



Statement of Qualifications for

A DESIGN-BUILD PROJECT ROUTE 29 WIDENING PHASE II

*From: 0.208 miles west of Union Mill Road
To: 0.460 miles east of Buckley's Gate Drive*

State Project No.: 0029-029-350, P101, R201, C501, D612

Federal Project No.: NHPP-5A01(917)

Contract ID Number: C00110329DB113



September 2, 2021



Bowman



SECTION 3.2

Letter of Submittal



12001 GUILFORD ROAD | ANNAPOLIS JUNCTION, MD 20701
BALTIMORE 401.792.9400 | WASHINGTON 301.953.0900
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3.2 | Letter of Submittal

September 2, 2021

Sudha Mudgade, PE, PMP, DBIA
Alternative Project Delivery Division
Virginia Dept. of Transportation
1401 East Broad Street
Richmond, VA 23219

RE: Request for Qualifications | Design-Build | Route 29 Widening Phase II | State Project No.: 0029-029-350, P101, R201, C501, D612 | Federal Project No. NHPP-5A01(917) | Contract ID Number C00110329DB113

Dear Ms. Mudgade:

3.2.1 Corman Kokosing Construction Company (Corman Kokosing), 12001 Guilford Road, Annapolis Junction, MD 20701, is the legal entity who will execute the contract with Loudoun County.

3.2.2 Point of Contact	Secondary Point of Contact	3.2.3 Principal Officer of Corman Kokosing
<p>Lou Robbins, PE, DBIA Vice President Alternative Delivery Corman Kokosing Construction Co. 12001 Guilford Road Annapolis Junction, MD 20701 703-772-8566 Cell 301-953-0384 Fax lrobbins@kokosing.biz</p>	<p>Scott Szympruch, PE Design-Build Project Manager Corman Kokosing Construction Co. 12001 Guilford Road Annapolis Junction, MD 20701 301-343-5476 Cell 301-953-0384 Fax sszympruch@kokosing.biz</p>	<p>Gregory A. Hamilton, PE, DBIA Regional Sr. Vice President Corman Kokosing Construction Co. 12001 Guilford Road Annapolis Junction, MD 20701 614-207-0716 Cell gah@kokosing.biz</p>

3.2.4 Corporate Structure: Corman Kokosing will be the design-build contracting entity for this project. We are a corporation titled in Ohio who will be the sole major participant firm and responsible party to the design-build contract with VDOT. Corman Kokosing will hold all financial responsibility for the contract with no liability limitations.

3.2.5 Lead Contractor: Corman Kokosing Construction Company | **Lead Designer:** Rummel, Klepper & Kahl, LLP (RK&K).

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

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

3.2.8 Corman Kokosing’s VDOT Prequalification (C3607-Active) current listing on VDOT’s website is in the Appendix.

3.2.9 Surety Letter is in the Appendix.

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

3.2.11 Corman Kokosing is committed to achieving a 9% DBE participation goal for the entire value of the contract.

Sincerely,

CORMAN KOKOSING CONSTRUCTION COMPANY

Gregory A. Hamilton, PE, DBIA
Regional Sr. Vice President



SECTION 3.3

Offeror's Team Structure

3.3 | OFFEROR'S TEAM STRUCTURE

With a design-build portfolio of over \$3 billion and \$700 million directly for VDOT, Corman Kokosing Construction Company (Corman Kokosing) comes to VDOT with the hands-on experience and highly-qualified personnel to execute the design and construction and mitigate the risks of the Route 29 Widening Phase II design-build project. Corman Kokosing has successfully delivered 25 design-build roadway projects, many similar in complexity to this project. Past VDOT design-build projects (with some setting a precedent regarding the first of its kind in Virginia) include:

- **I-64 Southside Widening and High-Rise Bridge, Phase 1, Chesapeake, VA:** *VDOT's first use of ATCs in the selection process and was the largest VDOT design-build project to date when awarded.*
- **Route 29 Solutions, Albemarle County, VA:** *VDOT's first project with a Responsible Charge Engineer as a Key Personnel.*
- **Military Highway Continuous Flow Intersection (CFI), Norfolk, VA:** *Virginia's first CFI.*
- **I-64 / Route 15 Diverging Diamond Interchange (DDI), Zion Crossroads, VA:** *Virginia's first DDI.*

Throughout the years, Corman Kokosing has built a solid reputation of strategically aligning with experienced design-build partners who will be a technical asset as the sole responsible engineer. For this project, we have partnered with Rummel, Klepper and Kahl (RK&K) as the Lead Designer, collectively referred to as the "Corman Kokosing/RK&K Team." RK&K has been chosen, along with Owen Peery, PE as the Design Manager (DM), because they have proven they can deliver design-build projects on-time and on-budget. Corman Kokosing and RK&K have partnered on the following VDOT or Locally Administered D-B projects:

- Route 29 Solutions, Charlottesville, VA
- I-64 to Route 623 Widening & Improvements, Shortpump, VA
- Military Highway (CFI) & Widening, Norfolk, VA
- West Glebe Road Bridge Superstructure Repairs, Arlington, VA
- High Rise Bridge / I-64 Widening, Chesapeake, VA

3.3.1 KEY PERSONNEL

The Corman Kokosing/RK&K Team has assembled highly-qualified and experienced individuals and structured them for optimal performance. Our proposed Key Personnel were chosen based on experience with performing design and construction within a complex suburban setting, including high traffic volumes, extensive utility relocations, and right of way (ROW) acquisition. These individuals share a history of successful projects and established working relationships that serves well in this context. They were also selected based upon their availability and their proven strengths will minimize VDOT's risks and staffing requirements. Although our task leaders and technical staff are responsible for individual assignments, such as design, public involvement, and/or construction, everyone is responsible for project success! The Key Personnel are presented below and Key Personnel Resume Forms are provided for each in the Appendix.

Design-Build Project Manager (DBPM)

Scott Szympruch, PE – Corman Kokosing

Construction Manager (CM)

Kyle Kern – Corman Kokosing

Design Manager (DM)

Owen Peery, PE – RK&K

Quality Assurance Manager (QAM)

John Vicinski PE, DBIA – Quinn Consulting

VALUE-ADDED STAFF

The Corman Kokosing/RK&K Team includes the following value-added staff to assist in delivering a quality product on time and on budget:



Design/Construction Integrator (DCI)

| Kyle LaClair, PE (Corman Kokosing) will coordinate the construction and designer staff which will benefit VDOT by having a team working in unison towards

delivering a quality, compliant project. Kyle has been involved with design-build projects since 2002 and has 21 years of highway construction experience. His previous roles as a design manager and construction project manager give him the credentials to serve in this role effectively. He will serve the DBPM by collaborating, reviewing, and coordinating the technical aspects of the project as it relates to contract conformance, constructability, and schedule adherence. Kyle's multi-faceted expertise will be a key instrument at the DBPM's disposal.

3.3 | OFFEROR'S TEAM STRUCTURE



ROW Acquisition & Utility Manager |

Richard Bennett (Bowman) will serve as the ROW Acquisition and Utility Manager. Richard has more than 53 years of experience in development of transportation and

utility projects, 37 of which he served in various capacities at VDOT. He previously served as VDOT's State Director of ROW and Utilities Divisions, and earlier State Utilities Engineer and began in roadway design. He and his teams have extensive knowledge in federal and state laws, rules, regulations, and procedures regarding right of way acquisition, relocation assistance and utility relocations and accommodation. Richard will report to the DBPM and coordinate extensively with the DM and CM to incorporate potential changes to minimize both the utility and ROW impacts. He will provide management and direction as the utility and ROW groups proceed with the ROW acquisition and utility relocation coordination work.



Deputy Design Manager | Joe Powers,

PE, DBIA (RK&K) will report to the DM and will oversee subconsultant management and reporting as well as providing coordination and daily interaction with the

design staff. He will also work with John McDowell, the Design QA/QC Manager, to make certain that work meets the design QA/QC requirements. Joe has over 30 years of experience including relevant design-build transportation projects. While at RK&K he served as the Design Manager of the Nutley/66 Interchange portion of the I-66 design-build project and Design Quality Manager for the Richmond Highway Corridor Improvements widening project. Prior to joining RK&K, Joe was the Design Manager for VDOT's I-66 Active Traffic Management design-build project and oversaw maintenance of traffic (MOT) and traffic modeling efforts for the LaGuardia Airport Central Terminal Replacement Project, for the Port Authority of New York & New Jersey.

