXPIRES: 12-31-2013
PROFESSIONS: ENG
FROEHLING & ROBERTSON, INC
3015 DUMBARTON ROAD
RICHMOND, VA 23228



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COMMONWEALTH OF VIRGINIA

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-6500

EXPIRES ON

12-31-2014

NUMBER

0226 007129

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REAL ESTATE CORPORATION, PARTNERSHIP, ASSOCIATION LICENSE
POST IN A CONSPICUOUS PLACE
THIS LICENSE TO BE KEPT IN CUSTODY AND CONTROL OF PRINCIPAL BROKER



KDR REAL ESTATE SERVICES INC
2500 GRENABLE RD
RICHMOND, VA 23294

Gordana N. Dziaz
Gordana N. Dziaz, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-6500

EXPIRES ON

03-31-2015

NUMBER

0225108043

REAL ESTATE BOARD - PRINCIPAL BROKER LICENSE
POST IN A CONSPICUOUS PLACE
THIS LICENSE TO BE IN CUSTODY AND CONTROL OF PRINCIPAL BROKER

ALLEN GUNN DORRIN JR
KDR REAL ESTATE SERVICES INC
2500 GRENABLE RD
RICHMOND, VA 23294



Gordana N. Dziaz
Gordana N. Dziaz, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION

EXPIRES ON

05-31-2015

COMMONWEALTH OF VIRGINIA

9960 Mayland Dr., Suite 400, Richmond, VA 23293
Telephone: (804) 367-8500

NUMBER

0402043482

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

M DOW LASITTER III
8605 OAKCROFT DR
RICHMOND, VA 23229



Gordon N. Dixon
Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

04-30-2015

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

NUMBER

0402034707

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

LAURA MICHELLE MEHIEL
2 E. READ ST
4TH FLR
BALTIMORE, MD 21202



Gordon N. Dixon
Gordon N. Dixon, Director

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BOARD FOR APPLSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402034707 EXPIRES: 04-30-2015

LAURA MICHELLE MEHIEL
2 E. READ ST
4TH FLR
BALTIMORE, MD 21202



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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
11-30-2015

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

NUMBER
4001000562

REAL ESTATE APPRAISER BOARD
CERTIFIED GENERAL REAL ESTATE APPRAISER

ALLEN G DORIN JR
2500 GRENOBLE ROAD
RICHMOND, VA 23294



Gordon N. Dixon
Gordon N. Dixon, Director

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**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: Jo Ellen Sines, DBIA –Vice President of Project Development	
b. Project Assignment: Design-Build Project Manager	
c. Name of Firm with which you are now associated: Corman Construction, Inc.	
d. Years experience: With this Firm 33 Years With Other Firms 1 Year Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked.): Vice President of Project Development.....Corman Construction 2006-Present Today as Vice President of Project Development , Jo Ellen manages highway, bridge and utility construction, cost control, schedule compliance (integrating design and construction), procurement and corporate resources. She is a member of senior management concentrating in innovating contracting with 17 Design-Build projects totaling over \$1.3 Billion. Design-Build projects include: DBPM for Design-Build I-64/Route 15 (Zion Crossroads), Louisa County, VA - \$6.6 M-VDOT DBPM for Design-Build MD 30 Hampstead Bypass, Hampstead, MD -\$40.1 M - MDOT DBPM for Design-Build I-64 & Route 623 Widening & Improvements, Short Pump, VA -\$33.2 M –VDOT DBPM for Design-Build TMDL Stormwater Facility Enhancements, Anne Arundel County, MD -\$3.7 M -MSHA DBPM for Design-Build I-70 Phase 2D, Frederick, MD - \$35.4 M – MDOT Executive Committee Member for DB Intercounty Connector Contract A, Mont. County, MD -\$478.6 M- MDOT Executive Committee Member for DB Intercounty Connector Contract B, Mont. County, MD -\$559 M – MDOT DBPM for Design-Build E. Deer Park Rd/Bridge Rehabilitation, Montgomery County, MD - \$< 1 M – Mont. Co., MD DBPM for Design-Build Frederick Douglass Bridge Over Anacostia River, Washington, DC -\$34.4 M-DDOT DBPM for Design-Build MD 924 from MD 22 to Maulsby Avenue, Bel Air, MD -\$7.6 M – MDOT Sr. Project Manager/Operations Manager.....Corman Construction 2003-2006 Tasks and responsibilities include project oversight including scheduling, cost control, and planning to identify and mitigate potential delays resulting from design and/or constructability issues that keep projects on track. Relevant Projects included: DBPM for Design-Build MD Route 216 US 29 to I-95, Howard County, MD -\$21.1 M -MDOT DBPM for Design-Build MD 7D Elkton – Utility & Streetscape, Elkton, MD - \$8.4 M - MDOT Operations Manager for Woodrow Wilson Bridge MD 210, MB-3, Oxon Hill, MD - \$44 M – MDOT Operations. Manager for Churchman’s Road Bridge Over I-95, Newark, DE - \$16.5 M - DelDOT Project Manager/Engineer..... Corman Construction 1994-2003 Performed Project Manager/Project Engineer duties on heavy highway, bridge and utility projects DBPM for Design-Build MD 32 Samford Road, Ft. Meade, MD - \$6.6 M – MDOT Member of VTCA Design-Build Committee and DBIA.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Pittsburgh, PA / BS / 1980 / Civil Engineering / Structures	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2009 / Design-Build Institute of America (DBIA) / #D651 2009 / Virginia Erosion & Sediment Control DCR Responsible Land Disturber / 31792	
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 assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment; projects shall have been completed within the past fifteen (15) years.*</i> (List at least three (3), but no more than five (5) relevant projects** for which you have performed a similar function.)	
Project Name: Design-Build I-64/Rt. 15 (Zion Crossroads) Louisa County, VA	Dates: Jan 2012-Present
Project Role: Design-Build Project Manager	With Current Firm? Yes
Client/Owner: Virginia Dept. of Transportation	



As **Design-Build Project Manager**, Jo Ellen integrated the job team and led preconstruction design and procurement which included innovative solutions to the interchange configuration. She developed/coordinated/reviewed designs with design and permitting partner and oversaw the permitting, ROW and utility relocation processes. Led developing the construction phasing, design deliverable schedule and the integration of the design and construction schedule. Worked with staff on project management, including planning, scheduling and cost management; developed approaches for the procurement phase. She oversaw the QAQC program for the project and participated in conflict resolution, risk management; subcontractor qualification and solicitation / evaluates bids; conducts progress meetings and documents lessons learned for this project that improves the ***I-64 Interchange on Route 15 at Zion Crossroads and reconstructs a portion of Rt. 15, improving an intersection and realigning the existing interchange into Virginia's first Diverging Diamond Interchange.*** **Project Cost: \$6.8M.**

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

Dates: **Sept. 2002-June 2005**

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

With Current Firm? **Yes**

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

As **Design-Build Project Manager**, Jo Ellen integrated the job team and led preconstruction design and procurement. She developed/coordinated/reviewed designs with design and permitting partner, lead partnering with project team on innovative solutions (including bifurcating east and westbound roadways to reduce earthwork), led team in environmental stewardship program, established design-build procedures, oversaw construction, phasing, and partnering, assisted in the integrated design and construction schedule and design deliverable schedule. She worked with staff on project management, including planning, scheduling and cost management; developed approaches for the procurement phase.

