



Request for Qualifications Design-Build Interstate 66 Widening Prince William County, Virginia

State Project No.: 0066-076-003, P101, R201, C501, B674, B675
Federal Project No.: NH-5A01(194)
Contract ID Number: C00093577DB48



*A Qualifications
Submission from*



&



February 13, 2012

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



3.2 LETTER OF SUBMITTAL

February 13, 2012

Mr. John C. Daoulas, PE
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

RE: Design-Build Interstate 66 Widening Project - Prince William County, Virginia
State Project No.: 0066-076-003, P101, R201, C501, B674, B675
Federal Project No.: NH-5A01(194), Contract ID Number: C00093577DB48
Letter of Submittal

Dear Mr. Daoulas:

Corman Construction, Inc. (Corman) is pleased to submit 10 copies of our Statement of Qualifications and one CD-ROM containing the entire Statement of Qualifications in a single cohesive Adobe PDF file to provide design-build services for the **I-66 Widening Project in Prince William County, Virginia**. Corman, as the Design-Build Contractor, has a distinguished history of successfully completing complex, large transportation projects. When combined with our Lead Design Firm, A. Morton Thomas and Associates, Inc (AMT), who has firsthand interstate widening experience, Corman is unmatched in our quest to deliver to the Virginia Department of Transportation (VDOT) an innovative, safe, high-quality project.

The Corman Design-Build Team confirms we examined the RFQ and supporting information, acknowledged RFQ Questions and Answers dated 1/25/12, attended the Project Information Meeting, and visited the project site. Leading the charge, Corman appoints the following:

3.2.1 Point of Contact	3.2.2 Principal Officer Of the Legal Entity
<p>Lou Robbins, Vice President of Design-Build Corman Construction, Inc. 12001 Guilford Rd Annapolis Junction, MD 20701 703-772-8566 - Telephone / 301-953-2611 - Fax lrobbins@cormanconstruction.com</p>	<p>William G. Cox, President Corman Construction, Inc. 12001 Guilford Road Annapolis Junction, MD 20701 410-792-9400-Telephone / 301-953-0384-Fax bcox@cormanconstruction.com</p>

3.2.3 Corporate Structure –Corman will be the design-build contracting entity for the **Design-Build I-66 Widening 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.

3.2.4 Affiliate and/or Subsidiary Companies-Corman Affiliates (Corman has no subsidiaries):

CG Enterprises, Inc.
12001 Guilford Road
Annapolis Junction, MD 20701

Corman Marine Construction, Inc.
711 East Ordnance Road, Suite 715
Baltimore, MD 21226

CK Constructors, a Joint Venture
12001 Guilford Road
Annapolis Junction, MD 20701

Intercounty Constructors Joint Venture
c/o Granite Construction Northeast, Inc.
120 White Plains Road, Suite 310
Tarrytown, NY 10591

MD 200 Constructors, a Joint Venture
 c/o Kiewit Infrastructure South Co.
 11710 Beltsville Drive
 Beltsville, MD 20705

Wagman, Corman, McLean Joint Venture
 c/o GA & FC Wagman, Inc.
 3290 North Susquehanna Trail
 York, PA 17406-9754

3.2.5 Certification Regarding Debarment Form(s) Primary Covered Transactions (Attachment 3.2.5(a) and Certification Regarding Debarment Form(s) Lower Tier Covered Transactions (Attachment 3.2.5(b) have been signed and are in the Appendices.

3.2.6 VDOT Prequalification Certificate –An 8 1/2 x 11 copy is included in the appendices.

3.2.7 A Surety Letter stating Corman is capable of obtaining a performance and payment bond is attached to this Letter of Submittal.

3.2.8 Commercial/Professional Registration Requirements are outlined below with supporting documentation in the Appendices:

3.2.8.1 Virginia State Corporation Commission Registration Number for team member firms:

TEAM MEMBER FIRM	SCC#	TYPE	STATUS
Corman Construction, Inc. - Lead Design-Build Contractor	F046798-7	Incorporated	Active
A. Morton Thomas and Associates, Inc. - Lead Designer	F049431-2	Incorporated	Active
Athavale, Lystad & Associates, Inc. (DBE) - Structural/ Bridge Designer	F060584-2	Incorporated	Active
Quinn Consulting Services, Inc. (DBE/WBE) – Quality Assurance	0492551-7	Incorporated	Active
General Excavation, Inc. (SWaM) – Grading	0240067-9	Incorporated	Active
Sabra, Wang & Associates, Inc. (MBE/DBE) – ITS	F134320-3	Incorporated	Active
Diversified Property Services of Virginia, Inc. (MBE) – ROW	F130410-6	Incorporated	Active
Schnabel Engineering Consultants, Inc. – Geotechnical Design	0712674-1	Incorporated	Active
McCormick Taylor, Inc. – Noise Analysis/Design	F129691-4	Incorporated	Active
Froehling & Robertson, Inc. (MBE) – QA Laboratory	0027211-2	Incorporated	Active
DMY Engineering Consultants, LLC (DBE) – QC Testing	S313497-2	LLC	Active

3.2.8.2 -3.2.8.4 Commonwealth of Virginia Department of Professional and Occupational Regulation Registration Information:

TEAM MEMBER FIRM	TYPE	DPOR REGISTRATION	EXP.
Corman Construction, Inc. - 12001 Guilford Rd., Annapolis Junction, MD 20701	Class A Contractor	2701 014794A	10/31/13
A. Morton Thomas and Associates, Inc. (AMT) – 14900 Conference Center Dr Suite 180, Chantilly, VA 20151	Business Entity Branch Office – Eng, LA, LS	0411000586	2/29/12
Athavale, Lystad & Associates, Inc. (ALA) – 8180 Greensboro Drive #550, McLean, VA 22102	Business Entity - Eng	0407002804	12/21/13
Quinn Consulting Services, Inc. – 4607 Marble Rock Court, Chantilly, VA 20151	Business Entity - Eng	0407003733	12/31/13
General Excavation, Inc. – 9757 Rider Road, Warrenton, VA 20187	Class A Contractor	2701026132A	4/30/13
Sabra, Wang & Associates, Inc. – 101 West Broad	Business Entity - Eng	0407005636	12/31/13

Street Ste 301, Falls Church, VA 22046			
Diversified Property Services of Virginia, Inc. – 20 E Timonium Road Suite 111, Timonium, MD 21093	Business – Real Estate Appraisal Board	4008001190	11/30/12
Schnabel Engineering Consultants, Inc. – 46020 Manekin Plaza Suite 110, Sterling, VA 20166	Business Entity Branch Office - Eng	0411000701	2/29/12
McCormick Taylor, Inc. – North Shore Commons A, 4951 Lake Brook Dr Suite 275, Glen Allen, VA 23060	Business Entity - Eng	0407004111	12/31/13
Froehling & Robertson, Inc. – 22923 Quicksilver Dr Suite 111, Sterling, VA 20166	Business Entity Branch Office - Eng	0411000051	2/29/12
DMY Engineering Consultants, LLC – 45662 Terminal Drive Suite 110, Dulles, VA 20166	Business Entity - Eng	0407005631	12/31/13

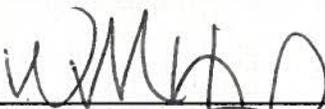
KEY PERSONNEL/ OFFICE LOCATION	TYPE	DPOR REGISTRATION	EXP.
Scott Szympruch, PE – Corman Construction - 12001 Guilford Rd, Annapolis Junction, MD 20701	Professional Engineer	0402041661	9/30/13
John Vicinski, PE, DBIA – Quinn – 4609 Marble Rock Court, Chantilly, VA 20151	Professional Engineer	0402026380	8/31/13
Laura Mehiel, PE – AMT - 14900 Conference Center Dr Suite 180, Chantilly, VA 20151	Professional Engineer	0402034707	4/30/13
Dan Walsh, PE – ALA - 8180 Greensboro Drive #550, McLean, VA 22102	Professional Engineer	0402026492	11/30/13
Keith Rinker, PE, PTOE – Sabra Wang - 101 West Broad Street Ste 301, Falls Church, VA 22046	Professional Engineer	0402048187	10/31/12
OTHER SERVICES	TYPE	DPOR REGISTRATION	EXP.
Brendan Hantzes - Diversified Property Services - 20 E Timonium Road Suite 111, Timonium, MD 21093	Certified General Real Estate Appraiser	4001009509	3/31/13

3.2.9 Corman is committed to achieving a 13% 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 **Design-Build I-66 Widening Project**.

Sincerely,

CORMAN CONSTRUCTION, INC.



 William G. Cox, President

RUTHERFOORD

A Marsh & McLennan Agency LLC Company

February 13, 2012

John Daoulas, P.E.
Alternative Project Delivery Office
Virginia Department of Transportation
1221 East Broad Street
Main Building, 4th Floor
Richmond, VA 23219

RE: Corman Construction, Inc.

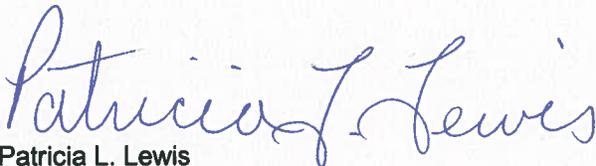
Project: RFQ - Design/Build Project-I-66 Widening From:
Approximately 1.2 miles west of U.S. Route 15 (James Madison Hwy.) To: Approximately 0.2 miles west
of U.S. Route 29 (Lee Hwy.)
State Project No. 0066-076-003,P101,R201,C501,B674,B675
Federal Project No. NH-5A01(194)
Contract ID Number: C00093577DB48

It is our understanding that Corman Construction, Inc. is submitting a proposal on the referenced project. As surety for the above named Contractor, Fidelity and Deposit Company of Maryland with an A.M. Best Rating of A + and Financial Size Category of XV is capable of obtaining a 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction with a current estimate of \$58,000,000 and said bonds will cover the Project and any warranty periods on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this project.

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

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

Sincerely,



Patricia L. Lewis
Attorney-In-Fact

ALEXANDRIA OFFICE

5500 Cherokee Avenue | Suite 300 | Alexandria, VA 22312 | 703-354-1616 | Fax: 703-354-2731 | www.rutherfordord.com

Local Touch. World Class.



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-66 Widening Design-Build Project. During our 12-year design-build history, Corman 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, \$1 billion included contractor-led QC programs.

Through the years, Corman built a solid reputation of strategically aligning with the design-build partners most suited to meet the specific needs and requirements of the project at hand. For the I-66 widening project, we selected A. Morton Thomas & Associates, Inc. (AMT) as our lead design firm with the added depth of sub-consultants Athavale, Lystad & Associates, Inc. (ALA) and Sabra Wang and Associates, Inc. (SWA). For over 56 years AMT has been a respected provider of transportation design expertise in Northern Virginia, including design-build and PPTA projects. Their key personnel have successfully delivered design services on Virginia’s busiest and most heavily traveled roadways for dozens of projects over the past five years. AMT, ALA, and SWA have demonstrated success on highway widening projects for capacity and safety improvements, including bridges and ITS systems, providing phasing and traffic control designs to maintain the highest possible level of service throughout construction. The Corman DB Team will deliver success with seasoned professionals and resources, providing the highest level of quality to ensure that the project will be completed within our promised budget and schedule.

Corman recently worked with AMT, Sabra Wang and/or ALA to successfully complete the following projects:

- Design-Build Intercounty Connector Contracts A and B
- Design-Build MD 216 - US 29 to I-95
- Design-Build MD 30 Hampstead Bypass
- VA Approach Slabs VAC - Woodrow Wilson Bridge
- Route 1 Tie-in Woodrow Wilson Bridge VA-4

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

3.3.1 KEY PERSONNEL

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



Design-Build Project Manager	Scott Szympruch, PE - Corman
Quality Assurance Manager	John Vicinski, P.E., DBIA – Quinn
Design Manager	Laura Mehiel, PE - AMT
Construction Manager	Dennis Brown - Corman
Lead Structural Engineer	Dan Walsh, PE - ALA
Lead Traffic/ITS Designer	Keith Rinker, PE, PTOE – Sabra Wang

Additional Construction and Design Support

In addition to the required key personnel listed above, the Corman DB Team has named additional value-added staff (identified below) to complete the Team and ensure a successful project.

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

Construction QC Manager, Jamie Hansen, will also report to the DBPM. Jamie will manage and coordinate all QC activities independent from, but coordinated with, the QA team. The CQC Manager will coordinate the third-party QC testing lab and testing technicians. Jamie has extensive DB experience with QC programs and will coordinate with the QAM during development of the QC program. Jamie will attend weekly two-week look-ahead meetings and keep abreast of the overall project schedule for accurate scheduling of inspection staff. Jamie has the authority to stop specific work activities that do not meet required QC requirements.

Design QC Manager, Kathy Walsh, PE, will report to the DBPM. Kathy will arrange for all design quality control procedures in accordance with the quality control plan. She will verify that checks and reviews have been made prior to submissions, including review comment checking, contract conformance reviews, interdisciplinary reviews, and constructability reviews by Corman staff. Kathy has more than 23 years of experience in highway design, and is familiar with the VDOT design manuals, IIMs, design standards, and criteria.

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

Roadway Design/Deputy Design Manager, David Covington, PE, has 14 years of experience, serving key roles on important VDOT projects including the US 460 Connector Phase I Design-Build in Bristol and the I-64 Phase II in Chesapeake VA. David has worked on numerous interstate road widening projects and understands VDOT policies and procedures including the process for identifying design exceptions and waivers. David will report to Laura Mehiel, the Design Manager, and serve as the second point of contact for design.

Design Traffic Manager, Jack Goode, PE, PTOE, has over 15 years of experience in traffic engineering for interstate/primary roadway projects. A certified Traffic Control Supervisor and Advanced Traffic Control Design Specialist, his experience includes development of transportation management plans including mitigation strategies, and preparation of traffic control plans. Jack recently served as the Design Traffic Control Manager on ICC-A. He is extensively familiar with the ITE’s Transportation and Traffic Engineering



Handbook, MUTCD, Highway Safety Design Manual, and Virginia Work Area Protection Manual. Jack will report to Laura Mehiel, Design Manager, and collaborate with the Construction MOT Manager, Tim Bulford.

Drainage/Hydraulics Design Engineer, Don Rissmeyer, PE, reports to Laura Mehiel, the Design Manager. Don has over 22 years of experience in roadway drainage design, stormwater management, floodplain studies, scour analysis, and river mechanics studies utilizing the new Virginia stormwater regulations and VDOT’s preferred software. His experience includes highway drainage, stormwater, and hydraulic designs for projects, such as the I-81 widening in Rockbridge County, I-64 HOV Widening in Chesapeake, and I-81 Exit 14 Improvements in Washington County.

Utility Design Engineer, Tom Fegley, PE, has 40 years of experience in utility designs/relocations. He understands the importance of early coordination with utility agencies. He is conversant in VDOT’s current policies and procedures for utility relocations. Past projects include I-66 in Arlington, I-95/395 HOV Lanes, and I-95 4th Lane Widening. Tom will report to Laura Mehiel, the Design Manager and will interact closely with the Construction Utility Manager, Colin Haneman.