3.3.2 ORGANIZATIONAL CHART

Our organizational chart on Page 4 illustrates our chain of command of all companies, including individuals responsible for pertinent disciplines, and notes our proposed key personnel. Solid lines identify the reporting relationships of our team members in managing,

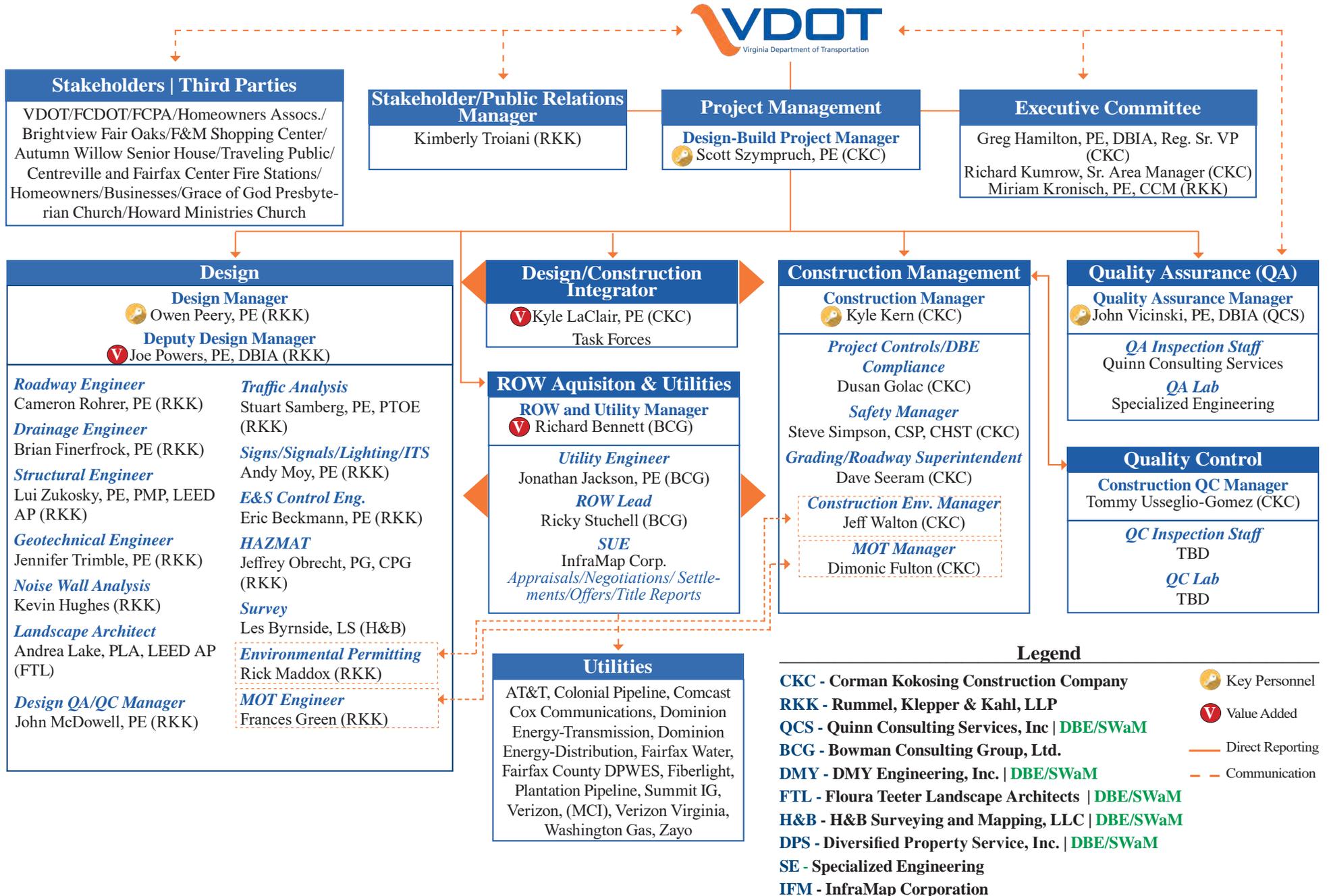
designing, and constructing the project and illustrate clear reporting lines from the DBPM to the design and construction teams. Dashed lines represent indirect reporting/communication and obligations to the owner and/or corporate management. Our chart also shows that a clear separation and independence exists between construction and quality assurance (QA) programs with no contractual relationship and no involvement in construction operation.

Functional Relationships – Integrate to Facilitate

Design-build unites the contractor and designer more than just contractually. It integrates innovative design and construction techniques that benefit schedule and cost, which lead to client satisfaction. Since the DBPM sets the vision for this integrated approach, he must have the credentials/experience to oversee, not only the construction, but the design and engineering aspects as well. This key person must also have a proven record of successfully completing projects with this integrated approach. Through our DBPM in relationships with the other key personnel, we will create a firm relationship that sets the foundation to interact/partner with VDOT and third-party stakeholders. Additional ways we will be fully integrated include:

- Inter-disciplinary design and constructability reviews prior to milestones to ensure design disciplines are coordinated.
- Corman Kokosing constructability reviews of design, especially for MOT, environmental, utilities, drainage and ROW.
- Weekly schedule meetings to review the previous week's work and develop the three-week look ahead, and monthly scheduling meetings to review CPM progress during design development and construction.
- Weekly foreman meetings to discuss the schedule, safety, and coordination.
- Morning huddles with the crews to set the safety and production goals for the day.
- Weekly progress meetings with VDOT to review and discuss quality, submittals, and progress payments once construction begins.
- Monthly partnering meetings with all stakeholders for issue resolution.

3.3 | OFFEROR'S TEAM STRUCTURE



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Design-Build Project Manager (DBPM) | Scott Szympruch, PE (Corman Kokosing) will be responsible for design/construction, quality management, safety and environmental compliance, contract administration, and all other services, including procuring/furnishing materials, equipment, services, labor per contract timely. He will attend monthly progress meetings and be available to VDOT. Scott has the expertise/experience to supervise/exercise control of the work and accepts responsibility for final work product. He will be VDOT's primary point of contact and will coordinate, integrate, and administrate the Corman Kokosing/RK&K Team, including design, construction, quality assurance, MOT, safety, ROW, and utilities. Scott will be responsible for meeting our contract obligations and avoiding/resolving disputes per the RFP. He will supervise the DM, DCI, CM, ROW Acquisition and Utility Manager, and QAM; and manage/coordinate public outreach/meetings through our Stakeholder/Public Relations Manager. Scott will be involved with preconstruction, design, construction, and punch out and will answer questions from stakeholders, citizens, elected officials, etc. He will assist with constructability reviews, safety audits, and oversee the quality management program, purchasing, and construction. Scott will report monthly to the Executive Committee.

Scott will be assisted by **Kyle LaClair, PE** as Design/Construction Integrator (DCI) to enhance interface between Corman Kokosing's management/field crews and the designers for open/honest communications. Having Kyle on the project during the early design stages eliminates subsequent delays/rework, streamlines reviews, and eliminates potential construction field issues, thereby providing a project on time and on budget.



Quality Assurance Manager (QAM) | John Vicinski PE, DBIA (Quinn) will report to the DBPM and have direct, independent access to the Executive Committee and VDOT. He will ensure work is performed in conformance with contract requirements, minimum requirements for QA and quality control (QC) on design-build and Public-Private Transportation Act projects, approved designs, and

approved for construction plans/specifications. John will be responsible for development/adherence to the design-build QA/QC plan, QA of the work performed, QA inspection and testing of all materials used, and work performed. As an independent entity, he will audit and monitor Corman Kokosing's Construction QC program. John can stop construction, enforce specification compliance, and issue/require resolution of Non-Conformance Reports (NCRs). He will manage the QA program, including the QA inspectors 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 QC team. He will maintain project quality records and approve/submit pay estimates. John will submit monthly written reports to the VDOT project manager and our Executive Committee assuring oversight of our Quality Program. QA will be coordinated with, but independent of, daily QC and construction. The QA team will be given timely notice of construction activities so the QA staff can be onsite to document compliance. John will also ensure adherence to environmental permits and commitments and that all work and materials, testing and sampling, and work zones conform with the contract and "approved for construction" plans/specifications. He will have access to meetings and records he needs to provide independent assurance that construction complies with contractual and design requirements. The QA team will have unrestricted access to the construction and fabricator sites/facilities. An Executive Committee member will contact him monthly to confirm project compliance with contract terms/conditions. Finally, John will be responsible for certification of project compliance to the Contract requirements and certification for monthly application of payment.

Design Manager (DM) | Owen Peery, PE (RK&K) will report to the DBPM and provide a quality engineered product, meet design milestones, continually coordinate with the other Corman Kokosing/RK&K Team members, and ensure the Design QA/QC Manager and independent reviewers are not tasked with other project responsibilities. Owens's experience includes working with Corman Kokosing in a similar capacity on the \$126 million Rt 29 Solutions and



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3.3 | OFFEROR'S TEAM STRUCTURE

\$36 million I-64 Widening contracts. He will develop/oversee our rigorous internal design QA/QC program to ensure design work is performed per contract and current VDOT policies, procedures and guidelines and includes interdisciplinary/safety/environmental/constructability reviews of each design package. Owen will manage design elements, including roadway, structural, traffic, drainage, permitting, geotechnical, utility, surveying, landscape design, MOT, and environmental. He will allocate and assign resources; oversee design sub-contractors, including subsurface utility, geotechnical, environmental, dry/wet utilities, lighting; coordinate design and review schedules; develop and implement any corrective measures to maintain schedule; and integrate environmental compliance measures into the design. Owen will coordinate design and construction with the ROW Acquisition and Utility Manager as well as each discipline lead to achieve design and schedule goals and remain involved once construction starts to oversee any plan modifications, ensure field changes/modifications meet approved design(s), revisions are documented in as-built plans, respond to RFIs, review shop drawings, and review construction/MOT activities with the CM as work progresses for any opportunities or changes that need to be made. He will coordinate with our stakeholder/public relations manager to address stakeholder concerns and coordinate all activities with the DBPM and DCI.