Design and construction of two-mile realignment of MD 216 as a dual-divided highway with two signalized intersections, modifications and tie-in to an existing roundabout, a new off-ramp, and roadway reconstruction. A busy cross county commuter route was realigned and widened which included traffic phasing within the neighborhood to maintain access for homeowners and local businesses, ***included the construction of a new off ramp from I-95 to MD 216*** on the heavily-traveled section of ***I-95*** between Baltimore and Washington, DC ***and tie in to an existing Roundabout.*** Earthwork operations in excess of 200,000 CY, box culvert extensions, utility coordination, installation and/or relocation of electric, water, sewer, gas, petroleum, fiber optic, and cabling. Extensive 167,000 SF noise wall (sound wall caissons) construction spread over 15,000 LF along both sides of the new roadway and a comprehensive landscape plan. Work also included erosion & sediment controls, storm drainage, roadway construction and overlay of existing pavement, signing, pavement marking, signaling, intersection/signalization, lighting, MOT phasing, turf establishment and improvements to Hammond Branch stream. Corman instituted an environmental stewardship program. Unparalleled partnering was essential and contributed to effective communication. **Project Cost: \$21.1M.**

Project Name: **Design-Build MD 30 Hampstead Bypass
Hampstead, MD**

Dates: **Feb. 2006-Aug. 2009**

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

With Current Firm? **Yes**

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

As **Design-Build Project Manager**, Jo Ellen developed/reviewed designs with design partner, worked with staff on project management, and developed approaches for the procurement phase. She integrated the job team, participated in plan and schedule development (integrating design and schedule), in-house reviews and reviews with owners and agencies, oversaw construction and Project Management Team, led team in environmental stewardship program, and managed partnering. She developed/coordinated/reviewed designs with design/permitting partner, collaborated with designer and project management team on innovative solutions, phasing, and design deliverable schedule. Jo Ellen provided construction management expertise, including public relations, and construction quality oversight. She conducted an immediate utility company meeting on an approved Alternative Technical Concept to shift roadway alignment which affected their planned relocation. Jo Ellen established weekly meetings to develop/advise on design progression and concurrently managed Project Management, including field office set up, DBE plan execution, CPM schedule, budget, buyout, and staffing.

This environmentally-sensitive project was a two-lane roadway where traffic enters and exits via ***two new roundabouts at the north and south ends of the new road.*** ***A third roundabout is at the intersection of the bypass and MD 482*** approximately midway along the new route. There is new storm drainage, MSE and noise walls, water and sewer relocations, eight cross culverts, approximately 900,000 CY cut-to-fill (earthwork), signing, pavement markings, ROW acquisition, two major traffic tie-ins, utility relocations, and erosion & sediment controls. **Project Cost: \$43.2M.**

**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: M. Dow Lasitter, III, PE, Practice Leader Construction Management Division	
b. Project Assignment: Quality Assurance Manager	
c. Name of Firm with which you are now associated: KCI Technologies, Inc.	
d. Years experience: With this Firm <u>1</u> Years With Other Firms <u>14</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked.): Practice LeaderKCI Technologies, Inc., Richmond, VA 01/2013 to Present Currently providing Project Management and Construction Inspection Coordination Services for multiple FHWA and VDOT projects. Construction Services Manager..... S&ME, Inc. 2007-2012 Provided Quality Assurance (QA) and Independent Assurance (IA) project management and testing services for several VDOT road and bridge projects, including acting as QAM. Managing these kinds of projects allowed Mr. Lasitter to become familiar with and utilize his knowledge of Virginia Department of Transportation (VDOT) specifications and Virginia Test Method (VTM) testing procedures for materials used in highway construction. Branch Manager.....S&ME, Inc., Fayetteville, NC 2004-2007 Oversaw the completion of a vast array of construction projects. Several of these projects involved the design of deep foundation systems and construction materials testing services during the rehabilitation of bridge substructure and superstructure elements. Mr. Lasitter has provided construction oversight of Quality Assurance testing and field inspection and testing services for several NCDOT bridge and roadway projects. Construction Services Professional..... S&ME, Inc., Raleigh, NC 2001-2004 Worked with S&ME, Inc. for 3 years as a Construction Materials Project Professional in the Raleigh, NC branch. During this time he provided geotechnical field evaluations including subgrade stability, shallow and deep foundations and other construction related monitoring and testing services. Professional Service Industries, Inc., Denver, CO 1998-1999 Worked with PSI, Inc. within the Construction Materials disciplines. During this time he provided field concrete sampling and testing, structural fill placement observations and testing and pavement construction evaluations and testing.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: North Carolina State University, Raleigh, NC/BS/1998/Biological & Agricultural Engineering North Carolina State University, Raleigh, NC/Diploma/2011/Construction Management University of Richmond, Richmond, VA/M-MBA/2009	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2007/Professional Engineer/Geotechnical/VA #43482	
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 assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment; projects shall have been completed within the past fifteen (15) years.*</i> (List at least three (3), but no more than five (5) relevant projects** for which you have performed a similar function.) Mr. Lasitter has a wide range of experience specializing in Quality Control inspections, construction materials testing, Geotechnical engineering, foundation design and construction management for infrastructure and transportation projects of all sizes. He brings experience in VDOT's Minimum Requirements for Quality Assurance and Quality Control on Design/Build and PPTA projects. Has served as QAM responsible for QA Inspections of work performed and QA testing of materials used on projects. Duties included reviewing the work and materials testing for conformance with the contract, "Approved for Construction" plans and specifications as well as the QA/QC Manual.	
Project Name: Multiple Bridge Super-Structure Replacement	Dates: Summer 2010- Jan. 2013
VDOT Region II, Virginia	
Project Role: Quality Assurance Manager	With Current Firm? No
Client/Owner: Virginia Department of Transportation	

Quality Assurance Manager for the **Design-Build Team** on this \$10.8-million contract. The project consisted of the construction of 12 new bridge superstructures located across Lynchburg and Salem Districts. Responsibilities included the management and coordination of Quality Assurance testing of construction materials, QA inspections, maintained the Materials Notebook, tracking construction material certifications from suppliers and prefabrication facilities, providing on-site inspections during construction, monitoring of Contractor's QC Program and field recommendations to the Contractor for repair of observed deficiencies. Bridge super-structure types included five pre-cast voided box beam structures, one steel truss, three multi-span steel and concrete deck structures, one integrated back-wall "jointless" concrete deck structure, and two wood deck structures. This project was not an on call contract.