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

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

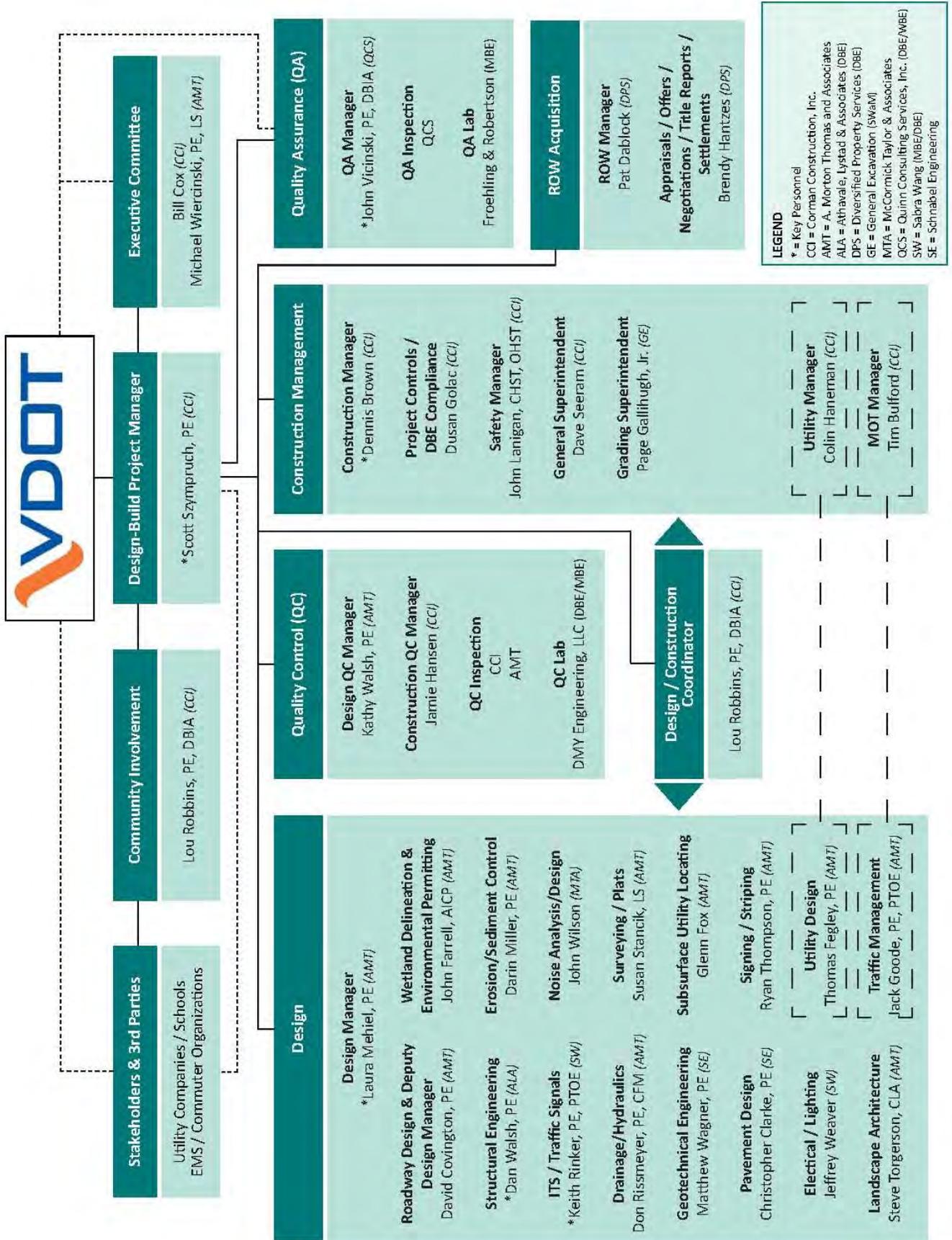
Environmental Permitting Designer, John Farrell, AICP, has 14 years of experience in environmental planning, assessments, and design. His expertise includes wetlands, streams, floodplains, forest conservation, passive recreation, and related environmental services. He also provides coordination and permitting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

Geotechnical Engineer, Matthew Wagner, PE, has 19 years of experience in geosynthetics, structural, and geotechnical design of both shallow and deep foundations, slope stability analysis using computer modeling, concrete and geosynthetic reinforced earth retaining structures, groundwater control, and in-situ testing during construction. Mr. Wager recently served as the lead geotechnical engineer for the Fairfax County Parkway Extension, a project which includes two miles of a four-lane highway, seven new bridges, interchanges, and an adjacent access road. Matthew will also report to Laura Mehiel, the Design Manager.

Noise Analysis/Designer, John Wilson, is a Senior Acoustical scientist with over 12 years experience preparing Preliminary and Final Design noise analyses. John has completed noise analyses for numerous NEPA documents such as EIS, EA and CEE reports for transportation projects with VDOT, including VDOT I-66 HOV/SOV Lanes in Prince William County, and I-64 Widening EIS, Richmond to Hampton Roads. He is proficient in the more advanced functions of noise analysis software, such as the Parallel Barrier Module and the Structure Roadway and Barrier Module. John will report to Laura Mehiel, the Design Manager.

3.3.2 ORGANIZATIONAL CHART

The Corman DB Team organizational chart on the next page illustrates our “*chain of command*” and notes key personnel team members. Solid lines identify the reporting relationships of our team members in





managing, designing and constructing the project, and illustrate clear reporting lines from the DBPM to the design and construction team. Dashed lines represent indirect reporting and obligations to the owner and or Corporate Management. The chart also shows that a clear separation exists between QA and Construction QC inspection and field/laboratory testing.

Functional Relationships - Integrate to Facilitate

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

- Inter-disciplinary design reviews prior to milestones to ensure design disciplines are coordinated
- Corman constructability reviews of design, especially for MOT, E/S Control, and Bridge Plans
- Weekly schedule meetings to review the previous weeks work and develop the two week look ahead, and monthly scheduling meetings to review CPM progress
- Weekly foreman’s meetings to discuss the schedule and coordination
- Morning huddles with the crews to set the safety and production goals for the day
- Weekly progress meetings with the owner to review and discuss submittals and progress payments
- Bi-weekly contractor coordination meetings with adjacent contracts
- Monthly partnering meetings with all stakeholders for issue resolution

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

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

Design Manager (DM) Laura Mehiel, PE will also report directly to the DBPM. She will be responsible for providing a quality product, input into the project schedule, meeting all design milestones and interfaces, and will ensure the Design QC Manager’s involvement. Laura is responsible for assuring all design work is performed in accordance with current policies, procedures, and guidelines. She will manage all aspects of



design including but not limited to roadway, structural, hydraulic, traffic, environmental, noise analysis, and geotechnical. She will assign resources as needed, oversee design sub-consultants, coordinate design and review schedules, develop and implement corrective measures if necessary, and ensure environmental compliance measures are integrated into the design. Laura will maintain her involvement in the project once construction begins to oversee any plan modifications, shop drawings, and review construction activities with the CM as work progresses.

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

Lead Structural Engineer (SE) Dan Walsh, PE reports directly to the DM and will be in charge of structural engineering for the project including but not limited to bridge, foundation, and retaining and sound wall designs. He will lead production efforts for all structural engineering plans, estimates, and specifications for the project including the phased demolition of the existing bridge. Dan will also review structural shop drawings and assist the DBPM, CM and DM during construction, as needed, for structural engineering project questions that arise. He will collaborate with the entire design and construction team leadership for constructability characteristics, inter-operability of bridge/roadway/utilities/drainage aspects, and project cost control.

Lead Traffic/ITS Designer, Keith Rinker, PE, PTOE reports directly to the DM and will serve as the lead traffic designer for the project, responsible for the design of traffic signals, transportation management plan, ITS architecture, system engineering and design, devices/systems acceptance tests, and preparation of working drawings and specifications. Keith is a well respected traffic and ITS engineer with strong credentials in design, analysis, modeling and planning. Keith has prepared traffic design plans for over 300 signals, over 30 miles of interstate signing, optimized over 1,500 signals, and directly supervised and/or prepared hundreds of MOT, ITS, and lighting assignments.

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

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



3.4 TEAM EXPERIENCE



3.4 TEAM EXPERIENCE

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

CORMAN CONSTRUCTION (CORMAN) will serve as the Lead Design-Build Contractor. A privately-held family business since 1920, Corman is a licensed heavy civil contractor specializing in highway, bridge, restoration, and heavy utility construction. With a corporate headquarters in Annapolis Junction, Maryland and an office near Richmond, Virginia, Corman prides itself as a “*Best in Class*” contractor where our “A” ratings confirm the quality in our projects. Known for unparalleled partnering, Corman delivers projects on time and on budget without lingering disputes. We hold employee and public safety to a high standard and our 0.70 EMR validates this commitment. Throughout the last few years, Corman received *18 local and national awards on four design-build projects*. Other recent honors include the *2011 Maryland Washington Minority Contractors Association Prime Contractor of the Year Award, 2010 VTCA Transportation Contractor Safety Award, and 2011 ARTBA Women Leadership in Transportation Glass Hammer Award. Corman has constructed projects in Virginia for over 30 years. We consistently earn outstanding performance ratings and currently hold a CQIP of 94.2, CPE of 94.3 and C-36's in the high 90's.*

Corman has successfully delivered over \$1.2 billion of design-build (DB) roadway and bridge projects, many of similar scope and complexity to this project, including those for VDOT, DDOT, MDOT (SHA), while exceeding owners' expectations in the on-time, on-budget delivery of high-quality results. Included in the appendices are work history forms for the following projects: Telegraph Road Interchange Improvements, Intercounty Connector Contract B, and Route 1 Tie-In to Woodrow Wilson Bridge Urban Deck VA-4.

A. MORTON THOMAS AND ASSOCIATES, INC. (AMT), an *Engineering News Record (ENR)* Top 500 Design Firm, AMT has been providing transportation engineering, surveying, planning, construction inspection and landscape architectural services to a wide variety of both public and private clients since 1955. Specific service offerings include transportation design, site planning and design; utility design, coordination, and relocation; traffic engineering and transportation planning; boundary and topographic surveying and stormwater management and erosion/sediment control planning.

With over 300 employees, operating from offices in Richmond, Chantilly, Fredericksburg, Lebanon, Verona, and Suffolk, Virginia, with additional staff in regional offices including Rockville, Maryland and the District of Columbia, AMT's entire focus has been on the Mid-Atlantic Region for more than 50 years. Our firm's experience on such projects as VDOT's US 460 Connector Phase I Design-Build Project and VDOT Mega Projects equips us with the know-how to deliver the I-66 design on time and on budget. AMT has worked hand-in-hand with Corman on several projects, including Intercounty Connector Contracts A and B, preparing designs related to roadway, drainage, stormwater management, erosion and sediment control, and utilities in a contractor/designer partnership that yielded great success.

AMT has consistently earned outstanding performance scores due to the dedicated and skilled professionals. 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 request to do constructability and environmental reviews and has done an excellent job.*” In addition, over the past decade AMT has consistently earned A's and B's from the Maryland State Highway Administration.

Included in the appendices are AMT's designer work history forms for the following projects: Design-Build US Route 460 Phase 1, Route 4/Suitland Parkway Interchange, and VDOT Mega Projects.

ATHAVALE, LYSTAD & ASSOCIATES, INC. (ALA) is a civil and structural engineering consulting firm with offices located in McLean, Virginia and Rockville, Maryland. Founded in 1985, ALA has provided professional services in structural, civil, and hydraulic engineering as well as construction inspection services for transportation related projects to a wide range of public sector clients, including VDOT. The philosophy of the firm is to consistently produce high-quality engineering solutions within the client's budget and



schedule. ALA has 11 structural engineers on staff, of which 10 are located in the firm's McLean office. The principal members of ALA are highly experienced engineers in their respective fields. ALA designed structural elements for many recent high-profile projects such as the I-66 Bridges, the Woodrow Wilson Bridge and I-495 HOT Lanes and Braddock Road Interchange. Daniel P. Walsh, P.E. is Vice-President for Structures, with 30 years of experience in the design, rehabilitation and inspection of highway structures and facilities located throughout the Mid-Atlantic region. His recent projects include the I-95/US 1 Interchange, the Telegraph Road Bridge, and the Clarksville Bypass - Eastbound Route 58 over Occoneechee Harbor.

SABRA, WANG & ASSOCIATES, INC. (SWA) is a multi-disciplinary engineering firm located in Falls Church, VA, Baltimore, MD and Washington, DC. They offer professional consulting services including Traffic Engineering, Transportation Planning & Data Collection, Intelligent Transportation Systems & Lighting Design, Civil & Highway Engineering, Municipal Infrastructure & Utilities Engineering, Structural Engineering, and Construction Management & Inspection. Since 1998, SWA has delivered cost-effective, efficient, and cutting-edge solutions to clients in the Mid-Atlantic region on the federal, state, and local level as well as in the private sector, on such projects as: Intercounty Connector Contracts A, B, and C, and VDOT's On-Call Traffic Engineering for the Northern Operations Region.

QUINN CONSULTING SERVICES INCORPORATED (QCS) is a 100% woman owned DBE/WBE engineering consulting firm that provides quality control and/or quality assurance services on design-build projects for contractors, design engineers, and owners. As part of their QA/QC Design-Build Services, QCS can develop a project specific QA/QC Plan for inclusion in the design-build submission package and fully implement this QA/QC Plan at project execution. QCS has supported clients from all perspectives on numerous design-build projects.

GENERAL EXCAVATION, INC. (GE) is a SWaM certified (in VA and WV) full service general/prime contractor specializing in heavy highway, site development, and utility construction since 1983. With their main office located in Warrenton, Virginia and diverse in-house capabilities/extensive experience, they are uniquely qualified to manage and construct many elements associated with any construction project.

DIVERSIFIED PROPERTY SERVICES, INC. (DPS) is a VDOT pre-qualified Right of Way (ROW) consulting firm and Virginia DBE, operating since 1988. They have extensive design-build experience in Virginia on projects like: Route 28 PPTA, four sections of Pacific Blvd, Atlantic Blvd, Rte 657/Centreville Road, and a 3 year term contract with Spotsylvania County. They have worked with VDOT ROW staff and are knowledgeable of the required policies and procedures. In addition, they understand the unique requirements of ROW acquisition for VDOT DB projects.

SCHNABEL ENGINEERING CONSULTANTS, INC. (SE) is a nationally recognized firm for geotechnical investigations of structural foundations and pavement designs. Schnabel's local VDOT specialized services include geotechnical and geostructural engineering, environmental services, geophysical and geosciences services, construction monitoring, and resident engineering. They have provided geotechnical/pavement design for several of Corma's more complicated projects including the Intercounty Connector and Hampstead Bypass.

MCCORMICK TAYLOR, INC. (MTA) is a full service professional consulting engineering and environmental planning firm of over 390 employees. Established in 1946, they have 10 offices that provide services to various planning and transportation clients throughout the Mid-Atlantic region. They are regionally known for their expertise in noise analysis and mitigation.

FROEHLING & ROBERTSON, INC. (F&R), established in 1881, is the oldest independent consulting engineer/testing firm in the United States. They are a multi-disciplinary engineering firm that provides a full range of services, including construction materials testing and geotechnical and environmental engineering. While being minority-owned business certified by the Commonwealth of Virginia, F&R maintains a fleet of drilling equipment as well as accredited geotechnical and construction material testing laboratories that are utilized by each of their thirteen offices (six in VA).



DMY ENGINEERING CONSULTANTS, LLC (DMY), a DBE/MBE/LDBE firm, was founded in 2009 with a mission to offer practical and cost-effective engineering solutions to clients in the Mid-Atlantic region. As a professional and innovative firm, DMY has quickly established a reputation as the local leader in delivering right solutions through innovative approaches, quality services, and engineering excellence.