Construction Manager (CM) | Kyle Kern (Corman Kokosing) has 31 years of the hands-on experience it takes to manage construction, including QC activities and ensure materials and work meet contract

requirements and approved for construction plans/specifications. He will manage the onsite construction team comprised of project controls, construction QC manager, superintendents, and project field staff, including scheduling, safety, environmental compliance, utilities, and MOT. Kyle will only be assigned to this project and be onsite full time throughout construction. He will play a key role in conjunction with the DCI and design QA/QC manager in design constructability reviews, and work with DCI Kyle LaClair to coordinate between the design/construction forces with regard to environmental commitments, utilities, ROW, and MOT. Kyle will focus on ensuring construction is performed safely, and along with our construction QC manager, that materials and work are per approved plans/contract documents. He will coordinate with the DM during construction for accurate/timely issuance and review of RFI/shop drawings, field visits, preparation of as-builts and plan revisions. Kyle reports to the DBPM.



Keys to success are **communication and coordination between Corman Kokosing/RK&K Team, VDOT, review agencies, and stakeholders**. This is based upon open/honest communication, frequent meetings, and updates. We will conduct internal weekly meetings during design with key construction/design staff. Tracking sheets monitor progress of utilities, ROW, and design disciplines, as well as environmental permitting and design approvals. Once construction starts, the ROW Acquisition & Utility Manager and design participants will stay involved. Additionally, superintendents, field surveyors, the MOT manager and the construction QC manager are included in weekly meetings. Key stakeholder representatives, including VDOT, and others, as appropriate, will be invited.

Monthly meetings will be held with the Corman Kokosing/RK&K Team, VDOT, QAM, and stakeholders to enhance partnering and resolve issues quickly. Some issues will not wait a month, or even a week. Our Stakeholder/Public Relations Manager will manage our project hot line, which we will include on the VDOT project website for road user input, questions, and for issues that need immediate resolution and are not identified by our design or construction staff's site reviews. Issues will be logged with requester names/contact information, date of contact, date of response, proposed resolution and any follow up to ensure it was addressed. All correspondence will be in writing.



SECTION 3.4

Experience of Offeror's Team



SECTION 3.5

Project Risks

3.5 | PROJECT RISKS

The Corman Kokosing/RK&K Team will employ the Construction Management Association of America (CMAA) endorsed approach to risk management through a risk register which includes a list of identified risks, potential impacts, and mitigation for each. A robust risk management plan considers risks throughout the project's life and delivery processes. Our team's risk management plan has already begun, will evolve throughout design and construction, and position us to respond to changes as specific issues unfold. We employ a five-step Risk Management Plan:

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



We have reviewed the available information, visited/documentated the site, and collectively discussed critical risks. With the mindset of a project risk being an issue with the potential to negatively impact safety, operations, schedule, budget, or several of those listed, our team has identified/assessed the three most critical risks we will face during this project:

RISK NO. 1 | SCHEDULE IMPACTS DUE TO DELAYS IN THE UTILITY PROCESS

Introduction: The Corman Kokosing/RK&K Team understands that this highly congested urbanized area with extensive existing utilities facilities both underground and overhead on each side of the existing roadway. Coordination will be required with Colonial Pipeline and Plantation Pipeline for petroleum pipelines, Dominion Energy Distribution and Dominion Energy Transmission for electric facilities, Washington Gas for gas distribution facilities, Fairfax County Water Authority for water facilities, Fairfax County DPWES for sanitary sewer facilities, Cox Communication and Comcast for Cable TV, and AT&T, Fiberlight, Summit IG, Verizon (MCI), Verizon VA and Zayo for telecommunications facilities. There could be other fiber optic companies occupying these companies' ducts as well. Many of these facilities are in conflict with the new construction.

Why Critical: The critical element that will put the schedule at risk is the relocation of utilities in conflict with the work. The schedule outlined in the RFQ

indicates a total project duration of approximately 51 months to complete all scope of work activities necessary to widen Route 29 from four to six-lanes and construct new underground drainage.

A review of the RFQ documents and a site visit highlights the magnitude of existing utilities located in virtually every area along the project limits. These include multiple overhead and underground fiber optic and copper communication lines; overhead and underground electric; transmission and distribution gas; petroleum lines; numerous large and small diameter water lines; and sanitary sewer facilities. Each utility, at a minimum, will require additional investigation and test pitting, extensive design effort, and detailed coordination with the providers to determine whether conflicts exist. Those that are in conflict may result in substantial time to obtain relocation designs, acquire necessary easements, obtain environmental permits, if needed, and relocate prior to proposed construction proceeding. Further concerns adding to the critical nature

3.5 | PROJECT RISKS

of this risk is the limited control over the utilities by the design-builder, the lack of resources available to the utility companies for relocations, and the limitations of the utility providers as to who can perform both design and relocation construction.

Our experience and knowledge of the process, reveals other concerns that could lengthen the process and affect the schedule, including:

- Customer coordination for communication line splicing
- Longer fiber optic relocations due to location of splice points
- Unknown presence and location of “black” fiber optics
- Demand or time of year restrictions on electric, gas or water relocations
- Requirement that all easements are provided before linear relocations commence

Impact: As noted above, the critical risk impact on the project caused by existing utility facilities and any necessary relocations would be to the project schedule. Most of the proposed road improvements cannot be constructed until the utilities are cleared. This particularly affects areas at the three major drainage crossings which have a multiple phase MOT.

The individual and combined effects of the utility relocation process could impact the project’s schedule in numerous other ways, including:

- **MOT Sequences:** Delays or revisions to the implementation of the approved MOT. Many utilities will not work in areas where other utilities are performing relocation.
- Potential **additional unidentified utilities** or increased road construction schedule impacts due to design changes for avoidance.
- **Engineering Design:** Substantial and time-consuming efforts to determine the as-built location, condition, and effects on construction items.
- **Utility Operations:** Potentially affect scheduling shutdowns for relocation connections.

Mitigation: Corman Kokosing, RK&K, and Bowman having successfully managed many complex utility

relocation efforts on design-build projects, recognizes that a comprehensive and focused approach from all disciplines is required to mitigate these impacts. A best practice from previous projects will be our extensive coordination among the utility coordination, ROW, road and drainage design, and construction teams. Our overall strategy is prioritization of relocation avoidance to the greatest extent possible through design avoidance efforts. Should impacts prove unavoidable, our focus is on minimizing the utility relocations and the resulting scheduling impacts to the work. These mitigation efforts begin in the RFP response phase and continue throughout design and construction.

We are aware that any conflicts with and the need to relocate either Colonial’s or Plantation’s petroleum pipelines or Verizon Virginia’s ductbanks would have the greatest effect on the project’s schedule, they have historically long durations of engineering and utility construction. At the Colonial pipeline crossing, VDOT has indicated that the concept plans avoids conflicts by raising of the grade to maintain the depth of cover. Our Team will further evaluate that and the other crossings to ensure the new grades meets the utilities requirements and no relocations are needed. VDOT indicated that most likely any casing pipes will need to be extended beyond the shared use paths. Our mitigation will be to further investigate the existing situation and develop an engineering design using split sleeves or pipe arches to provide the required access and not delay road construction. For Verizon Virginia’s ductbanks our strategy will be to make them a priority to avoid and to look for design changes above those included in the VDOT concept plans. Design options include shifting storm drainage structures and pipes, reinforced protective slabs for reduced cover issues, and special design access for manholes in non-accessible locations.

For most of the length of the project there are overhead electric distribution facilities along the outside of both sides of the existing roadway. Many conflicts cannot be eliminated due to the horizontal location of the poles. Most relocations will require the acquisition of replacement utility easements. To mitigate any delays to the overall construction schedule, the Team will break the relocation into segments and prioritize those segments with the road construction. The Team will continually

3.5 | PROJECT RISKS

monitor the utility relocations construction to ensure it stays on schedule.

For water, and sanitary sewer relocations, the Team anticipates that these relocations will be handled as in-plan work to be performed by the design-build Contractor. As such the Team will have complete control of the engineering design and construction of those relocations and they will be factored into the schedule. Of concern will be the relocation of the 24" water main which might have demand restrictions and require a bypass. These will be factored into the initial schedule and as noted above construction will be handled by the Team.

For the remaining parallel fiber optic facilities, the Team will further evaluate and mitigate potential conflict with possible design changes and proactively work with the utility for a timely relocation, if needed.

To ensure the most effective interactions with utility owners, Team will be led by Richard Bennett of Bowman. Richard is the most experienced Utility Team leader in Virginia, having led VDOT's utility relocation program for more than 20 years as both State Utilities Engineer and Director of ROW and Utilities, and having worked on design-build projects for 15 years

During the RFP response phase, the Utility Coordination Team will evaluate the existing utility facilities and we will be seeking from the owners what may be the permitted shutdown periods and any other specifics about the facilities. This will allow our Team will identify required sequencing of the utility relocations and where potential third-party installations and splicing timeframes would significantly hold up construction. With this information we will consider engineering designs and construction method technologies to reduce the schedule implications. We will optimize construction phasing to prevent potential schedule delays.