Project Name: **I-895 Richmond Airport Connector Road** Dates: **Summer 2009 to 2010**
Richmond, Virginia

Project Role: **Independent Assurance Manager** With Current Firm? **No**

Client/Owner: **Virginia Department of Transportation**

Independent Assurance Manager for the **Design-Build Team** providing Independent Assurance (IA) materials testing and IA Inspections during construction of the Airport Connector Road from the Pocahontas Parkway (I-895) to South Airport Drive at Richmond International Airport. The project consisted of approximately 5,000 feet of new four-lane divided highway and a bridge over the CSX Railroad. The bridge included the construction of pre-cast panel retaining walls that provided grade separation for the approaches. The bridge superstructure consisted of abutments supported by driven piles, pre-cast concrete girders with cast-in-place concrete bridge deck. IA testing services include soils, reinforcing steel, concrete, aggregate and asphalt.

Project Name: **Route 619 Relocation** Dates: **2008**
Sussex County, Virginia

Project Role: **Quality Assurance Manager** With Current Firm? **No**

Client/Owner: **Virginia Department of Transportation**

Quality Assurance Manager during the relocation and construction of approximately 1 mile of new Route 619 through private property. Provided field engineering services during construction including sub-grade repair, ground water and surface water drainage recommendations. Managed and coordinated field evaluation and QA materials testing services during recommended repairs, plan revisions, embankment fill placement and paving operations. Provided VDOT QA testing services and engineering report writing services to the Owner and VDOT Project Engineers during and after construction.

Project Name: **Route 609 Bridge Replacement** Dates: **Summer 2007 - Summer 2008**
Mathews County, Virginia

Project Role: **Quality Assurance Manager** With Current Firm? **No**

Client/Owner: **Virginia Department of Transportation**

Quality Assurance Manager for this \$1.6-million project for the complete replacement of an existing bridge, including abutments, foundations, elevated bridge deck, and steel deck support elements. The project requirements included field inspections, pile installation monitoring and construction materials sampling and testing. Managed and coordinated field inspection services, maintained the Materials Notebook, tracking material quantities and sources for the project. Provided deep foundation system evaluations, observations of reinforcing steel for cast-in-place concrete structures and bolted structural steel connection evaluations. Provided necessary construction materials and inspection documentation to the Design Team and VDOT officials.

* Projects listed, which were not completed within the past fifteen years, will not be considered for evaluation.
 ** On call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: Laura Mehiel, PE –Associate	
b. Project Assignment: Design Manager	
c. Name of Firm with which you are now associated: A. Morton Thomas and Associates, Inc.	
d. Years experience: With this Firm <u>2</u> Years With Other Firms <u>25</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked.): Associate.....A. Morton Thomas and Associates, Inc. 2011–Present Senior Project Manager overseeing highway development/design teams for transportation projects throughout Virginia and Washington DC, including QC responsibilities. DBPM for design-build and other innovative contracting techniques for the Virginia region. Sr. Project Manager/Operations Manager.....HNTB Construction 1998-2011 Senior Project Manager who oversaw highway development/design teams for transportation projects throughout VA, MD, and DC, including QC role. Engineer in Charge of the Columbia, MD office, supervising a staff of highway, hydraulics, traffic, and construction professionals. Held operational, business development, and technical oversight roles. Project Manager.....Johnson, Mirmiran, and Thompson 1986-1998 Project Manager who oversaw highway development/design teams for transportation projects throughout Maryland and other jurisdictions, including design projects in both highway design and hydrology/hydraulics.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Delaware – Newark, DE / BCE / 1986 / Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1992 / Professional Engineer, Civil Engineering / VA Registration #34707 (Also registered in MD, DC, PA,)	
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 assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment; projects shall have been completed within the past fifteen (15) years.*</i> (List at least three (3), but no more than five (5) relevant projects for which you performed a similar function.)	
Project Name: VDOT US 460 Bypass at Southgate Drive Blacksburg, VA	Dates: 2012-2013 (Phase 1)
Project Role: Project Manager	With Current Firm? Yes
Client/Owner: Virginia Department of Transportation	
As Design Project Manager , Laura is overseeing a multi-disciplined design team for this project. She is performing technical leadership for the design of highway, interchange, and shared-use path geometrics, roundabout design, stormwater management, and drainage facilities, and is managing the production team performing traffic modeling of multiple intersection and interchange alternatives, landscape and aesthetics design, bridge and retaining wall design, geotechnical investigations, field surveys, and environmental permit support. Laura is facilitating a stakeholder outreach plan which includes alternative workshops, design workshops, graphics, simulations and renderings. A first for the VDOT Salem District, Laura and her team are providing “turn-key” support as an extension of VDOT staff. The project includes roadway widening, roadway re-alignments, a new interchange, two new roundabout intersections , and shared-use trail relocations. Ranked as the #1 priority project for the Salem District, it is adjacent to Virginia Tech and will eliminate the existing signalized at-grade T-intersection to relieve a source of major congestion on US 460 Bypass. The shared use trail will be grade separated and the project includes gateway signage and aesthetic treatments on walls and abutments. Total Project Cost: \$38M (construction and design).	
Project Name: Design-Build Route 1 Widening at Fort Belvoir Fairfax County, VA	Dates: 2013-2014
Project Role: Design Manager	With Current Firm? Yes
Client/Owner: FHWA – Eastern Federal Lands/VDOT	
Design Manager managing a multi-disciplined design/build team for widening 3.6 miles of Route 1 from 4 lanes undivided to a 6 lane divided facility. Managing detailed design phase, including geometric alignments, intersection	

improvements, traffic analysis, signal improvements, MOT plans with TMP, SWM design, wetland permits, topographic and utility surveys, geotechnical explorations, ROW plans and acquisition. Preparing for Design Public Hearing, and conducting design workshops for noise walls, and to incorporate mitigation measures in historic district. There is roadway widening, safety and capacity improvements, new trail and sidewalk, additional turning lanes, new/modified signals, and provisions for a future transmit median to relieve congestion and improve safety through the corridor. **Corman is the DB Contractor. Total Project Cost: \$70M.**