Design-Build Experience and Teaming Experience

The members of the Corman DB Team are strong believers in the design-build model. During the design phase, we will specifically lay out goals to determine where innovative techniques could lead to future maintenance, schedule and/or cost benefits. The design team will interface directly with the Design/Construction Coordinator and Management/Field construction personnel throughout the design phase and project execution. Through this process, designers and contractors will benefit from creating working relationships. This integration allows us to interact and partner with VDOT and other stakeholders, streamline reviews, eliminate possible field problems during construction, and deliver this project safely and as early as possible within budget.

Inter-team Relationships

Corman, AMT, ALA and Sabra Wang have a history of working together on projects for VDOT, MDOT and various other transportation agencies/authorities. Our mutual involvement on transportation facilities includes a range of functional relationships, from design-build partnerships on such projects as the Intercounty Connector (MD 200) Contracts A and B, to GEC/Program Manager and contractor roles on projects such as the Woodrow Wilson Bridge Contracts VAC and MB-3, and MD 30/Hampstead Bypass, to design-bid-build roles on projects such as the Powhite Parkway Widening in Richmond, which included close coordination through construction for design compliance. Some of our common projects are:

PROJECT/LOCATION	CORMAN	AMT/DESIGN MANAGER	ALA	SABRA WANG
DB Intercounty Connector Contract A and/or B / <i>Montgomery Co., MD</i>	X	X	X	X
DB MD 30 Hampstead Bypass / <i>Hampstead, MD</i>	X	X		X
DB MD 216 US 29 to I-95 / <i>Howard Co., MD</i>	X		X	
I-95/I-695 Interchange / <i>Rosedale, MD</i>	X	X	X	X
US 29 & East Randolph Rd/Cherry Hill Rd / <i>Burtonsville, MD</i>	X		X	X
Route 1 Tie-In to Woodrow Wilson Bridge (WWB) Urban Deck VA-4 / <i>Alexandria, VA</i>	X		X	
WWB MD 210 MB-3 / <i>Oxon Hill, MD</i>	X	X		
WWB VA Approach Spans VAC / <i>Alexandria, VA</i>	X		X	
MD 140 Interchange at I-695 / <i>Pikesville, MD</i>	X		X	
Richmond Expressway Bridge Rehab / <i>Richmond, VA</i>	X	X		
Powhite Parkway Widening / <i>Richmond, VA</i>	X	X		
Richmond Expressway System Repairs / <i>Richmond, VA</i>	X	X		
Rte 150 Chippenham Parkway / <i>Chesterfield Co., VA</i>	X	X		
Rte 5 VA Capital Trail Chickahominy River Bridge / <i>James City, VA</i>	X	X		
Route 288 Rehabilitation / <i>Richmond, VA</i>	X	X		
VMS Bridge Repairs / <i>Petersburg, VA</i>	X	X		



Additional working relationships within the team include:

- Corman has repeatedly worked with Schnabel, most recently on Hampstead Bypass and ICC A & B.
- F&R has provided laboratory services to Corman on projects, such as Rte. 608 Bridge over I-95, DB Multiple Culvert Rehab, and Cross Town Tunnel.
- Corman worked with General Excavating (GEI) on the Route 234 Manassas Bridge project where Corman, as a subcontractor, built all three of the bridges on site and GEI completed all roadwork. The team earned an early-completion incentive for completing one of the bridges in 6 months. All three bridges were completed ahead of schedule.
- AMT has worked with General Excavation on many previous projects, such as:
 - Massanutten Resort Drive, Route 644 (Completed)
 - Goose Creek Road (Under construction now)
 - Happy Creek Road (Completed)
 - Jeremy’s Run bridge replacement (Completed)
 - Overall Run bridge replacement (Completed)
 - On-Call Staunton District Slide and Slope Repair contract (Ongoing)

These established, strong working relationships among key firms on the team are vital to the success of a design-build project. Since the individuals on our team have already developed a rapport and knowledge of each other’s abilities, skills, and working style, the framework for the project implementation is strengthened. The I-66 Widening design and construction phases will not be a “training ground” for the Corman DB Team, but instead will be one additional example of our team’s success.



3.5 PROJECT RISKS



3.5 PROJECT RISKS

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

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

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



We have reviewed the available information for the project, visited the site during various traffic and weather conditions, and jointly discussed the major risks. **During these early discussions, the team recognizes the value to differentiate between project challenges and project risks.** For example, the most obvious test of this project is the successful communication with the traveling public, and management of traffic and work zone safety throughout the course of construction. The Corman DB Team has deemed this feature to be a *challenge* because the team will be required to meet the clearly defined parameters of the RFP and adhere to established guidelines regarding development of the traffic management plans, work zone setups, and safety requirements. Successful management of the traffic will be a significant *challenge* that must be considered when developing the team’s design plans, phasing, method of operations, and pricing - as it will affect production rates, working hours, and project phasing. Similarly, developing the projects ROW needs accurately and timely is a challenge. The design will drive the ROW requirements; the challenge is to set the project footprint and impacts early on in the schedule and hold to the ROW needs. Failure to meet project challenges could be defined as a project *risk*, but that determination in itself assumes a lack of confidence in the design-builder’s ability to design and construct the project in accordance with the RFQ and subsequent RFP. With the mindset of project *risk* being defined as an issue that has the potential to impact the project schedule, budget, or both, the team has identified the three most critical risks facing the design-build team during the course of the project:

1. Drainage Crossings - Maintained Existing Culverts and Replaced Culverts
2. Negative Public Relations
3. Delays in Third Party Approvals

Risk No. 1 – Drainage Crossings

This risk is actually made up of three components. The first is the existence of corrugated metal pipes (CMP) under the roadway that are scheduled to remain, as well as the need to install large diameter pipes under an active roadway. It is not uncommon for old CMPs to corrode and collapse causing adverse impacts to traffic or potentially unsafe conditions. This was recently observed on I-95 in Maryland by our staff in conjunction with the ICC project. An old CMP collapsed under the shoulder of I-95 causing a pavement failure and shutting down one lane of interstate traffic. The failure of the old metal pipes is caused by the lack/failure of



the coating system originally installed (Galvanization or Bituminous Material) and the PH (acidity) of the soils/ground water surrounding the pipe chemically reacting with the metal. The removal and replacement of these pipes with varying diameters (from 18” to 72”) by open cut would adversely impact the maintenance of traffic. Our proposed mitigation for this risk is to:

- Inspect the existing corrugated metal pipes for condition, remaining pipe wall thickness, and life expectancy of existing coatings
- Obtain soil samples and test for soil resistivity and PH
- Perform hydraulic studies to determine required flow characteristics of the crossing

From this information we can predict the expected remaining life of the current pipe, and determine if a larger pipe is required hydraulically, as well as if the existing pipe can be replaced, pumped full or a smooth bore plastic pipe liner installed to maintain required flow. As discussed later in Risk No.2, Corman would jack and bore or tunnel new crossings, as the field conditions dictate, so as to minimize the adverse traffic impacts of open cutting across an active interstate.

The second item under Risk No.1 is based upon our field visit observations. There are several locations (specifically at Stations 403 EB, 390 EB, 374 EB, 362 EB, and 345 EB) where existing crossings are being enlarged, in some cases from existing 42’ to 66” diameter. Some of the outfalls from the interstate to the adjoining properties do not appear large enough to accommodate this additional capacity. Our proposed mitigation for this risk is to perform detailed hydraulic analysis to determine the impact of these enlarged waterways on both the upstream and downstream channels / pipes. These studies would evaluate both existing and future conditions. We would determine if the existing outfalls could handle the potential increase in flow. These studies would be performed early on to fit within the ROW acquisition schedule should additional ROW be required. Options to mitigate for the potential substandard nature of the outfalls could be:

- Obtain additional ROW or drainage easements to contain the proposed 100 year flow
- Improve downstream conveyance systems either by enlarging pipes or channel improvements
- Install additional SWM facilities to manage the increased flow

It is important to note the larger size pipes (some over 6’ in diameter) would most likely require lowering the existing pipes inverts to maintain minimum cover requirements. This lowering of pipe inverts would require the lowering of overall upstream and/or downstream stream/channel inverts and gradients. The overall lowering of the stream inverts may also necessitate additional ROW or stream channel improvements upstream and downstream of that shown in the current concept plans. If ROW is not the preferred solution or cannot be obtained, potential mitigation for this occurrence could be multi-barrel pipe installations or utilization of low head or elliptical pipes at the new crossings. These shallower pipes could match existing inverts without exceeding cover requirements on the interstate.

Risk No. 2 – Negative Public Relations

One of the most notable issues the project team may face is the potential for increased traffic congestion within the project limits. This project is located on one of the most highly traveled commuter routes in northern Virginia, regularly experiencing delays due to congestion during rush hour and beyond. Failure to meet the public’s expectations could lead to negative public relations which could adversely affect the project.

The team has identified the three specific items to be avoided and mitigated associated with this area of risk:

1. Severe traffic congestion within the project limits that adversely affects commuters and residents travel times could result in complaints from public and stakeholders creating the need to reassess plans of operations, phasing, and traffic control setups. These congestion issues may arise from:
 - Coordination between other ongoing or future highway projects
 - Impact of bridge removal / replacement on the local traffic network and emergency response units
 - Replacement of existing and installation of new drainage under the I-66 main line and ramps
 - Response to incidents that occur during the construction



2. Inadequate communication with the Public and other Stakeholders to help set expectations and a sense of “buy in” to the temporary inconveniences.
3. Delay to the project completion date that extends the period of time consumers, motorists, and other users are inconvenienced by the construction activities associated with the project resulting in similar complaints as those noted above.

We are aware of the ongoing project at Litton Hall Road and Route 29 (currently under construction), the proposed interchange improvements at I-66 and Route 15 (currently in conceptual design phase with a public hearing scheduled for mid April), the I-66 Tier 1 EIS from Route 15 to the I-495 Beltway (currently in the early design stage with public hearings scheduled for early February) and the I-66 Active Traffic Management Project (presently under DB selection). The Litton Hall and I-66 Route 15 projects appear to have the largest impact on the traffic management plan (TMP) for our project. We will mitigate the potential impacts by holding regular coordination meetings with VDOT and the other contractors as well as scheduling our construction activities, to the largest extent possible, so as not to conflict with their planned construction. We will include impacts from these other projects in developing our TMP.

The removal and replacement on the Old Carolina Road and Catharpin Road Bridge may have the largest impact to the local traffic. The required detours will put an additional burden on adjacent local roads including Route 55, through downtown Haymarket, Heathcote Boulevard and Route 15 crossing over I-66. This has been partially mitigated by VDOT already with the restriction that both bridges cannot be out of service at the same time and the need to maintain one lane of northbound traffic on the Catharpin Road Bridge at all times for emergency responders. The partial removal and reconstruction of the Catharpin Road Bridge to provide this requirement introduces additional risk to the actual construction as well as increasing the time the bridge will not be fully open to traffic in both directions.

Because a partially demolished bridge will remain over the active I-66 travel lanes, workers and vehicles will be in close proximity to each other. Existing overhead utilities to the east of the bridge could become an issue during construction for the placement of cranes and the installation of steel and other materials. Debris could fall from the partially demolished structure onto the roadway below. To mitigate this risk, we would intensely explore the shifting of the new bridge to either the east or west, and construct it prior to removing any of the existing bridge. There appears to be adequate ROW to the east, but moving it in that direction would adversely impact underground utilities at the new northern abutment. Moving it to the west will require additional ROW, but could prove to be a safer, more cost effective and time saving solution. Any preparatory utility and ROW work could be performed as a first stage while the Old Carolina Bridge is being replaced with no schedule loss and a reduction in safety risks and impacts to the traveling public. Eliminating the need to build the bridge in stages would shorten the overall construction schedule as well as lower the overall cost of the project.

As discussed above in Risk No.1, there are numerous locations where new drainage pipes will need to be installed across I-66. It is obvious this work, if open cut – and even if done at night – would severely impact the I-66 traffic. Corman would therefore jack and bore or tunnel the new drainage under the roadway with little adverse impact to traffic or the roadway stability. Our staff has jacked large diameter elliptical pipe on past highway projects. In addition, Corman Construction has performed jacking, boring and tunneling operations in the past and is currently installing a 66” pipe, via tunneling, under the busy streets of Washington DC. We have performed these operations on many occasions in the past and that knowledge/experience will go a long way in avoiding any jacking or tunneling risks.

It is inevitable that incidents on the roadway will occur during our construction. Since we envision the need for barriers along the widening operations to protect the workers, the availability of existing safety shoulders will be reduced or eliminated. To mitigate this risk we will consider the need for a tow truck on site full-time during the morning and afternoon peaks, as well as providing pull off escape areas along our construction limits where barrier has been installed.



The last item here may be the most visible and deemed important to VDOT, the motorists, and the local residents. These improvements are being made by VDOT in response to issues raised by both the motorists and local residents. If they do not feel VDOT is doing all possible to mitigate the impacts and keep them involved and informed, the adverse public opinion and push back could undermine this specific project as well as future VDOT projects. To mitigate for that risk, the Corman DB Team will include the many local stakeholders in the partnering meetings and develop strategies that keep the public informed. The additional stakeholders envisioned would be the Town of Haymarket (Mayor and Council Members), regional commuter organizations, utilities, fire, police and EMS responders, local school transportation departments, as well as large trucking/shipping companies that may be impacted. Our design and field staff will be available to the stakeholders on a formal or informal basis as necessary to discuss specific issues. Our proposed Community Involvement Lead, Lou Robbins, a Northern VA resident, has developed community involvement strategies and programs for numerous highway projects, both large and small, in several states, during his career. For this project, we envision the following as successful strategies that could be followed:

- Install roadway cameras connected remotely to the existing VDOT website to provide the commuter with real time traffic conditions
- Provide an 800 number to update the public on progress, next steps, lane switches and current conditions
- Provide current and updated information to existing VDOT and other appropriate websites detailing upcoming meeting, traffic switches, MOT strategies and plans, and alternate routes
- VMS boards to inform motorists of underlying conditions ahead
- Press releases announcing conditions and progress
- Local TV and/or radio ads
- Social media sites to reach additional stakeholders and offer feedback
- Mail and hand out informational flyers
- Conduct community meetings with stakeholders, including trucking supervisors, EMS responders and the local school transportation departments to discuss MOT and final configuration concerns, as well as the general public to educate and learn from them with regards to design/construction phasing

Other construction items that could cause negative public opinion would be dust or noise. To mitigate these additional impacts, the Corman DB Team would look into installing the proposed noise walls as an early item of construction and will have a water wagon, on site full-time, to maintain dust control.

Risk No. 3 – Delays from Third Parties

Activities outside those controlled by the design-build team or VDOT are deemed to be under the control of third parties. The project will require water quality/stormwater management permits, design reviews by key stakeholders, and other governmental approvals prior to commencement of construction and certain construction milestones.

We have identified five primary components associated with this risk area:

- Delay in issuance Permits, including:
 - a. of US Army Corps of Engineers Water Quality permit thus impacting notice to proceed for construction;
 - b. Virginia DCR Permit for stormwater management due to the new requirements for stormwater control; and
- Delay by the Town of Haymarket in review of design submittals
- Delays by Utility Companies in reviewing the designs and/or relocating their facilities



- Delays in procuring the necessary Right of Way in timeframes consistent with the critical path for construction.

The team has assessed the potential impact of each component of Risk Area No.3 and determined action steps and activities to mitigate the risk associated with them. Our team has been assembled in such a way as to bring the correct individuals to the table, to successfully navigate through the processes of the various outside parties, and work proactively to resolve issues in a timely manner.