The Utility Coordination Team will be proactive from the beginning of the project award, establishing contacts with the utility companies and utility stakeholders. We will create a Team focus group to review utility issues such as long linear work, critical structures, joint facilities, etc., in order to identify and avoid delays the focus group will include design engineers from both road and drainage groups and construction team as well as our utility coordinators. With the avoidance strategies

identified, we will establish the relocation sequence and schedule that targets the critical utility relocations first and aligns with our construction approach, all minimizing the risk of delays

As project development activities progress, we will start having Utility Coordination Progress Meetings, to review our matrix of potential utility conflicts, the design and planned dates and other status information, The utility matrix/status report will identify the various segments determined most practical to accomplish the necessary relocations to meet the construction phasing and progress, both planned and actual.

After all efforts have been made to minimize the utility risks, the Utility Coordination Team will use the following methods to coordinate relocations and arrange for timely relocations:

- **During the preliminary design phase**, the Utility Coordination Team will work with the design engineers and Construction Utility Coordinator to further coordinate the determination of potential utility relocations and plan for that work. Early interactions between Utility Teams and those utility owners will expedite completion of required relocations or adjustments.
- **Consultant Assistance:** Engineers on the Utility Coordination Teams have engineered, and designed utility relocation plans for electric, and telephone ductbanks relocations, gas, water, and sanitary sewer relocation plans and any special structures that may be require. On other projects this expedited the utility relocation process by having work in control of the team.
- After the preliminary road designs are reviewed, adjusted, and approved, plans will be distributed to the utility companies and a Utility Field Inspection (UFI) scheduled. The Utility Coordination Team will conduct the UFI, reviewing the utility impacts and potential relocation concepts. A UFI report and other customary documents will be prepared and distributed. Schedules for the utility companies' submission of plans, specifications, and estimates (PS&E) for the relocations will be established.
- To ensure that relocation plan development is progressing on schedule, the Utility Coordination Team

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will continue to work with each utility company and resolve any issues between the Project plans and the utility plans. As easement acquisition can be time consuming and expensive, evaluations will be made for each utility relocation to determine if a more extensive relocation that avoids impacts on private property is preferable to a simpler relocation requiring easements. The Utility Coordination Team and Road and Drainage Design Team will work with the ROW specialists to obtain any easements or permits required for utility relocation.

- As the utility company’s plan and estimates are submitted, the Utility Coordination Team will review them in accordance with state and federal regulations/procedures; finalize the cost responsibility determination; and recommend approval of the requested reimbursement. A utility relocation agreement will be prepared, executed by the utility company, and submitted to VDOT for approval as a part of the PS&E assembly. Upon PS&E approval and any permitting required, the utility company will be authorized to proceed with utility relocation.

- The teams Utility Coordinators will monitor utility relocation progress to ensure utility companies are actively completing the work in accordance with the approved schedule. They will coordinate roadway construction activities with outstanding utility relocation construction and will be available to immediately resolve any issues.

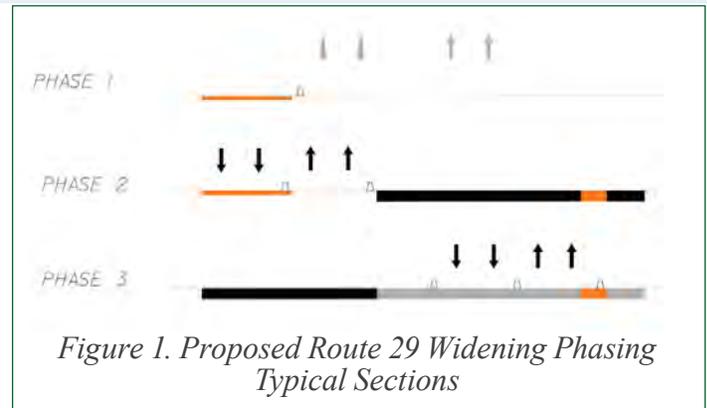
Role of VDOT and other Agencies: The Utility Coordination Team will keep VDOT fully informed as the utility relocation process proceeds through the project development phases. During the past two years, our Utility Manager has been actively coordinating the six Albemarle Bundle design-build projects with the same VDOT Utility Design Build Project Manager that will be the VDOT coordinator for this project. In accordance with the most recent RFP requirements, VDOT will review the Project’s utility relocation plan, and utility design submittals for both in-plan and out-of-plan utility relocations. In the unlikely event that a utility company is not responsive to the design-build Team and places the utility relocation on the Project’s critical path, VDOT may be asked to provide assistance in facilitating timely responses and actions from the utility company.

RISK NO. 2 | TRAFFIC CONTROL ISSUES RESULTING IN CONGESTION, REDUCED SAFETY AND DELAYS

Introduction: A carefully considered Transportation Management Plan (TMP) will ensure the safety of the traveling public, ensure the safety of the Corman Kokosing Team performing the work, and establish an efficient construction process that will minimize impacts on the traveling public. Without a well-designed and implemented TMP the traveling public as well as Corman Kokosing team will be put in danger, the project may face construction delays, and public opposition to the project may become a hindrance.

Maintaining traffic on Route 29 will be crucial to the project as it is a vital piece of the regional transportation network. Functionally classified as a principal arterial in addition to being designated as a Corridor of State-wide Significance (CoSS), Route 29 serves both local and regional traffic destined for the local residential and isolated commercial land uses as well as those outside the project area.

Due to the importance of the corridor, we recognize



that VDOT will require the Corman Kokosing/RK&K Team to maintain the existing number of travel lanes during construction. Based on the RFQ information package, it is expected that the proposed improvements will require a complex sequence of construction involving wide shifts and temporary pavement to reconstruct sections of roadway undergoing full-depth reconstruction. A preliminary typical section to maintain traffic is shown in Figure 1. The existing shared-use paths serve

3.5 | PROJECT RISKS

non-vehicular users and must be maintained during construction with alternate accommodations, if necessary.

Why Critical: The TMP/MOT are critical to this project because an ineffective TMP/MOT may result in existing congestion being exacerbated by the construction resulting in decreased capacity and mobility; impacts to the traveling public, businesses, and local residences; a negative project image; and unsafe conditions – all of which are direct contradictions to the project goals. Disruptions to ingress and egress from the work site and businesses is also a risk in this highly congested corridor that must be addressed. Failure to implement new work zones, traffic shifts, or new traffic patterns to the public may create traffic gridlock and unsafe conditions that would impact the schedule by restricting the delivery of materials and work operations. Should this happen, community and stakeholder dissatisfaction would become a major issue to be dealt with every day, impacting progress and public support for this project.

Impact: The impact on the project of having an effective TMP is primarily positives: the safe progression of the traveling public, Corman Kokosing Team able to work safely and away from traffic, easier public relations, and an overall easier construction phase. To not have an effective TCP would be a major risk to the project's success! All of this requires hard work, diligent planning, constant coordination, and execution. The Corman Kokosing Team is ready to do all of these things to ensure a successfully delivered project.

Mitigation: The Corman Kokosing/RK&K Team's mitigation strategies will begin with the development of a detailed TMP with a major focus on traffic control, incident management, transportation operations, and communication strategies. The TMP will be influenced by the lessons learned by our Team's experience designing and constructing projects along major corridors in this region and throughout the Mid-Atlantic.

Our mitigation strategies for the TMP/MOT risk identified above include:

Public Awareness and Outreach: Keeping the public informed as to the construction plans and sequences, traffic movement changes, potential impacts, project status and upcoming schedule will be a top priority to obtain public support, which in turn will minimize complaints when there

are short term impacts to their travel route. In addition to the normal updates regarding roadway work and lane closures to the NOVA District Traffic Operations Center, this project will provide updates to the regional and local stakeholders identified as part of our Public Involvement Plan.

Our plan utilizes a multi-layered approach to inform the public and minimize travel inconveniences. It will incorporate proven and innovative strategies and tools, including:

- Social media to provide motorists up-to-date information on construction progress, work zone changes, and incident reports
- Local media outreach and special announcements
- Dynamic message signs to reflect current work zone conditions
- We will engage closely with the bicycle and pedestrian community utilizing the trails and signalized crossings within the project area to address concerns about access during construction. The existing signalized crossings will be maintained to make sure safe bicycle and pedestrian access.
- We will work closely with Fairfax Connector, WMATA bus, and local ride share programs to entice travelers to use those facilities, carpooling or alternative modes of travel during construction.
- **E-mail Newsletters:** Timely release of project information and notifications will be the hallmark of these communications. It is our experience that if the citizens are informed and recognize that their concerns are heeded and addressed, they will be more likely to cooperate and accommodate.
- **“Pardon Our Dust” meetings:** As the project construction progresses through various phases, we will conduct town hall types of meetings to inform the citizens of the upcoming work and the potential impacts to their daily activities. These meetings will be an opportunity to discuss the citizens' concerns and to work proactively with them to obtain their support and understanding of the impacts.