Project Name: **Design-Build I-495 HOT Lanes** Dates: **2007-2010**
Fairfax County, VA

Project Role: **Area 1 Design Manager** With Current Firm? **No**

Client/Owner: **Virginia Department of Transportation**

As **Area 1 Design Manager**, Laura managed the design of **\$270M construction value**, and supervised the DB team’s design of I-495 mainline widening and four interchanges from south of Braddock Rd to north of US 50. She oversaw design production of over 50 staff and sub-consultants in producing **55 design packages** for grading/drainage, erosion control, final grading/roadway, noise and retaining walls, 13 bridges, utility relocations, and ROW plans, **80% of which was in a 10 month period**. Included complex MOT staging requiring traffic modeling for each phase, to maintain existing interchange movements throughout construction. Provided retaining walls to mitigate impacts to Accotink Creek, and designed outfall improvements at degraded outfalls throughout Wakefield Park meeting MS-19. Ensured QC procedures and utilization of VDOT CAD Standards. Worked with the Contractor and GEC reviewers daily by over the shoulder reviews, comment resolution meetings, and discipline-specific design sessions to maintain production schedule and meet the construction goals. **Total Project Cost: \$270M.**

Project Name: **Powhite Parkway Widening and Express Toll Lanes** Dates: **2005-2008**
Richmond, VA

Project Role: **Project Manager** With Current Firm? **No**

Client/Owner: **Richmond Metropolitan Authority**

Design Project Manager who prepared detailed engineering to convert toll road from standard barrier plaza to high speed electronic toll collection. Project was phased with an initial construction contract for expressway widening from 6 lanes to 8 lanes, along with advanced grading/stream relocation to provide additional capacity for interim relief. Laura’s tasks included horizontal and vertical alignments, drainage design, gabion retaining wall design, oversight of geotechnical program, stream relocation design, wetland identification and permits, cross sections, E&S control, stormwater runoff calculations, HEC-2 analysis and FEMA updates, quantities, engineer’s estimate, utility relocations, landscaping, bid-ready documents, and post-design services. Following completion of the advance widening/stream relocation project, Laura was project manager for the express toll lane implementation, a split plaza that added a new toll plaza for the SB lanes, and maintains the current toll plaza for NB lanes. Toll lane and general purpose lanes were designed as barrier separated facilities with the Express Lanes in the center median and general purpose lanes to the outside. **Laura worked with Corman during Construction QC and MOT implementation. Total Project Cost: \$34M.**

Project Name: **Design-Build I-695/I-295/11th St. Bridge** Dates: **2009-2011**
Washington, DC

Project Role: **Design Manager** With Current Firm? **No**

Client/Owner: **District of Columbia Department of Transportation**

Design Manager for this project, overseeing the design-build team’s design to rebuild and complete interstate connection between the SE/SW Freeway and Anacostia Freeway in Washington DC. Directed an auditing team of 15 staff to ensure design compliance with all areas of design, including structures, highway, geotechnical exploration, MOT, hydrology/hydraulics, interchange signing, and lighting, etc. Project included close coordination with CSX for railroad bridge demolition and construction.

Conducted weekly MOT stakeholder meetings and worked with PR Manager to develop/distribute weekly traffic advisories which were provided to stakeholder and media agencies. Conducted audits and design/build over-the-shoulder review meetings. Oversaw preparation of two IJR Modifications and two environmental re-evaluations, including a FONSI. Prepared modification to the SWPPP. Liaison with utility companies (PEPCO, Washington Gas, DC Water) to coordinate impacts and relocations. Coordinated with stakeholders, including DDOT Bicycle Coordinator, ADA Coordinator, FHWA, CSX, Fire/Police, WMATA, and National Park Service. Participated in civil rights compliance and public involvement activities. **Project Cost: \$260M.**

*Projects listed, which were not completed within the past fifteen years, will not be considered for evaluation.
 **On call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: Chris Clark –Project Manager	
b. Project Assignment: Construction Manager	
c. Name of Firm with which you are now associated: Corman Construction, Inc.	
d. Years experience: With this Firm <u>9</u> Years With Other Firms <u>2</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked.):	
<p>Project / Construction Manager.....Corman Construction 2010-2013 As Project Manager, Chris oversees construction from start up to close out, manages the project team, equipment and material procurement, objectives and goals, work plans, budgets and resources, coordinates subcontractors, monitors schedules, conducts progress meetings, minimizes exposures and risks, mitigates issues, reviews / approves deliverables, RFIs, change orders, administers contracts, oversees budget, safety, and quality compliance, and ensures projects are successfully completed per contract. He also coordinates issue resolutions, manages submittal procedures and material procurement, is main contact with owner for operations and procedures, and participates in design development and reviews. Relevant project includes:</p> <p>Construction Manager Design-Build I-70 Phase 2D, Frederick, MD - \$35.4M - MDOT</p> <p>Sr. Project Engineer/Construction Manager Corman Construction 2006-2010 Chris managed subcontractors/suppliers, performed schedule coordination, tracked production, allocated resources, supervised daily construction, managed submittals, participated in design development, and reviewed design drawings. He was in charge of material procurement, managing correspondence/meetings with owner, subcontractor coordination, project close out, and community outreach. Relevant Project includes:</p> <p>Sr. Project Engineer/Construction Manager Design-Build MD 30 Hampstead Bypass, Hampstead, MD - \$43.2M - MDOT/SHA</p> <p>Project Engineer.....Corman Construction 2004-2006 Chris performed scheduling (including look-ahead), material procurement, design drawing reviews, subcontractor coordination, and project close out. He was responsible for submittals, correspondence, and RFI's, and involved in value engineering and design development. Relevant Project includes:</p> <p>Design-Build MD Route 216 US 29 to I-95, Laurel, MD - \$21.1M - MDOT/SHA</p> <p>Field Engineer Assistant.....The Quandel Group, Inc. 2003 Interpreted blueprints, determined quantity estimates, and handled submittals.</p> <p>Field Engineer Assistant.....Cianbro Corporation 2002 Field layout, interpreted blueprints, established grades and elevations, and determined quantity estimates.</p>	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Ohio State University / Bachelors in Agricultural Science / 2003 / Construction System Management	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2012 / VDOT Erosion & Sediment Control Contractor Certification / #3-00061 2012 / Virginia DCR Responsible Land Disturber / #38672	
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment; projects shall have been completed within the past fifteen (15) years.*</i> (List at least three (3), but no more than five (5) relevant projects** for which you have performed a similar function.)	
Project Name: Design-Build MD 30 Hampstead Bypass Hampstead, MD	Dates: Feb. 2006-Aug. 2009
Project Role: Construction Manager	With Current Firm? Yes
Client/Owner: Maryland State Highway Administration	



As **Construction Manager**, Chris coordinated the design team, subcontractor and schedules, material procurement, EEO Officer and traffic manager duties, including coordinating traffic switches; served as community and project liaison; managed submittals; reviewed design drawings; and oversaw project close out. Chris' suggestion to change a raised key (starter wall) in the weir wall of the stormwater management ponds to a depressed key resulted in expedient performance of formwork.