Delays in review of the permit application could negatively affect the design and overall project schedule. These delays would certainly affect the CPM critical path which would result in a time and money impact to the Team. Delay in receipt of ACOE water quality permit would delay a significant portion of the project and adversely affect the schedule. Delay in receipt of erosion and sediment control approval has a direct bearing on when the construction land disturbing activities can commence. Because DCR has recently adopted new, stringent requirements for stormwater management, and VDOT has also adopted a new methodology for stormwater calculations, there will inevitably be some “growing pains” in achieving designs that meet the expectations of the approval authorities. To mitigate this risk the Team will do the following:

- Place high emphasis on coordination with District environmental staff to ensure smooth preparation, submittal, and review of the environmental permit for the project.
- Utilize the expertise of AMT’s Jeff Kite, a former environmental monitor and engineer with VDOT, to ensure success with this task.
- Assign Don Rissmeyer, PE (AMT) to lead the SWM/E&S Control design team. Don served as a peer reviewer and advisor on the new DCR regulations and has already begun applying the new criteria to his current Virginia design projects, thus he is intimately familiar with the new regulations and requirements.
- Fully train the H&H team in the new DCR regulations (led by Don) such that they all understand the changes.
- Allow for ample review time for regulatory agencies and VDOT environmental staff in the project schedule and proactively partner with permitting agencies to answer questions and facilitate their reviews where possible.

Delays associated with utility company designs and construction/relocations are often a critical factor on project schedules. Specific locations of concern include the underground utilities across I-66 near each bridge crossing, gas crossing near Station 307 EB, sanitary near the proposed new pipe crossing at Station 344+50 EB and Station 389 EB, overhead and water near Station 357+50 EB, the overhead facilities near the new SWMP’s at Stations 139 and 173 WB, and the overhead Station 380 EB. To mitigate this concern, the team will:

- Include utility designation/test pitting efforts as very early items in the project schedule
- Develop designs to the extent necessary during the procurement phase to identify which utilities will most likely be impacted. Include the appropriate timeframes for coordination and utility designs in the baseline schedule, showing every utility relocation as a separate task in the WBS.
- After award, develop mitigation strategies to minimize or eliminate relocations of utilities. Set appropriate milestones in the schedule by which utility relocation decisions must be made.
- Include the utility companies as partners in the design process, setting up regular bi-weekly utility task force meetings throughout design in order to be in constant awareness of utility companies’ schedules, additional information they need to complete their designs.

Delays associated with design reviews or other submittals requiring interaction with the Town of Haymarket could negatively affect the design and overall project schedule. To mitigate this concern, the team will:



- Include the Town of Haymarket as a project partner, including as a member of the partnering and TMP team
- Proactively solicit their input on various matters to keep the project on track to meet the Town's expectations.

Delays associated with ROW acquisition could negatively affect the design and overall project schedule. Potential ROW and easement needs have been identified by the Corman DB Team for drainage outfall construction and the Catharpin Road Bridge as well as near the SWM pond at Station 173 WB. To mitigate this concern, the team will:

- Assess the feasibility of re-aligning the Catharpin Road Bridge during the procurement/bidding phase. Corman will use the expertise of AMT and ALA to determine if there is a viable geometric alignment that meets all VDOT and AASHTO criteria, and jointly determine the space requirements for foundation construction and girder erection as part of this process. This evaluation will also include a review of utility impacts that may result from the realignment of the bridge. ROW and easement needs for the final bridge, the construction work area, and utilities will be identified during this stage.
- Perform all hydrologic and hydraulic analysis within the first six weeks after notice to proceed. This will include an analysis of the outfalls to ensure stable outfalls to meet MS-19. We will then identify where easements or ROW are required to contain the necessary construction activities, permanent features, or headwater pool levels, and proceed with obtaining VDOT approval of both the design and the ROW/easement limits.
- Utilize the expertise of Diversified Property Services to work through the acquisition process. Their experienced staff possess the technical skills as well as the more challenging "people skills" that can make all the difference in the successful completion of a right of way project. They have extensive design-build experience in Virginia on projects like Route 28 PPTA, 4 sections of Pacific Blvd, Atlantic Blvd, and Rte 657/Centreville Road, and have worked directly under contract with VDOT for many years.

Attachment 3.1.2

Statement of Qualifications Checklist and Contents

ATTACHMENT 3.1.2

0066-076-003, P101, R201, C501, B674, B675

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 20-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	Appendices
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendices
Letter of Submittal (on Offeror's letterhead)				1-4
Offeror's point of contact information	NA	Section 3.2.1	yes	1
Authorized Representative's signature	NA	Section 3.2.1	yes	3
Principal officer information	NA	Section 3.2.2	yes	1
Offeror's Corporate Structure	NA	Section 3.2.3	yes	1
Affiliated/subsidiary companies	NA	Section 3.2.4	yes	1-2
Debarment forms	Attachment 3.2.5(a) Attachment 3.2.5(b)	Section 3.2.5	no	Appendices
Offeror's VDOT prequalification evidence	NA	Section 3.2.6	no	Appendices
Evidence of obtaining bonding	NA	Section 3.2.7	yes	4
Professional Services Evidence				
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.8	no	Appendices

ATTACHMENT 3.1.2

0066-076-003, P101, R201, C501, B674, B675

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
SCC Registration	NA	Section 3.2.8.1	yes	2
DPOR Registration (Offices)	NA	Section 3.2.8.2	yes	2-3
DPOR Registration (Key Personnel)	NA	Section 3.2.8.3	yes	3
DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.8.4	yes	3
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.9	yes	3
Offeror's Team Structure				5-10
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	5-7
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendices
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendices
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendices
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendices
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.5	no	Appendices
Key Personnel Resume – Lead Traffic/ITS Designer	Attachment 3.3.1	Section 3.3.1.6	no	Appendices
Organizational chart	NA	Section 3.3.2	yes	8
Organizational chart narrative	NA	Section 3.3.2	yes	7-10
Experience of Offeror's Team				11-14

ATTACHMENT 3.1.2

0066-076-003, P101, R201, C501, B674, B675

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20- page limit?	SOQ Page Reference
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendices
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendices
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	15-20

Attachment 2.10

Acknowledgement of RFQ, Revision and/or Addenda

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00093577DB48
PROJECT NO.: 0066-076-003, P101, R201, C501, B674, B675

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

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

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

1. Cover letter of RFQ December 20, 2011
(Date)
2. Cover letter of Q & A January 25, 2012
(Date)
3. Cover letter of _____
(Date)



SIGNATURE

2/8/12

DATE

Attachment 3.2.5(a)

Certification Regarding Debarment Primary Covered Transactions

ATTACHMENT NO. 3.2.5(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0066-076-003, P101, R201, C501, B674, B675

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

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

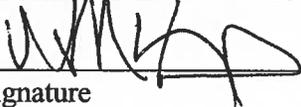
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

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

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

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

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.

 1-19-2012 Vice-President
Signature Date Title

CG Enterprises, Inc.
Name of Firm

Attachment 3.2.5(b)

Certification Regarding Debarment Lower Tier Covered Transactions

ATTACHMENT NO. 3.2.5(b)

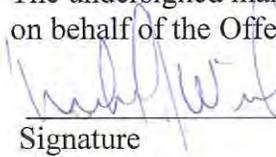
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-076-003, P101, R201, C501, B674, B675

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 proposal.

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.

	February 7, 2012	Principal
Signature	Date	Title

A. Morton Thomas and Associates, Inc.

Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-076-003, P101, R201, C501, B674, B675

- 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 proposal.

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



Signature

1/25/12

Date

President

Title

Athavale, Lystad & Associates, Inc.

Name of Firm

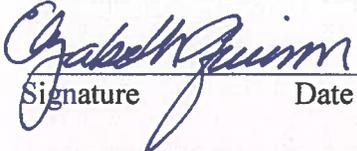
ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-076-003, P101, R201, C501, B674, B675

- 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 proposal.

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.

	February 6, 2012	President
Signature	Date	Title

Quinn Consulting Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-076-003, P101, R201, C501, B674, B675

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 proposal.

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.

 _____ 1/30/2012 _____ Vice President _____
Signature Date Title

_____ General Excavation, Inc. _____
Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-076-003, P101, R201, C501, B674, B675

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 proposal.

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

Signature  Date 2/7/12 Title President

Sabra, Wang & Associates, Inc.
Name of Firm

ATTACHMENT NO. 3.2.5(b)

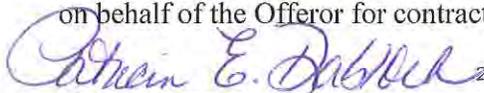
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-076-003, P101, R201, C501, B674, B675

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 proposal.

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

 2/6/2012
Signature Date

President
Title

Diversified Property Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.5(b)

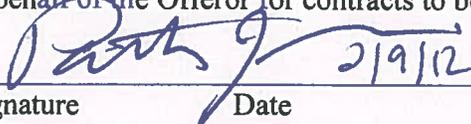
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-076-003, P101, R201, C501, B674, B675

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 proposal.

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



Signature Date

Vice President of Finance

Title

McCormick Taylor, Inc.

Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-076-003, P101, R201, C501, B674, B675

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 proposal.

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.

James H. Kirby 2/7/2012 PRESIDENT
Signature Date Title

FROENLING & ROBERTSON, INC.
Name of Firm

ATTACHMENT NO. 3.2.5(b)

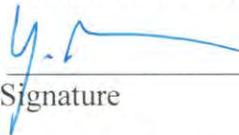
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-076-003, P101, R201, C501, B674, B675

- 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 proposal.

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.

	February 7, 2012	President and CEO
Signature	Date	Title

DMY Engineering Consultants, LLC
Name of Firm

Certificate of Qualification



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 has been assigned to you by the Commissioner:

PREQUALIFIED

Work Classes: Grading, Major Structures, Minor Structures, Underground Utilities

Issue Date: March 31, 2011

This Rating and Classification will Expire: March 31, 2012


Suzanne FR Lucas Prequalification Officer


Don E. Sillies, State Construction Contract Officer

Commonwealth of Virginia

State Corporation Commission

Please note: The SCC website will be unavailable **Thursday, December 15, from 6:00 10:00 p.m.** for system maintenance.
 We apologize for the inconvenience and appreciate your patience.

S
Cor



Commonwealth of Virginia
State Corporation Commission



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CORPORATE DATA INQUIRY

12/12/11

09:28:49

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

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

STREET: 4701 COX RD STE 301 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060 6802
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/05/04 LOC : 143
 ACCEPTED AR#: 211 19 1728 DATE: 11/14/11 HENRICO COUNTY
 CURRENT AR#: 211 19 1728 DATE: 11/14/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
11	100.00					1,000

(Screen Id:/Corp_Data_Inquiry)

Please note: The SCC website will be unavailable **Thursday, September 15, from 6:00 until 10:00 p.m.** and **Saturday, September 17, from 8:00 a.m. until noon** for system maintenance.

We apologize for the inconvenience and appreciate your patience.

S
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CISM0180

CORPORATE DATA INQUIRY

09/12/11

11:55:37

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#: 210 27 3824 DATE: 10/04/10 HENRICO COUNTY
 CURRENT AR#: 210 27 3824 DATE: 10/04/10 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
11	400.00				400.00	52,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

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CISM0180

CORPORATE DATA INQUIRY

02/06/12

08:38:26

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

DATE OF CERTIFICATE: 03/02/1989 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
R/A NAME: REES BROOME PC

STREET: 8133 LEESBURG PIKE 9TH FL AR RTN MAIL:

CITY: VIENNA STATE : VA ZIP: 22182

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 05/10/07 LOC : 129

ACCEPTED AR#: 211 03 3821 DATE: 01/31/11 FAIRFAX COUNTY

CURRENT AR#: 211 03 3821 DATE: 01/31/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	100.00				100.00	1,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission



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CORPORATE DATA INQUIRY

09/20/11
14:45:05

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CORP ID: 0492551 - 7 STATUS: 00 ACTIVE STATUS DATE: 12/01/08

CORP NAME: QUINN CONSULTING SERVICES INCORPORATED

DATE OF CERTIFICATE: 10/24/1997 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK

MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:

GOOD STANDING IND: Y MONITOR INDICATOR:

CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:

R/A NAME: JOHN H QUINN JR

STREET: 2208 S KNOLL ST

AR RTN MAIL:

CITY: ARLINGTON STATE : VA ZIP: 22202 2134

R/A STATUS: 4 ATTORNEY EFF. DATE: 10/24/97 LOC : 106

ACCEPTED AR#: 211 15 3803 DATE: 08/29/11 ARLINGTON COUNT

CURRENT AR#: 211 15 3803 DATE: 08/29/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
11	100.00					5,000



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Please refer to [Function Key Documentation](#) for details.



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CORPORATE DATA INQUIRY

02/06/12

08:53:59

CORP ID: 0240067 - 9 STATUS: 00 ACTIVE STATUS DATE: 04/27/00
 CORP NAME: GENERAL EXCAVATION, INC.

DATE OF CERTIFICATE: 03/28/1983 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: MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: RUSSELL A JENKINS

STREET: 9757 RIDER RD AR RTN MAIL:

CITY: WARRENTON STATE : VA ZIP: 20187
 R/A STATUS: 1 DIRECTOR EFF. DATE: 01/29/09 LOC : 130
 ACCEPTED AR#: 212 03 3995 DATE: 02/02/12 FAUQUIER COUNTY
 CURRENT AR#: 212 03 3995 DATE: 02/02/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	190.00					20,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
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CORPORATE DATA INQUIRY

02/06/12

08:58:24

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#: 211 10 1769 DATE: 05/23/11 NEWPORT NEWS CI
 CURRENT AR#: 211 10 1769 DATE: 05/23/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
11	100.00					5,000

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CORPORATE DATA INQUIRY

05/10/11

11:29:33

CORP ID: F130410 - 6 STATUS: 00 ACTIVE STATUS DATE: 07/01/09
 CORP NAME: DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC. (U
 SED IN VA BY: DIVERSIFIED PROPERTY SERVICES, INC.)
 DATE OF CERTIFICATE: 08/05/1997 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: BRENDAN R HANTZES

 STREET: 3771 VERMACCHIA DR AR RTN MAIL:

 CITY: CHANTILLY STATE : VA ZIP: 20151
 R/A STATUS: 2 OFFICER EFF. DATE: 08/09/02 LOC : 129
 ACCEPTED AR#: 210 25 5164 DATE: 08/30/10 FAIRFAX COUNTY
 CURRENT AR#: 210 25 5164 DATE: 08/30/10 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
10	100.00					5,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

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CORPORATE DATA INQUIRY

02/06/12

09:12:29

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 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: 06/16/11 LOC : 143

ACCEPTED AR#: 211 12 3663 DATE: 06/29/11 HENRICO COUNTY

CURRENT AR#: 211 12 3663 DATE: 06/29/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
11	130.00					10,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

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CORPORATE DATA INQUIRY

02/06/12

09:18:36

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

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

STREET: NORTH SHORE COMMONS A AR RTN MAIL:
4951 LAKE BROOK DR STE 275
CITY: GLEN ALLEN STATE : VA ZIP: 23060
R/A STATUS: 2 OFFICER EFF. DATE: 03/05/04 LOC : 143
ACCEPTED AR#: 211 09 5684 DATE: 05/10/11 HENRICO COUNTY
CURRENT AR#: 211 09 5684 DATE: 05/10/11 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
11 490.00 70,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission



CISM0180

CORPORATE DATA INQUIRY

02/06/12

09:58:01

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#: 211 16 6326 DATE: 09/23/11 RICHMOND CITY

CURRENT AR#: 211 16 6326 DATE: 09/23/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
11	1,700.00					1,100,000

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State Corporation Commission

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02/06/12

17:05:47

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LLC DATA INQUIRY

LLC ID: **S313497** - 2 STATUS: 00 ACTIVE STATUS DATE: 01/11/10

LLC NAME: **DMY Engineering Consultants, LLC**

DATE OF FILING: 01/11/2010 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

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

STREET: 1415 BAYSHIRE PL

CITY: HERNDON STATE: VA ZIP: 20170-0000

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

R/A NAME: WEIYI MA

STREET: 45662 TERMINAL DRIVE

SUITE 110

RIN MAIL:

CITY: DULLES STATE: VA ZIP: 20166-0000

R/A STATUS: 1 MEMBER/MANAGER EFF DATE: 06/23/11 LOC: 153 LOUDOUN COUNTY


Visit SCCeFile!