Limitation of Road Closures: The Corman Kokosing/RK&K Team will comply with the Regional Lane Closure policy. We will undertake additional traffic analyses with VDOT Traffic Operations and Safety Analysis Manual (TOSAM) methodologies to avoid

3.5 | PROJECT RISKS

creating periods during “non-peak” hours where congestion burdens motorists as well as analyses to see when additional work hours may benefit the project with no adverse impacts on the traveling public.

Traffic Control Plans: Traffic control plans (TCP) are an integral part of the TMP. The Corman Kokosing/RK&K Team has produced traffic control plans for many projects of a similar scope and size including the highly successful US 29 Widening that was part of the US 29 Solutions project. The TCP will ensure adequate space and protection for the traveling public as well as construction activity. Plans will be prepared in accordance with the Virginia Work Area Protection Manual (VWAPM) to ensure traffic control consistent with motorist expectations.

Detours/Alternate Routes: Through coordination with VDOT and other stakeholders, opportunities will be found to provide alternate routes to shift traffic away from Route 29 for even short periods to expedite construction. All detours will be submitted to VDOT and Fairfax County for approval and be properly signed to provide clear, positive guidance to travelers.

Construction Staging and Access: Staging areas would be situated so as to not increase traffic along the corridor by establishing specific yard and field offices close to the project site. When possible, restrict material deliveries to off-peak hours, haul routes for excavated material, concrete and asphalt would be strictly controlled with an emphasis in separating construction from local/regional traffic.

Coordination with Adjacent projects: We will propose regular coordination meetings with the construction staff and owners of any ongoing projects in the region (VDOT, County and Private) to synchronize and reduce construction impacts within the corridor. This will particularly be critical with the I-66 Outside the Beltway project as they progress towards opening several months after this project is anticipated to begin construction. Given the parallel nature of Route 29 and I-66, it will be crucial to coordinate activities so that major interruptions to either corridor are not happening concurrently to minimize impacts on the traveling public. Similar meetings were conducted on the several of our past VDOT D-B projects including I-64 widening, and Fall Hill Avenue reconstruction among others that resulted in less construction impacts and improved traffic flows.

Incident Management Plan: A good TMP accommodates the unexpected, i.e., disabled vehicles, collisions, weather, or special events. We will implement a plan that makes provisions for dealing with disabled vehicles by engaging a local wrecker service to be on-call to quickly respond to a road blockage. For issues such as weather or special events, we will implement a plan that curtails or limits construction activities to maintain safe passage of traffic.

Additionally, we propose to establish a MOT Task Force that would meet bi-weekly during both design and construction. At a minimum, this Task Force would include our DBPM, CM, DM, Lead Traffic Engineer, and VDOT and Fairfax County Staff. This Task Force would be supplemented by stakeholders, such as EMS staff, school transportation officials, transit operators, and the police, as appropriate. This Task Force approach has proven invaluable on many of our successfully completed projects with complex MOT, including Fall Hill Road Reconstruction and the Route 29 Solutions projects, design-build projects also built for VDOT.

These strategies are just some of the tools our Team will put into place to mitigate the TMP risks for this project. Even with these strategies, the best tool is a well-planned and executed TMP and stakeholder involvement that optimizes safety and reduces delay and stress to motorists.

Role of VDOT or other Agencies: As the owner of the project and public face of the project, VDOT plays a major role in the TMP. VDOT has ultimate approval authority over the TMP. As such, we will request that VDOT be an active partner in development of the TMP and participant in the MOT Task Force and assist as necessary with coordination of local stakeholders such as Fairfax County and adjacent projects. VDOT will be requested to provide crash and traffic data and existing traffic operation models for the Corman Kokosing/RK&K Team to utilize in developing the TMP and provide reviews and comments on the TMP for the project. VDOT will assist with support from the Traffic Operations Center to help communicate traffic operations during construction and will also provide input and advice early on through timely “Over the Shoulder Reviews” which help minimize the amount of back and forth with that comes with formal plan submittals.

RISK NO. 3 | SCHEDULE IMPACTS DUE TO DELAYS IN THE RIGHT-OF-WAY PROCESS

Introduction: The acquisition of private property for public improvement projects is an integral part of the project development process. State and Federal statutes and regulations establish the requirements and timelines that must be followed. In addition, most cases the landowners are not willing to lose a portion of their property and delay the process. The Corman Kokosing/RK&K Team has significant experience in the acquisition process.

Why Critical: A critical element that might affect the successful completion of this project on-time is the acquisition of right of way (ROW). The acquisition of private property is required from over 50 parcels along the project, 11 of acquisitions are Homeowner Associations (HOA) which add a complexity, in that they tend to take longer to come to settlements which can delay the schedule. HOA declarations can make a voluntary agreement difficult and even impossible, and often leads to the need to utilize eminent domain. VDOT has indicated its intention to negotiate two of the HOA parcels, as well as the parcels of the Fairfax County Park Authority and Fairfax County Board of Supervisors. These parcels take additional time in order to come to agreement with the county personnel and then get these acquisitions approved by the Board of Supervisors and it will be critical for VDOT to deliver the parcels on time. The use of eminent domain will significantly increase the ROW acquisition time frame and delay the initiation of construction on those parcels.

Impact: Potential impacts from the ROW acquisition requirements are delays to the Project schedule. As noted above, the most significant delay to acquiring the ROW and easements so that the utility relocations and construction can commence, is the possible need to utilize eminent domain. The eminent domain and ROW acquisition statutes have required notice periods that add weeks to the acquisition process. To avoid eminent domain on the County owned properties, County Board of Supervisors (BOS) action is required to authorize the acquisitions. Coordinating BOS actions require public notices with additional weeks of added time.

- The negotiations with highly impacted property owners often take much longer as they require time

to evaluate the impacts and accept the offer or provide a counteroffer.

- Landowner's retention of eminent domain counsel late in the negotiation process, creating a need for more time to consider the offer.
- The review and approvals of the various submittals to VDOT necessary to proceed with appraisals, negotiations, and settlements of parcels.

Associated with risk of schedule delays is an increase in the Project's ROW cost. Since there has yet to be a trial case regarding the appraising of HOAs since the new law §55.1-1836 Condemnation of Common Area was put into place, this could increase ROW costs should the courts side with the property owner attorneys

Mitigation: To ensure that the ROW acquisition impacts described above are mitigated to the best extent possible, our ROW Team will be proactive from the Notice of Award forward on addressing these impacts as well as the engineering necessary to advance the design. Our teammates have been working with VDOT special projects group on multiple projects over the past several years and are familiar with VDOT processes and requirements, so no learning curve. **Our strategies to mitigate potential delays resulting from the right of way acquisition process are as follows:**

Right of Way Focus Group: Our Team will create a focus group to review ROW issues, such as property access, impacts on landscape buffers, effects on parking spaces, impacts from utility relocations, etc, to identify and avoid delays. The focus group will include design engineers and specialists from both road and drainage groups, utility coordination group, construction team as well as our ROW specialists. We will develop proposed drainage, grading, and stormwater management (SWM) solutions to set the required easements earlier in the plan development process. We will incorporate utilities coordination efforts with the utility companies to identify utility easements and also include in the planning process. With the easements and avoidance strategies identified, we will establish a planned acquisition sequence and schedule that targets the critical properties first and aligns with our construction approach, all minimizing potential delays.

3.5 | PROJECT RISKS

Experienced Right of Way Team: Diversified Property Services, a DBE, will be joining with Bowman to provide an experienced Team to provide all services necessary to acquire the ROW and easement needed for the Project. The Team's managers for appraisal and negotiations have over 100 years of combined experience in the acquisition of right of way and fully understand the scope of services for providing ROW Services for VDOT and federally funded transportation projects. Bowman and Diversified Property Services are pre-qualified by VDOT to perform ROW acquisition and appraisal services on any of their sponsored projects. Bowman has obtained over 1000+ parcels on 30+ transportation projects in Virginia over the past few years and that work included over 600 appraisals and the relocation of more than 100 families or businesses, including over 300 parcels on the Transform I-66 Outside the Beltway project. Bowman and Diversified Property Services, a DBE, have worked together over the past several years on both the Transform I-66 and Route 7 D-B projects.

Fully Integrated Design and Construction Schedule: The Corman Kokosing/RK&K Team will integrate the required ROW and utility easement acquisition processes into the overall project schedule so that the critical path is established for the Team's benefit. Maintaining this developed schedule and quickly addressing and resolving issues will minimize any potential delays for the ROW and utility relocations. It will be used to set priorities for acquisitions, and it is tied to the proposed MOT plan.

VDOT Coordination Meeting: Following award, our Team will prepare a ROW Acquisition Plan that outlines our Team's processes for accomplishing all right of way activities including, title reports, appraisals, offers, negotiations, approval of justifications, and settlements. This plan will include a list of the impacted parcels along with the appraiser type, the negotiator planned for the acquisition of each parcel, the schedule of the ROW acquisition work focusing on the sequence of acquisition and timing of critical parcels. With the submission of this plan to VDOT, our Team will conduct a coordination meeting to be attended by the Project's Key Personnel, our ROW Manager, representatives of each ROW firm, and VDOT ROW acquisition staff. The goal of the meeting will be to present the ROW Acquisition Procedures Plan and focus on ways to streamline the processes to expedite

approvals. This meeting will serve to create a better understanding of the ROW acquisition goals and schedule and create buy-in by the VDOT ROW staff.