This environmentally-sensitive project was a two-lane roadway where traffic enters and exits via *two new roundabouts at the north and south ends of the new road*. A *third roundabout is at the intersection of the bypass and MD 482* approximately midway along the new route. There is new storm drainage, MSE and noise walls, water and sewer relocations, eight cross culverts, approximately 900,000 CY cut-to-fill (earthwork), signing, pavement markings, ROW acquisition, two major traffic tie-ins, utility relocations, and erosion & sediment controls. **Project Cost: \$43.2M.**

Project Name: Design-Build Route 216 US 29 to I-95 Howard County, MD	Dates: 2004-May 2005
Project Role: Project Engineer	With Current Firm? Yes
Client/Owner: Maryland State Highway Administration	

As **Project Engineer**, Chris performed design drawing reviews, subcontractor coordination, was involved in value engineering and design development, material procurement and look-ahead schedules, assisted in field crew and subcontractor coordination, RFI's, submittals, correspondence and project close out.

Design and construction of two-mile realignment of MD 216 as a dual-divided highway with two signalized intersections, modifications and tie-in to an existing roundabout, a new off-ramp, and roadway reconstruction. A busy county commuter route was realigned and widened which included traffic phasing within the neighborhood to maintain access for homeowners and local businesses, *included the construction of a new off ramp from I-95 to MD 216* on the heavily-traveled section of *I-95* between Baltimore and Washington, DC *and tie in to an existing Roundabout*. Earthwork operations in excess of 200,000 CY, box culvert extensions, utility coordination, installation and/or relocation of electric, water, sewer, gas, petroleum, fiber optic, and cabling. Extensive 167,000 SF noise wall (sound wall caissons) construction spread over 15,000 LF along both sides of the new roadway and a comprehensive landscape plan. Work also included erosion & sediment controls, storm drainage, roadway construction and overlay of existing pavement, signing, pavement marking, signaling, intersection/signalization, lighting, MOT phasing, turf establishment and improvements to Hammond Branch stream. Corman instituted an environmental stewardship program. Unparalleled partnering was essential and contributed to effective communication. **Project Cost: \$21.1M.**

Project Name: Design-Build Route 70 Phase 2D, Frederick, MD	Dates: Aug. 2010-June 2013
Project Role: Construction Manager	With Current Firm? Yes
Client/Owner: Maryland State Highway Administration	

As **Construction Manager**, Chris supervised design coordination with DB team, oversaw job team, including one project engineer and two superintendents, managed subcontractors and suppliers, coordinated issue resolutions, produced comprehensive and short-term schedules, managed submittal procedures and material procurement, and was the main contact with owner for operations and procedures.

Project is an interchange reconstruction, including widening approximately one mile of I-70 under heavy traffic, Demolition and reconstruction of two I-70 bridges (EB and WB), two new traffic signals, ramp realignments/replacements, adjusting vertical profile of mainline I-70 and ramps, E&S, utility relocations, retaining walls, ITS. There is extensive TMP and permitting. Partnered and shared public outreach program with owner. **Project Cost: \$35.4M.**

* Projects listed, which were not completed within the past fifteen years, will not be considered for evaluation.
 ** On call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

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

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



CORMAN'S ROLE

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

The Design-Build team worked with the owner in public outreach keeping the local community informed of schedules and impacts. Corman maintained an "800" line for public information, produced monthly newsletters and kept a detailed customer satisfaction log.

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

RELEVANCY: This design-build project was constructed to return the town of Hampstead to its residents by allowing commuter and commercial traffic to bypass the town center and mitigate the gripping congestion during rush-hour. Project consists of a two-lane asphalt roadway where traffic enters and exits via two new roundabouts at the north and south ends of the new road. A third roundabout is at the intersection of the bypass and MD 482 (Hampstead-Mexico Road) approximately midway along the new route. There is new storm drainage, MSE and noise walls, extensive stormwater management facilities, water and sewer relocations, eight cross culverts, landscaping, approximately 900,000 CY cut-to-fill (earthwork), signing, pavement markings, traffic signals, ROW acquisition, two major traffic tie-ins and BGE, Verizon and Adelphia utility relocations. Milled/resurfaced tie-in connections at the north and south termini points. Highway lighting was installed at the three roundabouts and maintained traffic at the north and south tie points and at each roadway crossing, including barrels, cones, signs and VMS boards.

Since this project was environmentally sensitive, Corman took a proactive approach regarding environmental compliance by providing a full-time Erosion and Sediment Control Manager to perform daily compliance inspections, partner with the owner and the Independent Environmental Monitor, and spend time in design development with the designer. As a result, the team succeeded in reducing wetland impacts by an additional 0.5 acres, forest by three acres, and water impacts by 1,000' of what was permitted resulting in a 10% reduction in wetlands, 37% streams, and 18% of forest when compared to the permitted impacts.

The design-build team was responsible for design and construction, including roadway, drainage, grading / erosion & sediment controls, structures (bridges and noise walls), landscaping, signing, striping and lighting, 1,040 LF of temporary detour roads, environmental compliance, obtaining permits, design and construction quality control, and community relations.

SCOPE & COMPLEXITY SIMILARITIES

- Design-Build Project
- Project Management
- Roadway Construction
- Roundabouts
- Survey
- Retaining Walls

Proposed Team Members who were involved on this project:

- ✓ Jo Ellen Sines, DBPM
- ✓ Chris Clark, Project Eng/Const. Mgr..
- ✓ Sabra Wang, Design Sub

- Environmental
- Geotechnical
- Traffic Control Devices
- Traffic Management Plan
- ROW
- Utilities
- Public Involvement/Relations
- QA/QC

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE & SUCCESSFUL DELIVERY:

An Alternative Technical Concept was submitted to shift an alignment of a roadway to avoid a costly detour road approved during procurement. The permanent relocation of Houcksville Road as proposed by our team required 1,425' of permanent roadway thereby saving 390' of roadway construction. Permanently shifting Houcksville Road expedited construction and benefitted local homeowners by shifting the final road location away from their homes. It also allowed the profile over the bypass to be lowered improving the adjacent grading and driveway profiles over what was proposed in the conceptual plan and it eliminated the substandard 30 mph detour road on a currently straight section of Houcksville Road. It also reduced the amount of relocation work required for Baltimore Gas & Electric lines.