Commonwealth of Virginia

DPOR Registration Information

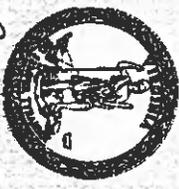
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
10-31-2013

9990 Mayland Dr., Suite 400, Richmond, VA 23293
Telephone: (804) 967-8600

NUMBER
2701 014794A

BOARD FOR CONTRACTORS
CLASS A CONTRACTORS LICENSE
CORMAN CONSTRUCTION INC
12001 GULLFORD RD
ANNAPOLIS JUNCTION MD 20701 0160



Gordon N. Dixon
Gordon N. Dixon, Director

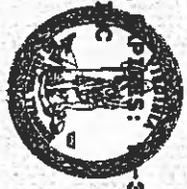
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(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGES)

(POCKET CARD) COMMONWEALTH OF VIRGINIA
BOARD FOR CONTRACTORS - CLASS A
CONTRACTOR LICENSE - CLASSIFICATIONS: H/H

(DETACH HERE)
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9990 Mayland Dr., Suite 400, Richmond, VA 23293

NUMBER: 2701 014794A
CORMAN CONSTRUCTION INC
12001 GULLFORD RD



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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-29-2012

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

NUMBER
0411000586

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

PROFESSIONS: LA, LS, ENG

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



Jerry W. DeBoer
Jerry W. DeBoer, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR AP/ELSC/DLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000586 EXPIRES: 02-29-2012
PROFESSIONS: LA, LS, ENG
A MORTON THOMAS AND ASSOCIATES INC
14900 CONFERENCE CENTER DR STE 180
CHANTILLY, VA 20151



(FOLD)

(DETACH HERE)

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

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(8/08)

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COMMONWEALTH OF VIRGINIA**

EXPIRES ON
12-31-2013

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

NUMBER
0407002804

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

PROFESSIONS: ENG

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



Gordon N. Dixon
Gordon N. Dixon, Director

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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
0407003733

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

PROFESSIONS: ENG

QUINN CONSULTING SERVICES INC
4607 MARBLE ROCK COURT
CHANTILLY, VA 20151



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA
BOARD FOR APPEALS
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003733 EXPIRES: 12-31-2013
PROFESSIONS: ENG
QUINN CONSULTING SERVICES INC
4607 MARBLE ROCK COURT
CHANTILLY, VA 20151



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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
04-30-2013

NUMBER
2701 026132A

BOARD FOR CONTRACTORS
CLASS A CONTRACTORS LICENSE

GENERAL EXCAVATION INC

9757 RIDER ROAD

WARRENTON VA 20187

CLASSIFICATIONS H/H SDS

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

(POCKET CARD)

(DETACH HERE)

COMMONWEALTH OF VIRGINIA

BOARD FOR CONTRACTORS - CLASS A

CONTRACTOR LICENSE - CLASSIFICATIONS: H/H
SDS

NUMBER: 2701 026132A EXPIRES: 04-30-2013

GENERAL EXCAVATION INC

9757 RIDER ROAD

WARRENTON VA 20187
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Gordon N. Dixon
Gordon N. Dixon, Director



DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION

COMMONWEALTH OF VIRGINIA

9980 Mayland Dr., Suite 400, Richmond, VA 23233

Telephone: (804) 367-9500

EXPIRES ON

12-31-2013

NUMBER

0407/005636

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

PROFESSIONS: ENG

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



Gordon N. Dixon
Gordon N. Dixon, Director

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(POCKET CARD) COMMONWEALTH OF VIRGINIA

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION

9980 Mayland Dr., Suite 400, Richmond, VA 23233

BOARD FOR APELSCIDLA

BUSINESS ENTITY REGISTRATION

NUMBER: 0407/005636 EXPIRES: 12-31-2013

PROFESSIONS: ENG

SABRA, WANG & ASSOCIATES, INC

101 WEST BROAD ST

STE 301

FALLS CHURCH, VA 22046



15

(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON

11-30-2012

NUMBER

4008 001190

REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION

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



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA

REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION

NUMBER: 4008 001190 EXPIRES: 11-30-2012

DIVERSIFIED PROPERTY SERVICES OF VIRGINIA INC

20 E TIMONIUM ROAD SUITE 111

TIMONIUM MD 21093 0000



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

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(8/08)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

02-29-2012

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

NUMBER

0411000701

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

PROFESSIONS: ENG

SCHNABEL ENGINEERING CONSULTANTS, INC
46020 MANEKIN PLAZA
SUITE 110
STELING, VA 20166



Jerry W. DeBoer
Jerry W. DeBoer, Director

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COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000701 EXPIRES: 02-29-2012
PROFESSIONS: ENG
SCHNABEL ENGINEERING CONSULTANTS, INC
46020 MANEKIN PLAZA
SUITE 110
STELING, VA 20166



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

Area

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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

0407004111

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

PROFESSIONS: ENG

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



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA

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



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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

02-29-2012

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

NUMBER

0411000051

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

BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG

FROEHLING & ROBERTSON, INC
22923 QUICKSILVER DR STE 111
STERLING, VA 20166



James W. DeBoer
James W. DeBoer, Director

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COMMONWEALTH OF VIRGINIA

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BOARD FOR APPLSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000051 EXPIRES: 02-29-2012
PROFESSIONS: ENG
FROEHLING & ROBERTSON, INC
22923 QUICKSILVER DR STE 111
STERLING, VA 20166



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
12-31-2013

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

NUMBER
0407005631

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

PROFESSIONS: ENG

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



Gordon N. Dixon
Gordon N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

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



(front)

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

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**DPOR's for Key Personnel Practicing or Offering
to Practice Professional Services in Virginia**

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
09-30-2013

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 387-9500

NUMBER
0402041661

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

SCOTT EDWARD SZYMPRUCH
10832 HARMEL DRIVE
COLUMBIA, MD 21044



Gordon N Dixon
Gordon N Dixon, Director

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(POCKET CARD) COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402041661 EXPIRES: 09-30-2013

SCOTT EDWARD SZYMPRUCH
10832 HARMEL DRIVE
COLUMBIA, MD 21044



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COMMONWEALTH OF VIRGINIA

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

EXPIRES ON

08-31-2013

NUMBER

0402026380

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

JOHN KEVIN VICINSKI
4609 MARBLE ROCK CT
CHANTILLY, VA 20151



Gordon N. Dixon
Gordon N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APPELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402026380 EXPIRES: 08-31-2013

JOHN KEVIN VICINSKI
4609 MARBLE ROCK CT
CHANTILLY, VA 20151



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COMMONWEALTH OF VIRGINIA

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

Telephone: (804) 367-8500

EXPIRES ON

04-30-2013

NUMBER

0402034707

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

LAURA MICHELLE MEHIEL
6308 CANTER WAY
BALTIMORE, MD 21212



Gordon N. Dixon
Gordon N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

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

LAURA MICHELLE MEHIEL
6308 CANTER WAY
BALTIMORE, MD 21212



(FOLD)

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
11-30-2013

NUMBER
0402026492

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

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

DANIEL PATRICK WALSH
17333 LAFAYETTE DRIVE
OLNEY, MD 20832



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
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402026492 EXPIRES: 11-30-2013



DANIEL PATRICK WALSH
17333 LAFAYETTE DRIVE
OLNEY, MD 20832

(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
10-31-2012**

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

**NUMBER
0402048187**

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

**KEITH ANDREW RINIKER
96 CLIFFORD BLVD
ANNAPOLIS, MD 21401**



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
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402048187 EXPIRES: 10-31-2012**



**KEITH ANDREW RINIKER
96 CLIFFORD BLVD
ANNAPOLIS, MD 21401**

(DETACH HERE)

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

15
18

DPOR's for Services Not Regulated by the
Board of Architects, Professional Engineers,
Land Surveyors, Certified Interior Designers,
and Landscape Architects

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
03-31-2013

NUMBER
4001 009509

REAL ESTATE APPRAISER BOARD
CERTIFIED GENERAL REAL ESTATE APPRAISER

BRENDAN R HANTZES
3771 VERNACCHIA DR
CHANTILLY VA 20151



Gordon N. Dixon
Gordon N. Dixon, Director

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

Attachment 3.3.1

Key Personnel Resumes

**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **Scott Svympruch, PE – Senior Project Manager/Project Sponsor**

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 11 Years With Other Firms 5 Years

Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):

Project Manager/Sponsor.....Corman Construction 2011-Present
Assigned to various projects overseeing start up, long-range planning/scheduling, design, cost analysis/monthly reviews, owner relationships, change orders/claims reviews and steers projects toward successful final completion.

Project/Construction Manager.....Corman Construction 2004-Present
Provides management, supervision, professional engineering designs, field layout, subcontract negotiations/administration, quality control, materials control/procurement, safety management, environmental compliance management, cost accounting and scheduling for compliance and successful completion.

Sr. Project Engineer.....Corman Construction 2000-2003
Assigned onsite on four road and bridge projects, including one Design-Build where he developed schedules, worked with project superintendents and worked with owners on submittals, payments and RFI's.

Field Engineer.....Clark Construction 1999-2000
Field Engineer for construction of a Food Distribution Warehouse in Denver, PA

Project Manager/Designer.....LSC Design, Inc. Feb. 1998-1999
Presented plans of land development in York County to township boards and the York County Planning Commission. Worked with clients on project scope, development, proposals and scheduling.

Design Engineer.....LSC Design, Inc. Feb. 1998-Feb. 1999
Designed soil erosion and sedimentation control plans, grading plans, storm and sanitary sewer plans/profiles, and PennDOT/county road improvements with profiles.

Project Engineer.....Kinsley Construction, Inc. May 1995-Jan. 1998
Worked on a \$32 Million project with seven new bridges, four MSE walls, two double walls, and four miles of PCC roadway paving.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
University of Maryland/ BS / 1995 / Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
2005 / Virginia / Professional Engineer – Civil / #0402041661

- g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*
 2. *Note whether experience is with current firm or with other firm.*
 3. *Provide beginning and end dates for each assignment.*

(List at least three (3), but no more than five (5) projects for which you have performed a similar function.)

Project Name: **Design-Build Intercounty Connector Contract A, Montgomery County, MD**

Dates: **Jan 2007-Jan 2011**

Project Role: **Project/Construction Manager**

With Current Firm? **Yes**

As Construction Manager over this \$483.4 million design-build project, Scott worked from procurement to completion and oversaw construction on the entire project. He was a leader in conceptual design development and authored the schedule during procurement. Upon NTP, Scott participated in design development task force teams and provided constructability reviews. He worked closely with the DB Coordinators and Construction Project Engineers leading the bridge, drainage, roadway, environmental, utility and subcontracting areas. He participated in the geotechnical task force team and oversaw drilling. Scott provided professional engineering designs (support of excavation and temporary work) and supervised field layout, construction, quality control, and safety management. Scott was highly involved in the CPM Schedule, oversaw the Construction Quality Manager and coordinated with adjacent projects. He contributed in partnering and progress meetings, attended community outreach meetings, proactively worked with environmental teams, and coordinated inspections/resolutions with our independent QC team. Both AMT and ALA were design subcontractors on this project.

This project was a 7.2 mile "state of the art" controlled-access six-lane divided highway with 18 steel girder or precast concrete girder bridges and bridge widenings highlighted by a 625' deck-over structure, a "Signature" Arch Bridge spanning Rock Creek and a "Gateway" Bridge. Project finished with a 92% rating for environmental compliance.

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

Project Name: **Woodrow Wilson Bridge VA Approach Spans VAC, Alexandria, VA**

Dates: **2003-2006**

Project Role: **Project Manager**

With Current Firm? **Yes**

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

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

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

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

Dates: **Nov 2006-Jan 2007**

Project Role: **Project Manager**

With Current Firm? **Yes**

As Project Manager, Scott oversaw construction, provided management, supervision, professional engineering designs, field layout, subcontract negotiation/administration, quality control, materials control/procurement, safety management, environmental compliance management, cost accounting and scheduling for compliance and successful completion. He also worked with the designer design packages on this \$43.2 Million project which included approx. 4.5 miles of two-lane asphalt road, new storm drainage, MSE and noise walls, extensive stormwater management facilities, water/sewer relocations, eight cross culverts, signing, pavement markings, traffic signals, ROW acquisition, two major traffic tie-ins and BGE, Verizon and Adelphia utility relocations. Project returned 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. Laura Mehiel, proposed Design Manager for the I-66 Widening project, also worked on this Hampstead Bypass project with Corman.

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

Project Name: Lincoln Memorial Reflecting Pool Rehabilitation, Washington, DC	Dates: July 2011-Present With Current Firm? Yes
<p>As Project Manager, Scott manages the field personnel with the Superintendent, oversees the QC Manager and project engineers who manage the subcontractors/suppliers, and enforces site safety. He manages professional engineering designs, field layout, subcontract negotiation/ administration, quality control, materials control/procurement, environmental compliance management, cost accounting and scheduling for compliance and successful completion on \$30.7 Million restoration of the historic reflecting pool and installation of a new water treatment and circulation system.</p>	
Client/Owner: National Park Service	

**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	John Vicinski, P.E., DBIA – Quality Assurance Manager
b. Project Assignment:	Quality Assurance Manager
c. Name of Firm with which you are now associated:	Quinn Consulting Services, Inc.
d. Years experience: With this Firm <u>3</u> Years With Other Firms <u>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 all of your experience for those years you have worked.):	
Quality Assurance Manager.....Quinn Consulting Services, Inc. 2008-Present As quality assurance manager, worked exclusively on design-build projects in lead QA and QC roles.	
Vice President.....Alpha Corporation 1995-2008 As vice president and director of transportation services in Virginia, managed up to 25 contracts simultaneously primarily providing CEI services on design-build, district-wide, and project specific projects for VDOT and other transportation clients.	
Mid-Atlantic Regional Manager.....Post, Buckley, Schuh, & Jernigan (PBS&J) 1995-1995 As Mid-Atlantic Regional Manager marketed and managed CEI services in Northern Virginia and Maryland.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	University of Pittsburgh @ Johnstown / BS / 1982 / Civil Engineering Technology
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	1992 / Virginia / Professional Engineer - Civil / #0402 026380
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.</i> (List at least three (3), but no more than five (5) projects for which you have performed a similar function.)	
Project Name: Fairfax County Parkway Design-Build, Fairfax, VA	Dates: February 2010 to July 2012
Project Role: Quality Assurance Manager	With Current Firm? Yes
Quality Assurance Manager (QAM) on this 22 million dollar interchange and roadway FHWA/VDOT Design-Build project. Project elements included: the construction of a six-lane divided limited access highway; the Franconia-Springfield Parkway interchange improvements; a shared use path alongside a portion of relocated Rolling Road; sound barriers along relocated Rolling Road and Ramp D; and a new bridge (B692) over the Fairfax County Parkway. Responsibilities included overseeing QA and QC staff to make certain the project was completed in accordance with the contract documents and the VDOT Design-Build Minimum Standards. Other responsibilities included facilitating preparatory meetings before new activities were begun, documenting asphalt and aggregate testing within the FHWA QL Pay System, and coordinating QA laboratory testing services as required on the project.	
Client/Owner: Virginia Department of Transportation/Federal Highway Administration	
Project Name: I-495 HOT Lanes Design-Build, Tyson's Corner, VA	Dates: Nov 2008 to Present
Project Role: Area Quality Control Engineer	With Current Firm? Yes
Area Quality Control Engineer on the design-build widening of 14 miles of the Capital Beltway. The 1.5 billion dollar project adds two-lanes in each beltway direction, replaces more than 50 bridges and overpasses, upgrades 10 interchanges, and improves bike and pedestrian access. Responsible for managing teams of inspectors to provide quality control inspection and testing services in accordance with the project specific quality assurance/quality control plan and	

VDOT's Minimum Quality Control & Quality Assurance Requirements for Design Build & Public-Private Transportation Act Projects. Responsibilities also include interfacing with project design engineers on RFI's, field design changes (FDC's), and non-compliance reports (NCR's) and daily coordination with QA and general engineering consultant (GEC) personnel.