Prioritization of Parcels: Because acquisition processes have many mandatory time requirements, it is critical that the ROW acquisition sequence be directly tied to the construction and utility relocation schedule. To minimize this, our Team will identify multiple groupings of ROW acquisition parcels to prioritize acquisitions as needed to obtain early access to critical utility relocations. The ROW groupings will align with logical segmentation of utility relocations. This allows our Team to focus resources on critical acquisitions and minimize the potential that slow acquisition of a single parcel could dramatically delay extended areas of the Project .

Coordination with Landowners (Stakeholders): As part of the Stakeholder involvement program, the Corman Kokosing/RK&K Team will implement for the project, our ROW and Public Relations (PR) groups will determine the affected landowners, adjacent landowners and/or their representatives and will maintain a listing of this contact information. Contact will be made with these shareholders early to explain the proposed improvements, how it affects their property, and obtain their concerns. These concerns will be coordinated with the Design Team and the best solutions evaluated early in the design. Having heard and evaluated these concerns will allow negotiations to proceed more efficiently, mitigating schedule delays and negative opinions. Continuous communication allows us to develop a relationship with the landowners that can potentially facilitate early entry onto the property through right-of-entry agreements.

Understanding of Right of Way Laws, Regulations, and Processes: Our experienced ROW Team will be involved early in the project development process and will remain involved in providing information and comments to the Design Team throughout project development activities. This will include determining any property title issues that might affect the proposed design, and providing comments and cost evaluations for alternatives where there may be significant property cost impacts.

Our Team's experienced ROW project manager and

3.5 | PROJECT RISKS

specialists will also be at any citizen's information meetings held for the Project. They will answer any questions that the landowner may have regarding any acquisitions needed from their property and explain how the public acquisition process works.

Once the ROW authorization is received, we will proceed with the timely acquisition of the ROW and easements. Our ROW Team is pre-qualified by VDOT to perform ROW acquisition services and fully complies with the Federal Uniform Act, State laws and regulations; and will meet all VDOT requirements.

With the initiation of the ROW acquisition phase either our Team's staff or our sub-consultant title company will research and prepare the Preliminary Title Reports. At the same time, the appraisal team, which is pre-qualified and approved by VDOT, will initiate the preparation of the appraisals required for the acquisitions. The finalized appraisal and any waiver appraisal valuations will be submitted to VDOT for review; approval of just compensation and authorization to commence negotiations.

During that review process we will be coordinating with VDOT and preparing the documents necessary to make a bona fide offer to the landowner. Our ROW Specialists will negotiate the acquisitions with the affected landowner to present the bona-fide offer package which includes plans; appraisal or valuation; preliminary titles reports; draft legal documents; and any other information necessary for the landowners to make an informed decision. Our ROW Specialists will consult with the design engineers as needed to answer all landowner questions. A reasonable amount of time will be provided to the landowners in order to obtain a decision on the bona-fide offer. As the ROW acquisition agreements are obtained, the Team will prepare any necessary documents and proceed with the closings process.

Our ROW Specialist will work with the HOAs, all others

than the two being negotiated by VDOT, and their attorneys to guide them through the acquisition process. This will include both working with the property owners to explain the HOA laws regarding the appraisal process, as well as reviewing the options of signing or using a friendly condemnation with a pre-agreed upon settlement in order to complete an Agreement After Certificate in a timely manner.

The ROW Manager will track all acquisition activities and will provide VDOT with an Acquisition Status Report, and access to The Team's on line ROW database ensuring clear communications and avoiding any delays. The Team's ROW database includes a GIS interface providing a Project link to all parcels and can be access from mobile devices. All ROW parcel information will also be entered into VDOT's internal RUMS system on a daily basis.

Role of VDOT and other Agencies: Following the proactive mitigation strategies discussed above, along with Bowman's familiarity with VDOT's processes, will minimize risks to the Project, VDOT and the Corman Kokosing/RK&K Team. VDOT will be requested to provide the required public sector approvals of the ROW plans, just compensation valuations and administrative settlements in a timely manner. VDOT staff Attorney General's office may be involved in reviewing any property title issues, conveyance documents and the documents required for eminent domain.



APPENDIX



ATTACHMENT 3.1.2

SOQ Checklist

ATTACHMENT 3.1.2

Project: 0029-029-350

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

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

ATTACHMENT 3.1.2

Project: 0029-029-350

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Appendix
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	1
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	2
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix
Organizational chart	NA	Section 3.3.2	yes	4
Organizational chart narrative	NA	Section 3.3.2	yes	3
Experience of Offeror's Team				

ATTACHMENT 3.1.2

Project: 0029-029-350

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	7



ATTACHMENT 2.10

Form C-78-RFQ

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

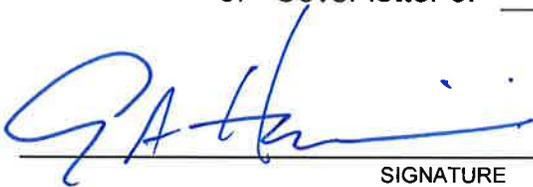
RFQ NO. C00110329DB113
PROJECT NO.: 0029-029-350

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 – July 27, 2021
(Date)
- 2. Cover letter of _____
(Date)
- 3. Cover letter of _____
(Date)


SIGNATURE

9/2/21
DATE

Gregory A. Hamilton, PE, DBIA
PRINTED NAME

Regional Sr. Vice President
TITLE



ATTACHMENT 3.2.6

Affiliated and/or Subsidiary Companies

ATTACHMENT 3.2.6

State Project No. 0029-029-350

Affiliated and Subsidiary Companies of the Offeror

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

- | |
|---|
| <input type="checkbox"/> The Offeror does not have any affiliated or subsidiary companies. |
| <input checked="" type="checkbox"/> Affiliated and/ or subsidiary companies of the Offeror are listed below. |

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Subsidiary	Corman Kokosing Real Estate Holdings, LLC	12001 Guilford Road, Annapolis Junction, MD 20701
Subsidiary	CK-TV, LLC	12001 Guilford Road, Annapolis Junction, MD 20701
Affiliate	Kokosing, Inc.	6235 Westerville Road, Westerville, OH 43081
Affiliate	The Olen Corporation	4755 S High Street, Columbus, OH 43207
Affiliate	Third Gen, Inc.	6235 Westerville Road, Westerville, OH 43081
Affiliate	Corman-Branch, a Joint Venture	c/o Corman Kokosing Construction Company 12001 Guilford Road, Annapolis Junction, MD 20701
Affiliate	Granite-Parsons-Corman Joint Venture	c/o Granite Construction Northeast, Inc. 120 White Plains Road, Suite 310, Tarrytown, NY 10591
Affiliate	Skanska-Corman-McLean Joint Venture	295 Bendix Road, Suite 400, Virginia Beach, VA 23452
Affiliate	Corman-McLean JV	c/o Corman Kokosing Construction Company 12001 Guilford Road, Annapolis Junction, MD 20701



ATTACHMENT 3.2.7

Primary and Lower Tier Debarment Forms

ATTACHMENT 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0029-029-350

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.


Signature

9/2/21
Date

Regional Sr. Vice President
Title

Corman Kokosing Construction Company

Name of Firm

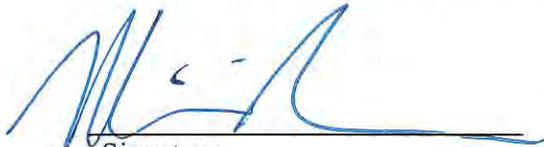
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-029-350

- 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

8/24/2021

Date

Partner

Title

Rummel, Klepper & Kahl, LLP

Name of Firm

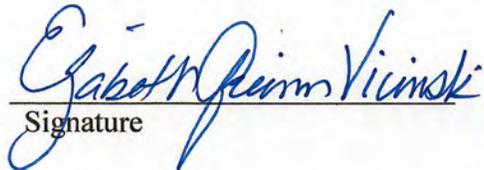
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-029-350

- 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.

	<u>8/17/2021</u>	<u>President</u>
Signature	Date	Title

Quinn Consulting Services, Inc.
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-029-350

- 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

08/19/2021

Date

Director of ROW and Utility Coordination Service

Title

Bowman Consulting Group Ltd.

Name of Firm

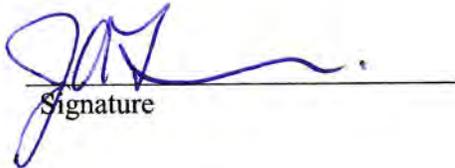
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-029-350

- 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

August 18, 2021

Date

President

Title

Floura Teeter Landscape Architects, Inc.

Name of Firm

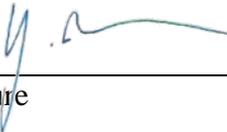
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-029-350

- 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	August 20, 2021 _____ Date	President and CEO _____ Title
--	----------------------------------	-------------------------------------

DMY Engineering Consultants Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0029-029-350

- 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

August 17, 2021
Date

Vice President
Title

H & B Surveying and Mapping, LLC
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-029-350

- 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.