The project maintained "A" ratings in contractor performance, environmental, and maintenance of traffic. All Erosion & Sediment incentives were earned with a final average score of 97.9%. We collected the maximum incentives available; additional incentives were earned for environmental design mitigation (preserving additional wetlands and minimizing clearing and grubbing). Project was completed on schedule and on budget.

AWARDS

- 2010 DBIA National Design-Build Excellence Award for a Transportation Project
- 2010 DBIA Mid-Atlantic Region Design-Build Excellence Award for a Transportation Project
- 2010 ARTBA "Globe" Environmental Award
- 2010 MdQI Award of Excellence -Environmental
- 2010 MdQI Award of Excellence -Green Transportation

*For multiple phase projects, only a single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.

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	
Design-Build MD Route 216 US 29to I-95 Howard County, MD	RK&K	Maryland Department of Transportation/State Highway Administration Phone: 410-545-8824 Lisa Choplin Phone: 410-545-8824 LChoplin@sha.state.md.us	11/1/04	5/1/05 <i>(includes owner approved time extensions)</i>	\$20,435	\$21,116 <i>(includes owner approved change orders)</i>	\$21,116

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



CORMAN ROLE

As Design-Builder, Corman was responsible for design and construction, including highways and structures, MOT, environmental permits and protection, public relations, utility coordination/relocations, extensive storm water management facilities and improvements to an existing stream.

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

PROJECT FEATURES/NARRATIVE

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

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

SCOPE AND COMPLEXITY SIMILARITIES

- Acquisition of water quality permits
- Highway design and construction including widening
- Upgrading of existing and installation of new traffic signals
- New off-ramp from Interstate I-95 to westbound MD 216
- Design-build

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

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

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

AWARDS

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



Proposed Team Members who were involved on this project:

- ✓ Jo Ellen Sines, DBPM
- ✓ Chris Clark, Project Eng.

*For multiple phase projects, only a single phase of construction (or single contract) will be considered as a Project. If additional phases are first phase (or contract) listed will be evaluated.

shown under the same Work History Form, only the

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	
Design-Build I-64/Route 15 (Zion Crossroads) Interchange Improvements Zion Crossroads, Virginia	Parsons Transportation Group	Virginia Dept. of Transportation Project Manager: John Glass Phone: 434-987-5367 john.glass@vdot.virginia.gov	04/2014	04/2014 Project Ongoing Approx. 75% Complete	\$6,883	\$6,883 (Estimated) Project Ongoing	\$6,883 (Estimated) Project Ongoing

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.



MOT for Median Reconstruction

CORMAN'S ROLE

As Design-Builder, Corman is 100% responsible for design and construction of the ongoing Design-Build I-64/Route 15 (Zion Crossroads) Interchange Improvements Project including development of the Transportation Management Plan (TMP), roadway, drainage and Maintenance of Traffic (MOT) plans, Quality Assurance/Quality Control (QA/QC), public relations and outreach, site survey, environmental permits and protection, ROW, utility verification relocations, drainage, erosion and sediment control, stormwater management, lighting, signage, road markings, signal installation, and most importantly, the overall safety for site workers and the public.

RELEVANCY

This project improves the I-64 Interchange on Route 15 at Zion Crossroads and reconstructs the 0.49 mile stretch of Route 15, improving the intersection of

Route 15 and Spring Creek Parkway and realigning the existing interstate interchange into a Diverging Diamond Interchange (DDI). Project modifies the existing interstate interchange for greater efficiency of traffic movements.

Our Design-Build Team developed improvements to the RFP concept design, resulting in a safer and more efficient project. The original concept created "trap" lanes on Route 15 for traffic exiting from I-64 off ramps. These trap lanes introduced an additional weave that heavy trucks may have trouble operating. Our concept eliminated the trap lanes and undesirable weaves. This included study of all movements of the interchange prior to bid. This reconfiguration eliminated the need to replace an existing signal and raised medians that were included in the RFP. This ultimately improved safety by eliminating a potential obstruction to traffic, eases maintenance, especially during snow removal and eliminates confusion on the I-64 off-ramps with multiple decisions.

SCOPE & COMPLEXITY SIMILARITIES:

Zion Crossroads and Temple Avenue Projects have similar scope and complexities. Both are design-build projects that require reconfiguring an existing interstate interchange to reduce traffic congestion and increase safety, educating users of the new traffic patterns, and maintenance of continuous traffic while extensive improvements are made in the main travel lanes of existing arterials. Additional similarities are listed below:

- | | |
|--|--|
| -Reconfiguring an existing interchange | -QA/QC |
| -VDOT Design-Build Project | -Utilities |
| -Right-of-way (ROW) | -Survey |
| -Roadway Construction | -Geotechnical |
| -Traffic Control Devices | -Environmental |
| -Transportation Management Plan | -Project Management |
| -Public Involvement/Relations | -Construction Engineering & Inspection |

A comprehensive Public Outreach Program is vital. Due to the uniqueness of the new roadway configurations, a proactive communication program with stakeholders, including adjacent businesses, drivers, and the local community is important to project success. The same type of program is required on the Temple Avenue Project as we heard repeatedly concerns regarding the new roundabout at a recent public hearing as there are no other roundabouts in the area and the public is unsure of its effectiveness.

We will utilize similar channels of communication with local drivers and other stakeholders that were used throughout Zion's project to disseminate information, including lane closures, traffic

pattern changes, and detours. Corman worked closely with VDOT to effectively communicate with all stakeholders. Our team provided advance notice for each construction phase through media and Portable Changeable Message Signs (PCMS) signs regarding changes in traffic patterns, provided timely updates to VDOT for the project website and email alerts, maintained a hotline number for the public during construction, worked with VDOT on informational brochures and training sessions. Our team held a citizens information meeting prior to construction, open house format, where the public was invited to learn about the project. A second meeting is planned before the traffic switch. Meetings were held with the larger traffic generators in the area, including the local Wal-Mart Distribution Center to keep them informed of the construction schedule.

The reconfiguration of the interchange included a modification of the Interchange Modification Report (IMR) utilizing the VISSIM model to verify each movement of the interchange met the RFP requirements. The Corman DB Team successfully obtained this approval early in design process.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE & SUCCESSFUL DELIVERY:

There has been minimal impact to stakeholders during construction. Our team has provided continuous flow of traffic to minimize stakeholder impacts. The project is on track for on-time completion.

The Corman Design-Build Team is a very professional, proactive Design-Build Construction group. It is a continued pleasure working with your team."
.....John D. Glass / VDOT Project Manager 10/29/13

Proposed Team Members who are involved on this project:

- ✓ Jo Ellen Sines, DBPM
- ✓ Jake Leffler, EIT, LEED, Proj. Eng.