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

Project Name: **Battlefield Parkway Design-Build, Town of Leesburg, VA**

Dates: **Jan 2008-Nov 2008**

Project Role: **Quality Assurance Manager**

With Current Firm? **Yes**

Quality Assurance Manager (QAM) on construction of Battlefield Blvd. extension East of the Town of Leesburg. Project elements included: right-of-way acquisition, utility relocation, new roadway and bridge construction, erosion and sediment control, MOT, and drainage work. Responsible for overseeing quality assurance activities, reviewing and approving monthly pay estimates, and verifying that contractor and QC personnel perform work in accordance with the contract documents and the project specific QA/QC plan and VDOT's Minimum Quality Control & Quality Assurance Requirements for Design-Build & Public-Private Transportation Act Projects.

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

Project Name: **Gilberts Corner Design-Build, Loudoun County, VA**

Dates: **Jan 2008-Nov 2008**

Project Role: **Deputy Construction Manager**

With Current Firm? **Yes**

Quality Assurance Manager (QAM) on construction of (4) new traffic circles or roundabouts being installed as part of the Rt. 50 traffic calming initiative at and near the intersection of Rt. 15 and Rt. 50 in Loudoun County, Va. Responsible for overseeing all QA and QC activities and assuring that work was performed in accordance with the project specific QA/QC plan and VDOT's Minimum Quality Control & Quality Assurance Requirements for Design Build & Public-Private Transportation Act Projects. In the initial stages of the project, helped write the QA/QC plan and assemble a team of QA inspectors and QC technicians that had the required experience and certifications to implement the plan and track all project documentation. Reviewed and signed monthly pay estimates after comparing pay requests with actual progress and compliance with minimum QA/QC technical standards.

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

Project Name: **Waxpool Road Design-Build, Loudoun County, VA**

Dates: **July 2010-Dec 2010**

Project Role: **Quality Assurance Manager**

With Current Firm? **Yes**

Quality Assurance Manager for the demolition of existing medians and adding turn lanes in each direction. Project elements included maintenance of traffic, erosion and sediment control, demolition, removal and replacement of unsuitable materials, drainage pipe and associated structures, signalization, subbase, asphalt, permanent striping, incidental concrete, and signage. Responsibilities included holding a series of preparatory meetings for each activity, monitoring QC inspection and documentation, attending progress meetings, and verifying and signing contractor monthly pay estimates.

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

**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>1</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 all of your experience for those years you have worked.): Associate.....A. Morton Thomas and Associates, Inc 04/2011 – Present Senior Project Manager overseeing highway development/design teams for transportation projects throughout Virginia and Washington DC, including QC responsibilities. Senior Project ManagerHNTB Corporation 10/1998 – 03/2011 Senior Project Manager overseeing highway development/design teams for transportation projects throughout VA, MD, and DC, including QC role. Engineer in Charge of the Columbia, MD office including a staff of 12 design professional, with operation, business development, and technical oversight roles. Project ManagerJohnson, Mirmiran & Thompson 09/1986 – 10/1998 Project Manager overseeing highway development/design teams for transportation projects throughout Maryland and other jurisdictions, including design duties in both highway design and hydrology/hydraulics	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Delaware, Newark, DC / Bachelor of Civil Engineering / 1986 / Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2000/Virginia / Professional Engineer – Civil /#034707 1992/Maryland / Professional Engineer – Civil /#19222	
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.</i> (List at least three (3), but no more than five (5) projects for which you have performed a similar function.)	
Project Name: I-495 HOT Lanes (PPTA; Design/Build) Project Role: Area 1 Design Manager	Dates: 2008-2010 With Current Firm? No
Managed the DB team's design of six miles of Interstate 495 mainline widening and four interchanges from south of Braddock Rd to north of US 50. Oversaw design production of over fifty staff (including subconsultants) for traffic modeling, highway, structures, geotechnical, retaining walls, noise walls, drainage, SWM, erosion and sediment, signals, lighting, ITS, utility impacts, and ROW plans. Included complex MOT staging including traffic modeling for each phase, to maintain existing interchange movements throughout construction. Provided retaining walls to mitigate impacts to Accotink Creek, and designed outfall improvements at degraded outfalls throughout Wakefield Park. Ensured QC procedures and utilization of VDOT Microstation CAD Standards. Worked closely with Contractor and GEC reviewers.	
Client/Owner: Fluor/Lane, Virginia Department of Transportation	
Project Name: I-695/I-295/11th St. Bridge (Design-Build) Project Role: Design Manager	Dates: 2009-2011 With Current Firm? No
Served as Design Manager for this \$260 million 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 fifteen staff to ensure design compliance with all areas of design including structures, highway, geotechnical exploration, maintenance of traffic, hydrology/hydraulics, interchange signing, and lighting, among others. Conducted weekly MOT stakeholder meetings and worked with PR Manager to develop and 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.

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

Project Name: **I-495/I-95/MD 210 – Woodrow Wilson Bridge, Oxon Hill MD**

Dates: **2000-2007**

Project Role: **Design Team Manager**

With Current Firm? **No**

Design Team Manager for maintenance of traffic, erosion and sediment control and lighting design **included in three separate contracts for interstate widening** and interchange reconstruction associated with the new Woodrow Wilson Bridge. Developed intricate MOT design which maintained 3 lanes in each direction on I-95 throughout all phases, and corresponding multiple stage erosion and sediment control plans which fully addressed interim grading and drainage conditions for each MOT phase. Oversaw full interchange lighting design for I-95/I-495 and the connecting roadways. Prepared construction drawings in accordance with QC process and CAD standards. Prepared quantities, cost estimates and specifications, and interfaced closely with MDOT's GEC team to address comments and resolve issues.

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

Project Name: **Powhite Parkway Advance Widening & Stream Relocation; Express Toll Lanes**

Dates: **2002-2008**

Project Role: **Design Project Manager**

With Current Firm? **No**

Project Manager who lead detailed engineering to convert toll road from standard barrier plaza to high speed electronic toll collection. The project was phased with an initial construction contract for **expressway widening from 6 lanes to 8 lanes**, along with advanced grading/stream relocation to provide additional capacity for interim relief. Ms. Mehiel's tasks included horizontal and vertical alignments, drainage design, gabion retaining wall design, oversight of geotechnical program, stream relocation design, wetland identification and permits, cross sections, E&S control, HEC-2 analysis and FEMA updates, quantities, engineer's estimate, utility relocations, landscaping, bid-ready documents, and post-design services.

Following the completion of the advance widening/stream relocation project, Ms. Mehiel served as project manager for the Powhite Parkway high speed toll collection implementation, which was a split plaza approach that added a new toll plaza for the SB lanes, and maintains the current toll plaza for NB lanes. Toll lane and general purpose lanes were designed as barrier separated facilities with the Express Lanes in the center median and general purpose lanes to the outside. Maintenance of traffic was a critical concern due to toll revenue needs. The MOT plans were developed to maintain toll lanes and mainline capacity to the greatest extent feasible, with only short duration toll booth closures.

Client/Owner: **Richmond Metropolitan Authority**

Project Name: **Route 3000 (Prince William Parkway) Widening (Design Build)**

Dates: **2011-2012**

Project Role: **Design Project Manager**

With Current Firm? **Yes**

Project Manager for design for **widening from 4 to 6 lanes of 1.8 miles of divided principal arterial**. Managing preliminary design including arterial roadway widening, traffic analysis, signal improvements, geometric safety and capacity improvements, conversion from an open section to curb and gutter, addition of trail and sidewalk, surveys, preliminary retaining wall design, concept SWM design, wetland identification/SERP documents, and identification of ROW and easement needs. Oversaw utility designation included 60,000 LF of utilities, which included Verizon telephone, Dominion Power, Comcast Cable, Washington Gas, and Prince William Service Authority water and sewer. Prepared Design Build RFP package for the County for use in their first ever Design-Build project in the transportation department. Will support the County during bidding phase and subsequent Design-Build phase in an oversight role.

Client/Owner: **Prince William County DOT**

**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Robert “Dennis” Brown – 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>6</u> Years With Other Firms <u>10</u> Years	
Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	
Project/Construction Manager.....Corman Construction 2005-Present	
Dennis held Project Manager, Construction Manager, Construction Manager/Structures and Deputy Construction Manager positions on four major DB and DBB bridge/roadway projects with an aggregate contract value exceeding \$700M. With a diversified background in critical survey layout, forming and pouring structural concrete, working on “confined” projects, and demolition involving hazardous materials, Dennis continually demonstrates construction management skills in planning/executing complex highway/bridge work, project schedule adherence, crew/ equipment resources, and subcontractor/supplier coordination.	
Assistant Superintendent to Superintendent.....Panigas Construction, Halifax, Nova Scotia 2004-2005	
Dennis oversaw construction on commercial and residential buildings where he monitored subcontractors’ work/ manpower and scheduled work and subcontractors to maximize production while maintaining cost and safety. Dennis was also a Safety Officer where he conducted weekly foreman safety meetings involving conflicts and resolutions.	
Head/Assistant Surveyor/QA/QC Engineer.....Walter Construction USA, St. Louis, Missouri 1999-2003	
Dennis was assigned to the \$95 Million Creve Coeur Memorial Park Bridge project where he surveyed for the construction of two five-lane, double box girder, cast-in-place, segmental bridges – layout, QA of formwork, and geometry control using Finley McNary CIP Software; provided Engineering Dept. and Superintendent support; provided concrete scheduling/coordination, and QA/QC for superstructure; and monitored project progress and quality evaluation.	
Quality Control Technician...Adkinson, Dillingham and Lane Construction, Olmsted, Illinois 1997-1999	
Dennis was assigned to the \$275 Million Design-Build Olmsted Lock & Dam project where he ensured QA/QC for concrete formwork, concrete, backfill, water testing, welding and safety. Project included batching and pouring 700,000 CY of concrete and placing 61,000,000 lbs of rebar.	
Technician Trainee/Project Coordinator.....Illinois Dept. of Transportation 1995-1997	
Dennis was an Engineering Technician Trainee for road surveys and Project Coordinator for a community park upgrade for the layout and construction of a one-acre park with walkways, bridge overpass, cabin and parking facilities. Also, layout of a five-mile, two-lane highway relocation, including cross sectioning and slope staking.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Southern Illinois University - Carbondale, IL//1994-1997/History Major Shawnee Community College – Ullin, IL/Associates/1994/Science
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	2011/DCR Virginia Erosion & Sediment Control Responsible Land Disturber/#36926 Dennis will hold the VDOT E&S Control Contractor Certification prior to the commencement of construction.
g. Document the extent and depth of your experience and qualifications relevant to the Project.	
1. Note your specific responsibilities and authorities for each assignment, not those of the firm.	
2. Note whether experience is with current firm or with other firm.	
3. Provide beginning and end dates for each assignment.	
(List at least three (3), but no more than five (5) projects for which you have performed a similar function.)	
Project Name:	Design-Build Intercounty Connector Contract A, Montgomery County, MD
Project Role:	Construction Manager/Structures
Dates:	2007-July 2010
With Current Firm?	Yes

As Construction Manager / Structures of this \$478M project consisting of 7.2 miles "state of the art" controlled-access tri-lane divided highway, including 18 steel girder or precast concrete girder bridges and bridge widenings highlighted by a 625' deck-over structure, a "Signature" Arch Bridge spanning Rock Creek and a "Gateway" Bridge at the MD 97 Interchange, Dennis provided Design-Build coordination for structures to ensure utility relocations, roadway construction, drainage systems and maintenance of traffic complement overall construction. Regarding structures, he participated in all task force meetings, was integral with design development and provided constructability reviews. He oversaw bridge, culvert and sound wall construction (18 bridges, eight culverts, 10 LF of sound walls) on this highly environmentally-sensitive project and collaborated hourly with the Project Construction Manager. Dennis managed five field engineers and worked with 20 production crews, five superintendents and subcontractors. He was instrumental in all phases of construction management, including preparing formal work plans; constructability reviews of design drawings; review/coordination of shop drawings; maintaining construction schedule, crew/equipment resources; construction quality control; major materials procurement; and as-built confirmation of conformance with project requirements. Project was completed on time, on budget and won three awards, including ENR Northeast Region Best Project of Year Award for 2011. Both AMT and ALA were design subcontractors on this project.

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

Project Name: **Design-Build I-70 Phase 2D, Frederick, MD**

Dates: **July 2010-Sept 2010**

Project Role: **Construction Manager**

With Current Firm? **Yes**

As Construction Manager of this \$35.4M project, Dennis procured subcontractors/materials, chaired the initial utility coordination meeting, and formulated the budget and schedule. Project includes widening approx. one mile of I-70, ramp realignments/replacements, adjusting the vertical profile(s) of mainline I-70 and ramps, replacement of the two I-70 bridges, and new intersection traffic signals.

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

Project Name: **Woodrow Wilson Bridge VA Approach Spans VAC, Alexandria, VA**

Dates: **Aug 2005- Aug 2007**

Project Role: **Deputy Construction Manager**

With Current Firm? **Yes**

As Deputy Construction Manager of this \$126.8M project consisting of two-phase segmental bridge construction, placement of two CIP concrete bridge decks, demolition/removal of a six-lane structure and foundation construction of inner loop bridges, Dennis managed bridge demolition and superstructure construction and was instrumental in planning/executing complex structural erection operations. He worked effectively with the structures team to plan/schedule massive on-site precast operations and was the liaison between contractor and local municipal/emergency/enforcement agencies. Project was completed on time and within budget. ALA was a design subcontractor on this project.

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

Project Name: **Route 1 Tie In to Woodrow Wilson Bridge Urban Deck, Alexandria, VA**

Dates: **April 2005-Aug 2005**

Project Role: **Deputy Construction Manager**

With Current Firm? **Yes**

As Deputy Construction Manager of this \$62.7 million two-phased demolition/ construction and widening ½ mile of I-495 Beltway project, including approx. one mile cast-in-place cantilever concrete retaining walls to support excavation for the widened beltway and extensive maintenance of traffic, Dennis oversaw major bridge construction, scheduling, and subcontractor coordination. He supervised project engineers and shared field crew supervision with the superintendent. Dennis worked with the project team in coordinating complex MOT schemes on and around I-495, Route 1 and Washington Street. **He received VDOT's Commissioner's Award for Outstanding Achievement for his contributions.** ALA was a design subcontractor on this project.