	8/25/2021	President
Signature	Date	Title

Diversified Property Services, Inc.

Name of Firm

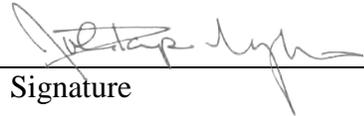
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-029-350

- 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

8/17/2021

Date

Vice President - Business Development

Title

InfraMap Corp.

Name of Firm

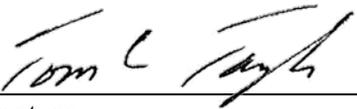
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-029-350

- 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.

	August 18, 2021	President
Signature	Date	Title

Specialized Engineering (DIW Group, Inc. t/a Specialized Engineering)
Name of Firm



ATTACHMENT 3.2.8

Offeror's VDOT Prequalification



Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 8/18/2021

- C -

Vendor ID: C3620
Vendor Name: CORE CONTRACTORS, LLC
Prequal Level: Prequalified (Probationary)
Prequal Exp: 03/31/2022

-- PREQ Address --

17300 RIVER RIDGE ROAD BLVD #300
WOODBIDGE, VA 22191
Phone: (703)969-2546
Fax:

Work Classes (Listed But Not Limited To)

002 - GRADING
005 - DRAINAGE STRUCTURES
045 - UNDERGROUND UTILITIES
101 - EXCAVATING

Bus. Contact: FARBER JR., FREDERICK ALBERT
Email: FFARBER@CORESITEGROUP.COM

-- DBE Information --

DBE Type: N/A
DBE Contact: N/A

Vendor ID: C3607
Vendor Name: CORMAN KOKOSING CONSTRUCTION COMPANY
Prequal Level: Prequalified
Prequal Exp: 03/31/2022

-- PREQ Address --

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

Work Classes (Listed But Not Limited To)

002 - GRADING
003 - MAJOR STRUCTURES
007 - MINOR STRUCTURES
045 - UNDERGROUND UTILITIES

Bus. Contact: SCHEELE, SHAWN MICHAEL
Email: SSCHEELE@KOKOSING.BIZ

-- DBE Information --

DBE Type: N/A
DBE Contact: N/A



ATTACHMENT 3.2.9

Surety Letter



Carolyn E. Wheeler

Marsh USA Inc.
1111 Northshore Drive
Suite N550
Knoxville, TN 37919
865-769-7787
Carolyn.E.Wheeler@marsh.com
www.marsh.com

Sudha Mudgade, PE, PMP, DBIA
Alternative Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street, Richmond, VA 23219

August 23, 2021

Subject: Corman Kokosing Construction Company
A Design Build Project | Route 29 Widening Phase II
From: 0.208 Miles West of Union Mill Road – To: 0.460 Miles East of Buckley's Gate Drive
State Project No.: 0029-029-350, P101, R201, C501, D612;
Federal Project No.: NHPP-5A01(917); Contract ID Number: C00110329DB113

This letter will confirm that Corman Kokosing Construction Company is highly regarded by and prequalified with its surety companies, Liberty Mutual Insurance Company (A.M. Best Rating A, XV) and Travelers Casualty and Surety Company of America (A.M. Best Rating A++, XV), co-sureties for Corman Kokosing Construction Company. Corman Kokosing Construction Company is capable of providing bonds for this project with an estimated contract price of approximately \$72 million with aggregate contracts exceeding \$3 billion. These single project size and aggregate capacity levels are by no means meant to imply a maximum capacity level and should larger capacity amounts be necessary the underwriters are favorable toward providing Corman Kokosing Construction Company with higher support levels.

This letter also confirms that Corman Kokosing Construction Company is capable of providing 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction for the referenced Project, and said bonds will cover the Project and any warranty periods as provided for in the contract documents on behalf of Corman Kokosing Construction Company, in the event they are the successful bidder and enter into a contract for this project.

This pre-qualification is conditioned on acceptable underwriting considerations such as final contract terms and condition, bond forms and final project details.

We are proud to be a part of the Corman Kokosing Construction Company risk management and surety team. Should you have any questions or if you need any clarification, please do not hesitate to contact me.

Sincerely,

Carolyn E. Wheeler, Attorney-in-Fact
Liberty Mutual Insurance Company
Travelers Casualty and Surety Company of America



This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

Certificate No: 8204866

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies").

all of the city of Knoxville, state of TN each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations...

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 15th day of February, 2021.

Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company



By: [Signature of David M. Carey]

David M. Carey, Assistant Secretary

STATE OF PENNSYLVANIA ss
COUNTY OF MONTGOMERY

On this 15th day of February, 2021, before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Insurance Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at King of Prussia, Pennsylvania, on the day and year first above written.



Commonwealth of Pennsylvania - Notary Seal
Teresa Pastella, Notary Public
Montgomery County
My commission expires March 28, 2025
Commission number 1126044
Member, Pennsylvania Association of Notaries

By: [Signature of Teresa Pastella]

Teresa Pastella, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company which resolutions are now in full force and effect reading as follows:

ARTICLE IV - OFFICERS: Section 12. Power of Attorney.

Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

ARTICLE XIII - Execution of Contracts: Section 5. Surety Bonds and Undertakings.

Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Certificate of Designation - The President of the Company, acting pursuant to the Bylaws of the Company, authorizes David M. Carey, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization - By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, of Liberty Mutual Insurance Company, The Ohio Casualty Insurance Company, and West American Insurance Company do hereby certify that this power of attorney executed by said Companies is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 23rd day of August, 2021



By: [Signature of Renee C. Llewellyn]

Renee C. Llewellyn, Assistant Secretary

Not valid for mortgage, note, loan, letter of credit, currency rate, interest rate or residual value guarantees.

For bond and/or Power of Attorney (POA) verification inquiries, please call 610-832-8240 or email HOSUR@libertymutual.com.



**Travelers Casualty and Surety Company of America
Travelers Casualty and Surety Company
St. Paul Fire and Marine Insurance Company**

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint Carolyn E. Wheeler of Knoxville, TN, their true and lawful Attorney(s)-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **21st** day of **April**, 2021.



State of Connecticut

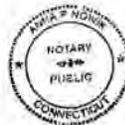
By:
Robert L. Raney, Senior Vice President

City of Hartford ss.

On this the **21st** day of **April**, 2021, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of each of the Companies, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of said Companies by himself as a duly authorized officer.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

My Commission expires the **30th** day of **June**, 2026



Anna P. Nowik, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of each of the Companies, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of each of the Companies, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this 23rd day of August, 2021



Kevin E. Hughes, Assistant Secretary

**To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney(s)-in-Fact and the details of the bond to which this Power of Attorney is attached.**



ATTACHMENT 3.2.10

SCC and DPOR Information Tables

ATTACHMENT 3.2.10

State Project No. 0029-029-350

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Corman Kokosing Construction Co.	F2080481	Stock	Active; Good Standing	12001 Guilford Rd. Annapolis Junction, MD 20701	Class A Contractor	2705167185	02-28-2022
Rummel, Klepper & Kahl, LLP	K0004178	General Partnership	Active	2100 E. Cary St., #309, Richmond, VA 23223	ENG	0411000271	02-28-2022
				12600 Fair Lakes Circle, #300 Fairfax, VA 22033	ENG	0411000577	02-28-2022
				700 E. Pratt St., #500, Baltimore, MD 21202	ENG	0407002860	12-31-2021
Quinn Consulting Services, Inc.	04925517	S-Corp.	Active	14160 Newbrook Dr., #220 Chantilly, VA 20151	ENG	0407003733	12-31-2021
DMY Engineering Consultants Inc.	07688955	S-Corp.	Active	4170 Lafayette Center Dr., #500, Chantilly, VA 20151	ENG	0407005631	12-31-2021
Bowman Consulting Group Ltd.	11139594	Stock	Active; Good Standing	3951 Westerre Parkway, #150 Richmond, VA 23233	ENG, LS, LA	0411000610	2-28-2022

ATTACHMENT 3.2.10

State Project No. 0029-029-350

SCC and DPOR Information

				13461 Sunrise Valley Dr., #500 Herndon, VA 20171	ENG, LS, LA	0407003896	12-31-2021
				1300 Central Park Blvd. Fredericksburg, VA 22401	ENG, LS, LA	0411000421	02-28-2022
				1300 Central Park Blvd. Fredericksburg, VA 22401	Real Estate Appraiser Board	4008001873	03-31-2022
Floura Teeter Landscape Architects, Inc.	F1543497	Stock	Active	800 N. Charles St., #300, Baltimore, MD 21201	LA	0405001874	12-31-2021
H&B Surveying and Mapping, LLC	S2905604	Limited Liability Company	Active	614 Moorefield Park Dr., Richmond, VA 23236	LS	0407005432	12-31-2021
				2105 Electric Rd., #103, Roanoke, VA 24018	LS	0411001268	02-28-2022
InfraMap Corp.	F1055252	Foreign	Active, In Good Standing	10365 S Cedar Ln., Glen Allen, VA 23059	ENG, LS	407003343	12-31-2021
Diversified Property Services, Inc.	F1304106	Stock	Active	20 E Timonium Rd., #111, Timonium, MD 21093	Appraisal Business Registration	4008001190	11-30-2022
Specialized Engineering (DIW Group, Inc. t/a Specialized Eng.)	F1281908	S-Corp	Active	4845 International Blvd. #104 Frederick, MD 21703	ENG	0407004748	12-31-21