Zion Crossroads Diverging Diamond Interchange

*For multiple phase projects, only a single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.

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

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Design-Build US Route 460 Phase I Buchanan County, VA	Bizzack Construction, LLC 2257 Executive Drive Lexington, KY 40505 Stewart Gaither, PE, (859) 299-8001 sgaither@bizzackconstruction.com	Virginia Department of Transportation 870 Bonham Road Bristol, VA 24201 Amanda Cox, PMP, (276) 669-6151 Amanda.Cox@VDOT.Virginia.gov	2014	2014 (est.)	\$113,000	\$113,000	\$5,800

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

AMT ROLE

AMT was the lead roadway designer in the Richmond, VA office for this \$90 million design-build project in southwestern region of Virginia, which is constructing what will be the tallest bridge in the Commonwealth. The US 460 Connector will ultimately link federal highways in Virginia and Kentucky along a route known as "Corridor Q," a part of the Appalachian Development Highway System. AMT provided and oversaw all highway design services (roadway, drainage, phasing/traffic control, signing, stormwater management, erosion and sediment control, and utilities) of this four lane Rural Principal Arterial with connections to local routes and other local roadway improvements.

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

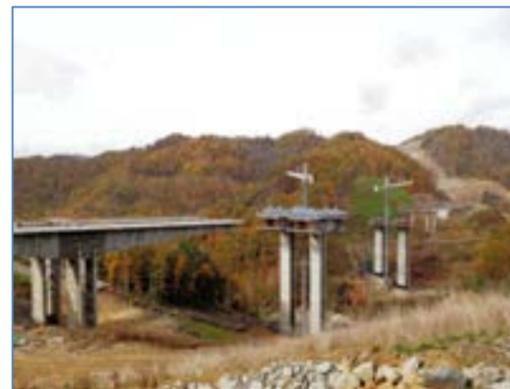
The roadway is cut into steep terrain with benched side slopes engineered to minimize earthwork and disturbance to the environment. To address the extensive earthwork needs stemming from the terrain and topography, approximately 2.6 million cubic yards of excavated material is planned to be placed in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

AMT provided roadway design and coordinated closely with members of the structural engineering team throughout the project. We developed more than 50 construction packages to address the roadway, drainage, utility and traffic control related needs under our purview. AMT prepared the Transportation Management Plan (TMP), and is also providing Construction Quality Assurance for testing and/or inspection of items of construction work for conformance with the contract plans and specifications.

Another aspect of AMT's scope included leading the preparatory meetings for several important items of construction, including:

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

*For multiple phase projects, only a single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.



PROJECT FEATURES

- Twin high-level bridges, 1700 linear feet in length, located over Conaway Road (Route 610) and Grassy Creek. When completed the over 250-foot-high bridges will be the tallest in Virginia.
- A 0.8-mile four-lane divided highway (US Route 460) starting at the Kentucky State Line.
- An access ramp to Route 80, improving access to Breaks Interstate Park. This includes the construction of a bridge crossing Route 768.
- Secondary connections to Routes 609 and 693 from Route 80, including:
 - Connection to existing Route 80
 - Overlay and improvement along existing Route 80
 - Relocation of existing Route 693
 - Relocation of existing Route 768
 - Relocation of existing Route 609
 - New connection of Route 768 with relocated Route 609



SCOPE AND COMPLEXITY SIMILARITIES

- One of the three most urgently needed infrastructure improvement projects for the region
- Close coordination between roadway and contractor required
- Design-build delivery method
- Significant sized project - \$90 million
- VDOT project
- Combination of state and federal funding

EVIDENCE OF GOOD PERFORMANCE

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

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

Proposed Team Members who were involved on this project:

- ✓ Don Rissmeyer, PE, CFM – Drainage/ H&H
- ✓ John Farrell, AICP – Environmental

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

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Design-Build US Route 1 Improvements at Fort Belvoir Fairfax County, VA	Corman Construction with G.A. & F.C. Wagman	Eastern Federal Lands Highway Division / VDOT 21400 Ridgetop Circle Sterling, VA 20166 Thomas Shifflett, (703) 404-6323 Thomas.Shifflett@dot.gov	2016 (est.)	2016 (est.)	\$70,000	\$70,000	\$4,300

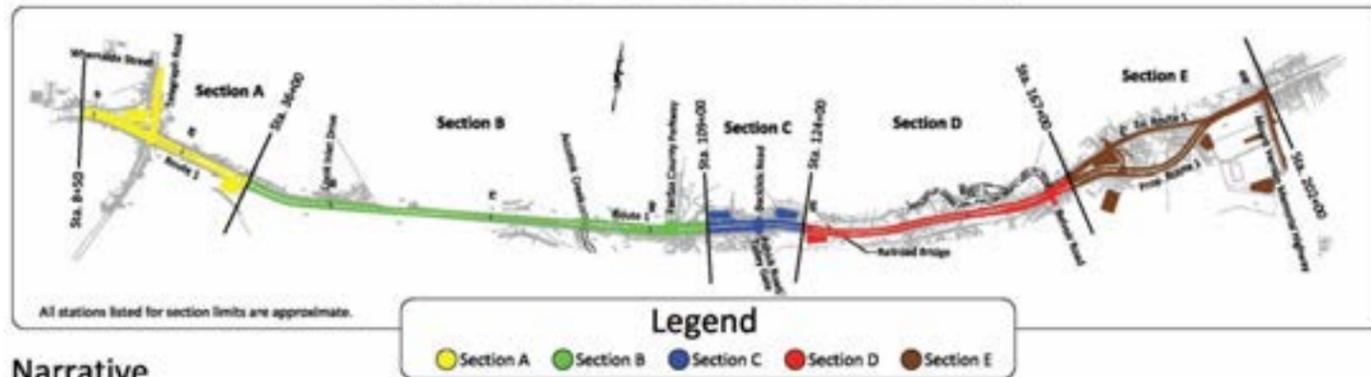
h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant.

AMT'S ROLE AMT is the designer of record in their Chantilly, VA office for this \$70 million design-build project in northeastern region of Virginia, which provides traffic relief for the ongoing BRAC consolidation occurring in the vicinity of Fort Belvoir. The Route 1 Improvements project implements a series of enhancements along Route 1 from the Telegraph Road intersection north to the new Mulligan Road/Mt Vernon Memorial Highway intersection for a distance of 3.68 miles. These improvements generally widen Route 1 from four to six lanes, improve intersection operations and capacity with new traffic signals and turn lanes, reserve a 32 foot wide median for future transit, and provide parallel pedestrian and bicycle facilities for the entire 3.68 miles to be widened. Highway design services (roadway, drainage, phasing/traffic control, signing, stormwater management, erosion and sediment control, and utilities) are provided by AMT. The project also includes improvements on Telegraph Road from Route 1 to Whernside Street and to Mt Vernon Memorial Highway. In addition, this project will consist of building new bridges over Accotink Creek, several wildlife crossing structures under Route 1, as well as the **removal of an existing military railroad bridge.**

AMT's design of improvements utilize the existing pavement to the maximum extent possible through the use of milling, overlay, and build-up. Proposed maintenance of traffic was greatly simplified requiring fewer shifts in traffic to address grade changes at the curb line.