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

Project Name: **Lincoln Memorial Reflecting Pool
Rehabilitation, Washington, DC**

Dates: **Sept 2010-July 2011**

Project Role: **Project Manager**

With Current Firm? **Yes**

As Project Manager, Dennis was responsible for all aspects of this historic renovation project, including managing three engineers, CPM and long-term schedules, billings, subcontractor/material procurement; reviewing work plans; conducting progress meetings; chairing owner meetings; negotiating change orders; and overseeing project compliance. Dennis managed Corman QC Manager and development of QAQC program for project. Dennis developed three value engineering proposals which saved the owner money for this \$30.7M reflecting pool renovation/upgrade project which also includes installing a new water treatment and circulation system.

Client/Owner: **National Park Service**

the Annandale Pedestrian Bridge over I-495, a new flyover ramp supported on drilled shafts carrying I-495 southbound HOT Lanes traffic to Braddock Road eastbound, noise walls and MSE retaining walls required for the Braddock Road interchange with improved I-495. Dan worked with proposed Design Manager, Laura Mehiel, on this fast-track project.

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

Project Name: **I-66 Widening/HOV Improvements from Route 234 to Route 29 - TMS**

Dates: **2006-2008**

Project Role: **Lead Structural Engineer**

With Current Firm? **Yes**

For this VDOT project, Mr. Walsh was Lead Structural Engineer and participated in the design of a traffic management system (TMS) to improve traffic flow and informational displays along I-66. Mr. Walsh **managed the development of system layout and details for structural components for all supports and foundations** for conduits, cables, CCTV surveillance, VMS and items. He also directed the design and plan preparation services for sign support structures.

Client/Owner: **VDOT**

Project Name: **Dulles Toll Road Fourth Lane Widening**

Dates: **1994-1999**

Project Role: **Lead Structural Engineer**

With Current Firm? **No**

Lead Structural Engineer for development of all structural-related documents for the addition of inside High Occupancy Vehicle (HOV) lanes, including the widening of seven bridges (including Wiehle Avenue); studies for future rail stations; development of alignment profiles; plans and specifications for specialty items such as MSE slopes, special design requirements for median barriers, and generation of necessary documents for sound walls. All plans and specifications were developed using the metric system. Major challenges included sequencing construction to reduce impacts to traffic, development of an abutment widening scheme over an existing MSE wall, and relocation of the newly placed FASTOLL conduit. Special studies also included evaluation and cost estimation of an HOV connection to I-495, installation of a sound wall to an existing bridge, and development of alternative details and cost estimates for proposed modifications to the Wiehle Avenue Bridge.

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

Project Name: **I-495/I-95/US 1 Interchange**

Dates: **2006-2009**

Project Role: **Lead Structural Engineer**

With Current Firm? **Yes**

Structural Engineer for the design and preparation of contract documents for **two ramp structures carrying traffic from eastbound I-95 to northbound US Route 1**. Bridge B-629 is a 180-ft long structure with three spans at 60-ft long each. The structure consists of a reinforced concrete deck on prestressed concrete bulb-tee beams made continuous for live load supported on reinforced concrete pile bents. Geometric challenges included horizontal curve with varying deck width. Bridge B-630 is a 1,750-ft long structure consisting of a reinforced concrete deck on prestressed concrete bulb-tee beams and AASHTO prestressed concrete beams – all made continuous for live load - and continuous curved steel girders. The structure features a reverse horizontal curve with baseline radii as low as 170-ft, and variable deck width. Design and load rating for the concrete beams and steel girders were done using CONSPAN and DESCUS respectively.

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

**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Keith Riniker, PE, PTOE, Senior Associate
b. Project Assignment:	Lead Traffic / ITS Designer
c. Name of Firm with which you are now associated:	Sabra, Wang and Associates, Inc.
d. Years experience: With this Firm <u>12</u> Years With Other Firms <u>3</u> Years	
Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	
Senior Associate/Traffic & ITS Engineering.....Sabra, Wang and Associates, Inc. 1999-present In charge of Traffic Engineering Design, ITS and Operations. Manages a staff of 20 engineers and designers responsible for signal timing and optimization, traffic operations and safety studies, traffic analysis, traffic simulation and modeling, ITS Design, and traffic control device design.	
Traffic Engineer/Transportation Division.....Greenhorne & O'Mara, Inc. 1996-1999 Responsible for traffic safety and operational analyses, traffic impact, and traffic engineering design.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	University of Maryland College Park /BSCE/1997/Civil Engineering University of Maryland College Park /Graduate Studies/1999/Transportation and Urban Studies
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	2001 / Virginia / Professional Engineer - Civil / #48187 2004 / TPCB / Certified Traffic Operations Engineer / #1307
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.</i> (List at least three (3), but no more than five (5) projects for which you have performed a similar function.)	
Project Name:	Inter-County Connector, Contract A (Design-Build)
Project Role:	Traffic Engineer
Dates:	2007-2011
With Current Firm?	Yes
Keith supervised the development of one of the first and largest TMPs, including Traffic Control Plans and Maintenance of Traffic Alternatives Analyses studies developed for the Design-Builder. The TMP included extensive coordination with the Corman Construction, the Design-Build contractor , regarding haul routes, sequence and methods of construction, construction space (physical) requirements, setup and takedown of lane closures and sign placement, RFIs, traffic switch planning, and field support. He led the development of the TMP, design plans for 5 traffic signals (including multiple MOT stages), multi-staged MOT designs (over 75 plan sheets), signal interconnect plans (fiber and copper), signing and marking plans (over 150 sheets), corridor-wide CORSIM models, and preparation of all traffic studies and analyses for this Design-Build contract.	
Client/Owner:	Intercounty Constructors / Maryland State Highway Administration
Project Name:	I-70 Phase 2D Design-Build
Project Role:	Lead Traffic / ITS Engineer
Dates:	2010-Present
With Current Firm?	Yes
Lead Traffic/ITS Engineer for the reconstruction of the I-70 / South Street Interchange, and widening of I-70 to add a 3 rd through lane. Work included traffic design and analysis, development of a TMP, design of traffic signals, roadway and sign lighting, signing and pavement markings, and ITS. The ITS work included side-fire radar detectors and relocation of fiber-optic communication. The TMP included coordination with Corman Construction to develop a work area access plan, locations work area ingress and egress, work zone traffic analyses and an incident management plan. Major	

considerations for the work zone traffic analyses included developing MOT alternatives that will provide suitable traffic operations given the constraints imposed by the constructability of a bridge at the interchange and the close proximity to active rail lines. **This design-build project included extensive coordination with Corman Construction during design.**

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

Project Name: **Winchester VA ITS and Traffic Engineering On-Call**

Dates: **2007-Present**

Project Role: **Lead Traffic / ITS Engineer**

With Current Firm? **Yes**

Project Manager for 2 successive on-call contracts. Work included the citywide traffic signal upgrade project of over 60 signals. Prepared technology assessments for signal system equipment, prepared specifications for traffic signal equipment (cabinets, controllers, video detection and wireless interconnect), prepared traffic signal design upgrades at 18 signals, and optimized 50 signals on 10 corridors. Prepared traffic studies (data collection, signal phasing, alternatives analysis, signal warrants, accident, LOS and capacity, roundabout), and prepared the Signal SOP manual for the City.

Client/Owner: **City of Winchester**

Project Name: **VDOT Northern Region Traffic Engineering Design**

Dates: **2008-Present**

Project Role: **Lead Traffic Engineer**

With Current Firm? **Yes**

SWA lead traffic engineer for 38 task assignments including traffic engineering design, traffic safety and operational analyses, field survey / traffic data collection. Tasks have included 14 traffic signal designs, interstate guide sign upgrades, evaluation of passing zones on 4 corridors, traffic operational analyses, development of signing and pavement marking plans along Route 234, and traffic volume data collection.

Client/Owner: **RK&K, LLP / Virginia Department of Transportation**

Project Name: **Baltimore City ITS and Traffic Engineering On-Call**

Dates: **2008-Present**

Project Role: **Lead Traffic / ITS Engineer**

With Current Firm? **Yes**

Manager for 2 successive on-call contracts with multiple subconsultants on each contract. Tasks have included traffic safety and capacity studies, traffic signal timing and optimization, design of over 40 traffic signal upgrades / new signals, design of upgrades to 10 miles of guides signs on I-83, design of 30 CCTV camera sites, oversight of the migration of the CCTV field equipment and related TMC hardware from serial to IP, design of 17 DMS signs, fiber-optic, wireless and copper communication design for a variety of ITS equipment, preparation of ITS strategic plans, and preparation of Systems Engineering documents (ConOps, Regional Architecture, Functional and Detailed Requirements) and detailed engineering design (fiber-optic design, network switches, media convertors, adaptive system hardware) for Adaptive Signal Control project. Oversaw the development of IFBs for citywide signal reconstruction, detection upgrades, VMS signs, Signal System Communication upgrades, red light cameras, and CCTV cameras. CCTV and DMS design included power and communication design, bucket truck / sighting surveys / visual renderings, preparation of base plans, utility surveys, and detailed design plans. Signal timing work included preparation of emergency evacuation signal timing plans, review of signal timings for lane closures during construction. Prepared numerous technology assessments and specifications for signal and ITS equipment including vehicular and pedestrian detection devices, travel time technology, Battery Back-Up, adaptive signal system software. Participated in the systems acceptance tests for the Siemens i2 traffic signal software.

Client/Owner: **City of Baltimore / Department of Transportation**

Attachment 3.4.1(a)

Lead Contractor Work History Forms



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

Work by Lead Contractor - three (3) projects which best illustrates current qualifications relevant to this Project.							
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
(1) Telegraph Road Interchange Improvement (I-95 & I-495) Alexandria, VA	See Below.	Jalal Masumi Virginia Dept. of Transportation Woodrow Wilson Bridge Project 6363 Walker Lane, Ste 500 Alexandria, VA 22310 703-329-0300 –Telephone 571-237-2696 –Cell Jalal.masumi@VDOT.virginia.gov	6/30/13	Est. Early spring 2012 (A FULL YEAR AHEAD OF SCHEDULE)	TOTAL: \$236,393	TOTAL: \$236,393 (estimated)	TOTAL: \$236,393 Joint Venture 100% Responsible (JV breakdown – Corman 55%, Kiewit 45%) 55% Joint Venture Performed/45% Subcontractor Performed



Corman Role

Corman, as the lead JV member, is responsible for all aspects of construction, including highways and structures, MOT, environmental permits and protection, public relations, coordination with adjacent contracts, and utility protection and relocation.

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

Project Features/Narrative

This fast-track, Corman (lead) Joint Venture project consists of reconstructing the Telegraph Road Interchange and **widening/reconstructing approximately 2.5 miles I-95/I-495**, west of Route 1 to the Eisenhower Connector exit to enable traffic to enter and exit Virginia by crossing the new Woodrow Wilson Bridge. Improvements include roadway/bridge reconstruction, intersection, and utility relocations. The new grade-separated interchange provides access to eastbound Huntington Avenue and North Kings Highway from the Beltway Outer Loop and southbound Telegraph Road, through elevated ramps over Telegraph Road, opposed to signalized intersections, and will refine traffic flow and provide easier/safer pedestrian access. Scope includes constructing 11 ramps and bridges totaling 380,000 SF of bridge deck, driving approximately 80,000 LF of concrete and steel piles, drainage improvements, micro-tunneling, 11 box culverts, 36,500 CY low permeability concrete, new traffic systems, lighting, traffic and overhead signs, traffic management system upgrades, guardrails, landscaping, 25,000 SF of temporary retaining walls with soil anchors, E&S controls that include General Water Permits, and an environmental mitigation project at nearby Cameron Run Wetlands. There are improvements to 24 lane miles with 321,000 SF of roadway paving, milling and resurfacing, extensive MOT, pavement marking, approximately 500,000 CY of excavation, 23 retaining and MSE walls, four sound walls, ADA handicap ramps, and storm drainage with six stormwater management ponds.

Scope and Complexity Similarities

- Widening of a major commuter interstate under traffic
- Construction of bridges in phased stages
- Construction of extensive sound wall systems
- VDOT project
- Installation of "state of the art" ITS/communication systems
- Close coordination with adjacent projects

Verifiable Evidence of Good Performance

This is a complex project with an aggressive schedule as it is intertwined with existing traffic patterns and other Woodrow Wilson Bridge projects that must be accommodated while working over water, rail systems and on the Capital Beltway, considered one of the busiest roads in the country. Weekly progress meetings are held with the owner, as well as meetings dealing with MOT, scheduling and lane closures, to discuss coordination with the other ongoing projects. We also coordinate the work with the local city, police, fire and other emergency responders, and obtained required noise, grading and lane closure permits.

Construction is occurring in six stages with 12 traffic shifts and commands major interim milestone coordination from a demanding schedule with incentive/disincentive clauses. Six interim milestones have been achieved. The last milestone was completed 29 days ahead of the contract milestone date and the project is on track to finish a full year ahead of schedule.

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

Lessons Learned

1. Since effective coordination among all Woodrow Wilson Bridge projects was paramount, corridor coordination and job progress meetings are held to discuss issues/solutions, scheduling, partnering, safety, MOT, etc., which mitigate conflicts and ease the flow of each project.
2. Due to excessive traffic congestion, Corman proposed MOT revisions to improve traffic flow which eliminated four phases of traffic and reduced traffic shifts. These revisions were implemented with VDOT's approval resulting in improved public traveling.
3. Contract drawings showed no utility conflicts. As work began, it was clear many existed. Rather than wait to discover them, Corman proactively identified and recorded all existing utility locations for the entire project. As a result, the original schedule was maintained with extensive relocations coordinated with the schedule.
4. In 2009, there were nine recordable incidents after 661,000 manhours. The JV developed "The Safety Time" Program which required crews to stop for five minutes at 9:00 am, 11:00 am and 1:30 pm to inspect, discuss, and immediately correct safety issues. Topics included identifying potential safety risks, reviewing methods, tools and equipment used, evaluating/discussing if work is performed the safest way and what can be done to improve safety, and reviewing housekeeping (tripping, falling, pinching, struck-by hazards, etc.). Since instituting this program, injuries were significantly reduced. Over the last 24 months, 526,000 manhours were clocked with only one recordable injury.

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

Work by Lead Contractor - three (3) projects which best illustrates current qualifications relevant to this Project.							
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
(2) Design-Build Intercounty Connector Contract B (ICC-B) Montgomery County, Maryland	See Below.	Melinda Peters –Program Director Maryland State Highway Administration 707 North Calvert Street Baltimore, MD 21202 410-545-0401 -Telephone 443-865-9865 -Cell mpeters@sha.state.md.us	11/11/11	11/11/11	\$559,000	\$559,000 (estimated)	\$559,000



Corman Role

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

Project Features/Narrative

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

There was extensive community outreach, working in/around active urban neighborhoods and maintenance of traffic for all crossings and interchange points. Access was maintained with temporary roads, walkways and detours for pedestrian and vehicular traffic. Developed designs to meet stringent MDE rules/regulations and worked to get approval for MDE permits, including erosion & sediment control and stormwater management. Coordinated with over 10 utility companies for major utility relocations in highly-congested areas. Installed support of excavation for major bridge, utility and roadway construction and utilized drilled shafts to reduce environmental impacts.

Scope and Complexity Similarities

- Maintenance and protection of traffic on busy urban collectors
- Construction of bridges in phased stages
- Construction of extensive sound wall systems
- Design-Build project
- Installation of "state of the art" ITS/communication systems
- Close coordination with adjacent projects

Verifiable Evidence of Good Performance

Throughout the course of this project, we maintained an A average on our E&S control inspections. There were a total of 145 inspections during this three year project.