Utility protection/relocation including designation and test holes for the existing utilities are provided by AMT. The project is coordinated with several projects administered by others - North Post Access, Lyndham Hill Development, Accotink Village and Mulligan Road. Noise barriers are included and extensive maintenance of traffic operation plans have been developed.

Sequence of Construction Summary



Narrative

*For multiple phase projects, only a single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.

RELEVANCY

- An improved 3.68-mile six-lane divided highway (US Route 1), including a widened raised median to accommodate future mass transit options, starting before Telegraph Road and end at Mount Vernon Memorial Highway. Extensive TMP to provide safe and efficient traffic flow during construction.
- The project requires two bridge demolitions (Shown below): one, a major stream crossing and the other, an historic railroad bridge.



SCOPE & COMPLEXITY SIMILARITIES

- Design-build
- Significant size project - \$70 million
- VDOT owned and maintained
- High traffic conditions strategic maintenance of traffic and phasing
- Coordination with adjacent projects

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE & SUCCESSFUL DELIVERY:

- Design is tracking ahead of schedule for critical path elements
- Project has successfully completed the Public hearing process for Segments BCD and has been submitted for Design Approval
- Client has recently shortlisted the contractor for another project of similar scope and complexity

Proposed Team Members who were involved on this project:

- ✓ Laura Mehiel, PE -PM
- ✓ Fred Wagner, PE -QA
- ✓ Drainage/H&H -Don Rissmeyer, PE, CFM
- ✓ Structures -Khosrow Babaei, PE, SE
- ✓ Utility Design -Keith Sinclair, PE
- ✓ Environmental -John Farrell, AICP, CEP
- ✓ Design/Construction Coordinator -Lou Robbins, PE, DBIA

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)	
New Interchange, Roundabouts and Roadway Improvements at Southgate Drive and US 460 Bypass Blacksburg, VA	TBD	Virginia Department of Transportation 731 Harrison Avenue Salem, VA 24153 Philip Hammack, PE, (540) 378-5041 Phillip.Hammack@VDOT.Virginia.gov	2017 (est.)	2017 (est.)	\$32,000	\$32,000	\$4,150 <i>(includes supplement, pending)</i>

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

AMT ROLE AMT as the designer in their Chantilly, VA office, is providing the following "turn-key" design and management support services for this VDOT project, including:

- Traffic Analysis, including traffic/crash data collection and analysis, traffic operation analysis, no-build and build forecasts, origin/destination study, safety analysis, and travel time study.
- Design of two new roundabouts for the new intersection of Relocated Southgate Drive and Relocated Research Center Drive, and the existing intersection of Southgate Drive at Duck Pond Drive.
- Interchange Justification Report which included alternative grade separation/interchange configurations and assessment for each alternate of the following: meets purpose and need (functionality), geometrics, Traffic operations (LOS) and sensitivity analysis, safety, right of way impacts, environmental impacts, roadway construction cost, hydraulics, bridge and structure costs, utilities, and constructability.
- Roadway Design and Trail Relocation Design, for a total of 3.6 miles of roadway alignment, 1.5 miles of "off-line" trail including 3 grade separated trail crossings, and 2 reconfigured at-grade intersections
- Hydraulic Design – including drainage, erosion and sediment control, and stormwater management following the most recent DEQ and VDOT requirements, including the latest guidance from State Stormwater Program Administrator.
- Bridge Design and Retaining Wall Design for one new bridge structure, trail underpasses, and retaining walls.
- Traffic Engineering, including signing plans, signal design, lighting design, maintenance of traffic plans, Transportation Management Plan, and marking plans.
- Geotechnical Engineering to support bridge foundation design, wall design, and pavement design.
- Landscape Architecture/Aesthetic Design to provide consistency with local context and a gateway design for the entrance to the University
- Public and Stakeholder Outreach – AMT, as the lead designer, developed a tailored coordination/ communication plan for each stakeholder. AMT also provided full Public Hearing support including development of brochure, displays, traffic simulation, and renderings to convey the project to the public and the University.



RELEVANCY

AMT is currently performing full design services on this interchange and relocated roadway improvement project adjacent to Virginia Tech in Blacksburg. The purpose is to eliminate the existing signalized at-grade T-intersection at the heaviest used, primary entrance to Virginia Tech campus. The project will provide a grade separated interchange in a new location southeast of the existing intersection to accommodate current and planned traffic movements. It also includes analysis and design (geometric, signing, striping, lighting) of new roundabouts at two locations.

FEATURES

- Roadway widening and realignment
- Two new roundabouts
- Shared-use path realignment and improvements
- New grade separation of signalized intersection
- Significant Maintenance of Traffic
- Extensive Environmental Resource Protection
- Reconstruction of existing roadways and intersections on Campus
- Stormwater management meeting the new DEQ requirements
- Phase erosion and sediment control corresponding to MOT phases

Coordination with several adjacent projects in close proximity, including airport runway extension, US 460 Connector, Huckleberry Trail/Hokie Bikeway project, and power station expansion.

SCOPE AND COMPLEXITY SIMILARITIES

- Highly traffic/high profile project – Virginia Tech main entrance
- New Hiker-Biker Trail alignment with grade separation
- Significant sized project - \$32 million
- Widening within tight ROW, including use of retaining walls to minimize impacts
- VDOT project
- Detailed TMP required to maintain traffic movements during construction
- Coordination with multiple adjacent projects

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE & SUCCESSFUL DELIVERY:

- Completed PFI and Value Engineering milestones within 6 months of NTP
- Conducted a successful public hearing with positive feedback from locality and District Administrator

Proposed Team Members who were involved on this project:

- ✓ Laura Mehiel, PE -PM
- ✓ Fred Wagner, PE -QA
- ✓ Mike Surasky, PE, PTOE –Roundabout Advisor
- ✓ Don Rissmeyer, PE, CFM –Drainage/ H&H
- ✓ Khossrow Babaei, PE, SE –Structures
- ✓ Keith Sinclair, PE –Utility Design
- ✓ John Farrell, AICP, CEP -Environmental

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