Lessons Learned

1. Effective and pro-active coordination among all ICC contracts was key to the on time opening of the overall project. Regular progress / coordination meetings were held with the adjacent sections' DB teams to discuss scheduling, safety, MOT, access and design.
2. Slopes and noise wall designs / locations needed to be adjusted during the final design to meet pre-purchased ROW. The lesson learned was to perform more detailed preliminary designs prior to determining final ROW needs.
3. Environmental / erosion control and SWM permit review was slower than expected. On future DB projects, the permits need to be accelerated at the project inception, so as to not delay the construction. In addition, we learned to escalate permit delays earlier to those that can positively impact the reviews.
4. MOT controls need to be inspected more regularly in the field during non work hours to ensure they meet the actual traffic conditions.

Lead Designer: Parsons Engineering Group

AMT, ALA, and Sabra Wang were design subcontractors on ICC-B.

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

Work by Lead Contractor - three (3) projects which best illustrates current qualifications relevant to this Project.							
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
(3) Route 1 Tie-In to Woodrow Wilson Bridge Urban Deck VA-4 Alexandria, VA	See Below.	Jalal Masumi –Deputy Project Manager Virginia Dept. of Transportation c/o Woodrow Wilson Bridge Project 2901 Eisenhower Avenue Alexandria, VA 22314 703-960-7721-Telephone / 571-237-2696 –Cell Jalal.masumi@VDOT.Virginia.gov	4/1/08	4/1/08	\$54,634	\$62,737 (<i>owner directed increase in scope due to plan revisions resulted in increase of project value</i>)	\$62,737



Project Features/Narrative

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

A new storm drainage system in the footprint of the Beltway and along Washington Street was also installed. Virginia Dept. of Environmental Quality erosion & sediment control measures were implemented, including silt fence, super silt fence, earth dams, construction entrances and hydro-seeding.

Scope and Complexity Similarities

- Widening of a major commuter interstate under traffic
- Construction of bridges in phased stages
- Construction of extensive sound wall systems
- VDOT project
- Installation of “state of the art” ITS/communication systems
- Partially constructed as a Design-Build project

Verifiable Evidence of Good Performance

The project had eight milestones all of which were successfully met and \$1.5M in incentives earned. Project finished with a 0.24 Lost Time Incident Rating and a 1.96 Recordable Incident Rating which was the second best record among the Woodrow Wilson Bridge projects respectively. Corman also maintained a 99.29% C-36 rating for our efforts. Regarding the Beltway Shift, Nick Nicholson, PE, VDOT’s Project Manager for the Woodrow Wilson Bridge project commented, “*The outcome was surprisingly better than expected. The shift was completed ahead of schedule and without incident-and with no significant traffic delays.*”

Awards

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

Lessons Learned

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

Corman Role

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

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

Lead Designer: Parsons Transportation Group

ALA was a design subcontractor on this project.

Attachment 3.4.1(b)

Lead Designer Work History Forms



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

Work by Lead Designer – three (3) projects which best illustrate current qualifications relevant to this Project:								
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number		d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
						Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
(1) US Route 460 Phase I Design-Build Buchanan County, Virginia	See Below	Owner: Amanda Cox, PMP Virginia Dept. of Transportation 870 Bonham Road Bristol, VA 24201 276.669.6151	Contractor: Stewart Gaither, PE Bizzack Construction, LLC 2257 Executive Drive Lexington, KY 40505 859.299.8001	2014	2014 (Est.)	\$1,200 (fee)	\$1,200 (fee)	\$1,200 (fee)

Project Narrative

AMT is the lead roadway designer for this \$90 million design-build project in southwestern region of Virginia, which is constructing what will be the tallest bridge in the Commonwealth. 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 is providing and overseeing 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 on new alignment, 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 Role

AMT is providing roadway design and coordinating 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



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 .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:
 - o Connection to existing Route 80
 - o Overlay and improvement along existing Route 80
 - o Relocation of existing Route 693
 - o Relocation of existing Route 768
 - o Relocation of existing Route 609
 - o 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/County
- Close coordination between roadway and bridge designers required
- Design-build delivery method
- Significant sized project - \$90 million
- VDOT project
- Combination of state and federal funding
- Detailed TMP required for detours

Verifiable Evidence of Good Performance

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

Lessons Learned

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

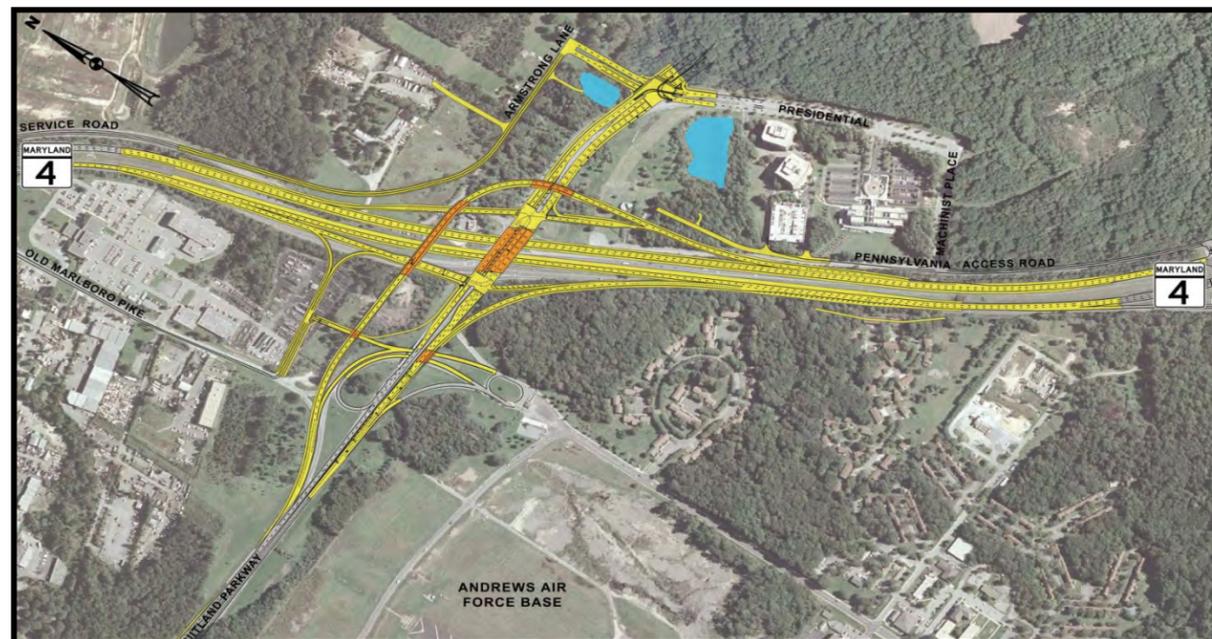
Lead Contractor: Bizzack Construction

Lead Designer: ENTRAN (now STANTEC)

Lead Civil/Highway Designer: AMT

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

Work by Lead Designer – three (3) projects which best illustrate current qualifications relevant to this Project:							
a. Project Name & Location	b. Narrative describing nature of Firm’s Responsibilities	c. Client/Owner/Project Manager who can verify Firm’s responsibilities. Include address and current phone number	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
(2) Route 4 / Suitland Parkway Interchange Prince Georges County, Maryland	See Below	Teri Soos Maryland Dept, of Transportation State Highway Administration 707 N Calvert Street Baltimore, MD 21202 410.545.8845	2009	2012 (Est.) <i>Completion date extended due to funding</i>	\$3,200 (fee)	\$3,200 (fee)	\$3,200 (fee)



Project Narrative

As part of the Maryland State Highway Administration (SHA) corridor improvements for a 1.2 mile section of Route 4 in Prince George’s County, AMT prepared construction documents for the new interchange of Route 4/Suitland Parkway. The project includes design of a diamond shape interchange with a directional ramp and includes Route 4 mainline widening, service road design, and intersection improvements. Key stakeholders in the planning and design of this project include the National Park Service, Andrews Air Force Base (AAFB), Prince George’s County, and utility companies.

AMT Role

AMT provided roadway planning services followed by preliminary and final highway and bridge design, including environmental permits, traffic analysis, landscape architecture, TMP, and value engineering services to ultimately produce final advertised bid documents for the Route 4/Suitland Parkway Interchange. AMT provided planning, interchange and roadway design, environmental permitting, traffic analysis, landscape architecture, TMP, and value engineering services for the Route 4 corridor and Suitland Parkway Interchange project. The scope of services included a Value Engineering study of interchange design developed during the planning process, evaluation of initial traffic volumes including modification for change in forecast year, traffic LOS analysis of the Suitland Parkway Interchange under several different scenarios, including diamond interchange, flyover ramp, roundabout, and single point urban interchange.

The AMT team developed construction plans for two interchange designs, which included horizontal and vertical alignments, bridge TS&L, interchange ramps, roadway widening improvements throughout the network, access points for the industrial district, drainage and grading limits, SWM, and erosion and sediment control. Additional services by AMT included utility coordination, ROW determination, Signing and Pavement Markings, TMP and MOT plans.

Features

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



Scope and Complexity Similarities

- Urban/suburban, high volume corridor
→ 90,000 AADT for design year (2030)
- Critical Maintenance of Traffic Needs to accommodate traveling public through construction
→ Prepared MOTAA, TMP, Incident Management Planning/Analysis, Delay Studies, intersection LOS, weaving analysis, and signal optimization modeling
- Close coordination between roadway and bridge designers required
- Significant sized project - \$120 million

Verifiable Evidence of Good Performance

AMT, at the request of the State Highway Administration (SHA), presented our approach to the development of the TMP at the annual MDOT Quality Initiative Conference. The TMP for the MD 4 project is the largest, most complex plan prepared for a SHA project to date

Lessons Learned

AMT has gained valuable experience providing roadway planning, design, traffic analysis and value engineering services to ultimately produce final bid documents for this complex Interchange project.

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

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

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

Work by Lead Designer – three (3) projects which best illustrate current qualifications relevant to this Project:							
a. Project Name & Location	b. Narrative describing nature of Firm’s Responsibilities	c. Client/Owner/Project Manager who can verify Firm’s responsibilities. Include address and current phone number	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
(3) VDOT Mega Project GEC Northern Virginia	See Below	Chris Carter Virginia Department of Transportation 6363 Walker Lane, Suite 500 Alexandria, Virginia 22310 571-313-6607	2016	2016 (Est.)	\$50,000 (fee) <i>Estimated</i>	\$50,000 (fee) <i>Estimated</i>	\$4,650 (fee)



AMT Role/Project Narrative
AMT is serving as an integral member of the GEC for VDOT Mega Projects, preparing critical highway design oversight services, utility design services, safety program leadership services, and civil rights compliance services.

I-495 HOT Lanes - Design-Build
AMT performed geometric design verification auditing and waiver/exception evaluations for the I-495/Route 123 Interchange, the I-495/Route 7 Interchange, and the I-495/Dulles Toll Road

interchange. In this role, AMT applied its expertise in VDOT and AASHTO design standards and made critical recommendations to VDOT. AMT also provided peer review of water relocation plans for the I-495 Hot Lanes on VDOT’s behalf for utilities along and crossing I-495. Water reviews include relocations of 16” water mains at Lee Highway and Leesburg Pike; 20”, 30”, and 42” water main relocation at Braddock Road and a 24” water main crossing I-495 north of Little River Turnpike. Through these peer reviews we identified constructability issues, verified areas of non-compliance with design standards or contractual requirements, and worked with the designer to resolve the issues.

I-95 4th lane widening

The I-95 4th Lane widening project, from the Fairfax County Parkway to Route 123, will add an additional lane in both the NB and SB direction for 6 miles of the interstate. The project is valued at \$123 Million was completed 3 months ahead of schedule. More than 220,000 motorists use this section of the interstate daily. The project included asphalt pavement, drainage, signage, and noise walls. AMT’s role safety management, construction QC inspection, coordination with the US Coast Guard for safe work over water, oversight of steel girder erection of bridges, utility company coordination, and coordination with VDOT Traffic Operations Center for lane closures and traffic advisories.

Safety Program & Incident Management

AMT developed the MegaProjects Safety Management Plan, which addresses organizational responsibilities, reporting procedures, hazard mitigation planning, safety training, safety audits, and incident investigation. Emergency Response and Incident Response planning for weather conditions, accidents, Homeland Security events, evacuation and detours are a part of the Safety Management Plan. These elements are coordinated closely with our team’s traffic engineers, emergency response agencies, and the NOVA Traffic Operations Center in conjunction with the **Transportation Management Plan** development. This Safety Plan has resulted in over one-million manhours and millions of vehicle miles traveled on congested interstates both entering and exiting active work zones of construction activity, with no recordable OSHA incidents, since 2008

Fairfax County Parkway (SR 7100) Extension - Design-Build Project

AMT provided peer review and coordination services for 20” water protection on behalf of VDOT and the U.S. Army Corps of Engineers for the Fairfax County Parkway (SR 7100). All types of utilities were involved including power, communications, gas, water & sewer, cable TV & internet. The water relocations are necessary for the new roadway and also to maintain services without disruption. AMT services included conducting the Utility Field Inspection (UFI); facilitating meetings with utility companies, maintenance of Base personnel, VDOT, and the design-build contractor; review of design plans and evaluation of design impacts on water utilities; preparation of VDOT 9A forms initiating preliminary engineering and payment mechanism for the relocations; support in determining cost responsibility for relocations; preparation of utility mosaic exhibits to evaluate and identify clear utility path locations and highlight construction constraints; and identifying project critical path issues to keep project on schedule.

In related assignments, AMT provided a wide variety of utility conflict identification and relocation coordination, on I-95, Prince William Parkway, Fuller Road, and Russell Road Interchanges.



AMT key staff Laura Mehiel, in a related role, served as Design Manager of Area 1 of the I-495 HOT Lanes Project, for the 4 mile segment from south of Braddock Road to north of Arlington Boulevard, including the interchanges of Little River Turnpike and Gallows Road. Ms. Mehiel over saw a design production staff of more than 40 engineers and designers, including subconsultants for completion of roadway, bridge, retaining wall, noise wall, drainage, maintenance of traffic, and erosion and sediment control design to meet VDOT standards and conform to the Contractor’s fast-paced schedule. Key Staff member Dan Walsh was also involved in this project, preparing the structural designs of Braddock Road, noise walls, retaining walls, and a pedestrian bridge of the beltway. Refer to Ms. Mehiel’s and Mr. Walsh’s resumes for details.

Scope and Complexity Similarities

- Interstate highway
- Urban, high volume corridor
- Critical Maintenance of Traffic and Incident Management Needs to accommodate traveling public and worker safety throughout construction
- Close coordination between multiple design disciplines including utility, traffic management and safety
- Design-build delivery method
- Significant sized project
- VDOT project

Verifiable Evidence of Good Performance

Safety Plan has resulted in over one-million manhours and millions of vehicle miles traveled on congested interstates both entering and exiting active work zones of construction activity, with no recordable OSHA incidents, since 2008.

Lessons Learned

- The AMT team learned valuable insights into VDOT’s internal processes for review, approval and issuance of construction plans, in particular with respect to design-build projects
- The AMT team’s experience on the safety plan provided lessons regarding coordination efforts between multiple stakeholders and users of the roadway, and a process for defining and achieving various requirements from these stakeholders in a comprehensive work zone safety, traffic management, incident and emergency management
- Laura Mehiel, Design Manager, through her involvement on HOT Lanes project learned that interdisciplinary reviews are a mandatory step during design/build project plan development in order to keep all disciplines aware of the various elements and features that are being placed within the roadway corridor which must all work together, such as signs, gantries, light poles, drainage structures, barriers, and noise walls.