ATTACHMENT 3.2.10

State Project No. 0029-029-350

SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Corman Kokosing Construction Company	Scott Szympruch, PE	Annapolis Junction, MD	12001 Guilford Road, Annapolis Junction, MD 20701	Professional Engineer	0402041661	09-30-2021
Rummel, Klepper & Kahl, LLP	Owen Peery, PE	Richmond, Virginia	2100 East Cary St., #309, Richmond, VA 23223	Professional Engineer	0402046882	10-31-2021
Quinn Consulting Services, Inc	John Vicinski, PE, DBIA	Chantilly, Virginia	4609 Marble Rock Ct., Chantilly, VA 20151	Professional Engineer	0402026380	08-31-2023



ATTACHMENT 3.2.10.1

SCC Registrations

3.2.10 | SCC REGISTRATIONS

**State Corporation Commission
Clerk's Information System**

Entity Information

Entity Name: Corman Kokosing Construction Company Entity ID: #2000461
 Entity Type: Stock Corporation Entity Status: **Active**
 Series LLC: N/A Reason for Status: Active and in Good Standing
 Formation Date: N/A Status Date: 02/26/2019
 VA Qualification Date: 01/22/2018 Period of Duration: Perpetual
 Industry Code: 0 - General Annual Report Due Date: N/A
 Jurisdiction: OH Charter Fee: \$100.00
 Registration Fee Due Date: Not Required

Registered Agent Information

RA Type: Entity Locality: HENRICO COUNTY
 RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO TRANSACT BUSINESS IN VIRGINIA
 Name: C T CORPORATION SYSTEM Registered Office Address: 4701 Cox Rd Ste 205, Glen Allen, VA, 23060 - 6808, USA

Principal Office Address

Address: 12001 Guilford Rd, Annapolis Junction, MD, 20701 - 1201, USA

Principal Information

Title	Director	Name	Address	Last Updated
President, Chief Executive Officer	Yes	WM BRIAN BURGETT	6235 WESTERVILLE RD, Westerville, OH, 43081 - 0000, USA	02/06/2020
Treasurer	No	TIMOTHY J FREED	6235 WESTERVILLE RD, WESTERVILLE, OH, 43081 - 0000, USA	02/26/2019
EXEC VP	No	JOHN D HOUSEHOLDER	6235 WESTERVILLE ROAD , Westerville, OH, 43081, USA	02/06/2020
EXEC VP INDUSTRIAL & MARINE DIVISION	No	THOMAS G MURASKI	6235 WESTERVILLE ROAD , Westerville, OH, 43081, USA	02/06/2020
Secretary	No	BROOKE HOCFLICH	6235 WESTERVILLE ROAD , Westerville, OH, 43081, USA	01/06/2021

**State Corporation Commission
Clerk's Information System**

Entity Information

Entity Name: RUMMEL, KLEPPER & KAHL, LLP Entity ID: K0004176
 Entity Type: General Partnership Entity Status: **Active**
 Series LLC: N/A Reason for Status: GP - LLP Status Only
 Formation Date: N/A Status Date: 09/25/2001
 VA Qualification Date: 09/25/2001 Period of Duration: N/A
 Industry Code: 0 - General Annual Continuation Report Due Date: N/A
 Jurisdiction: MD Charter Fee: N/A
 LLP Status: Yes
 Registration Fee Due Date: Not Required

Registered Agent Information

RA Type: Entity Locality: HENRICO COUNTY
 RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO TRANSACT BUSINESS IN VIRGINIA
 Name: C T CORPORATION SYSTEM Registered Office Address: 4701 Cox Rd Ste 205, Glen Allen, VA, 23060 - 6808, USA

Principal Office Address

Address: 700 E Pratt St Ste 500, BALTIMORE, MD, 21202 - 4919, USA

Principal Office Address

Address:

State Corporation Commission Clerk's Information System

Entity Information

Entity Name: QUBIN CONSULTING SERVICES INCORPORATED
 Entity Type: Stock Corporation
 Series LLC: N/A
 Formation Date: 10/24/1997
 VA Qualification Date: 10/24/1997
 Industry Code: 0 - General
 Jurisdiction: VA
 Registration Fee Due Date: 10/31/2021

Entity ID: 04925517
 Entity Status: Active
 Reason for Status: Active and In Good Standing
 Status Date: 12/01/2008
 Period of Duration: Perpetual
 Annual Report Due Date: 10/31/2021
 Charter Fee: \$50.00

Registered Agent Information

RA Type: Individual
 RA Qualification: Member of the Virginia State Bar
 Name: JOHN H QUBIN JR
 Locality: ARLINGTON COUNTY
 Registered Office Address: 2208 S KNOLL ST, ARLINGTON, VA, 22202 - 2134, USA

Principal Office Address

Address: 14160 NEWBROOK DRIVE, SUITE 220, CHANTILLY, VA, 20151 - 0000, USA

Principal Information

Title	Director	Name	Address	Last Updated
COB/P/T	Yes	ELIZABETH QUBIN VICINSKI	14160 NEWBROOK DRIVE, SUITE 220, CHANTILLY, VA, 20151 - 0000, USA	09/15/2017
Secretary	No	FRANCISCA LOTERO	888 17TH STREET NW, SUITE 640, WASHINGTON, DC, 20006 - 0000, USA	09/15/2017

State Corporation Commission Clerk's Information System

Entity Information

Entity Name: Bowman Consulting Group Ltd.
 Entity Type: Stock Corporation
 Series LLC: N/A
 Formation Date: 11/13/2020
 VA Qualification Date: 11/25/2020
 Industry Code: 0 - General
 Jurisdiction: DE
 Registration Fee Due Date: Not Required

Entity ID: 11138994
 Entity Status: Active
 Reason for Status: Active and In Good Standing
 Status Date: 11/25/2020
 Period of Duration: Perpetual
 Annual Report Due Date: N/A
 Charter Fee: \$750.00

Registered Agent Information

RA Type: Entity
 RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO TRANSACT BUSINESS IN VIRGINIA
 Name: CORPORATION SERVICE COMPANY
 Locality: RICHMOND CITY
 Registered Office Address: 100 Skokie Slip Fl 2, Richmond, VA, 23219 - 4100, USA

Principal Office Address

Address: 12355 Sunrise Valley Dr Ste 520, Reston, VA, 20191, USA

Principal Information

Title	Director	Name	Address	Last Updated
Executive Vice President	No	Benoit Cossart	12355 Sunrise Valley Dr Ste 520, Reston, VA, 20191, USA	11/25/2020
Treasurer, Executive Vice President	No	Bruce Labovitz	12355 Sunrise Valley Dr Ste 520, Reston, VA, 20191, USA	11/25/2020
Vice President	No	Bruce Larson	12355 Sunrise Valley Dr Ste 520, Reston, VA, 20191, USA	11/25/2020
Vice President	No	Charles E Powell	12355 Sunrise Valley Dr Ste 520, Reston, VA, 20191, USA	11/25/2020
Executive Vice President	Yes	Charles E Walls Jr	12355 Sunrise Valley Dr Ste 520, Reston, VA, 20191, USA	11/25/2020
Vice President	No	Eric L Keller	12355 Sunrise Valley Dr Ste 520, Reston, VA, 20191, USA	11/25/2020
President, Chairman	No	Gary P Bowman	12355 Sunrise Valley Dr Ste 520, Reston, VA, 20191, USA	11/25/2020

3.2.10 | SCC REGISTRATIONS

Inbox - sfgains@gmail.com - G... X Monthly expenses.xlsx - Google... X VIRGINIA - SCC

cis.scc.virginia.gov/EntitySearch/businessinformation?businessId=135891&source=FromEntityResult&isSeries%20=%20false

State Corporation Commission Clerk's Information System

Entity Information

Entity Information

Entity Name: FLOURA TEETER LANDSCAPE ARCHITECTS, INC.	Entity ID: F1543497
Entity Type: Stock Corporation	Entity Status: Active
Series LLC: N/A	Reason for Status: Active and In Good Standing
Formation Date: N/A	Status Date: 12/21/2011
VA Qualification Date: 10/05/2006	Period of Duration: Perpetual
Industry Code: 73 - Architects	Annual Report Due Date: 10/31/2021
Jurisdiction: MD	Charter Fee: \$50.00
Registration Fee Due Date: 10/31/2021	

Registered Agent Information

RA Type: Entity	Locality: HENRICO COUNTY
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO TRANSACT BUSINESS IN VIRGINIA	
Name: C T CORPORATION SYSTEM	Registered Office Address: 4701 Cox Rd Ste 285, Glen Allen, VA, 23060 - 6008, USA

Principal Office Address

Address: 800 N Charles St Ste 300, Baltimore, MD, 21201 - 5321, USA

Principal Information

Title	Director	Name	Address	Last Updated
PRESIDENT/CEO	Yes	JOAN FLOURA	800 N CHARLES ST., SUITE 300, BALTIMORE, MD, 21201 - 0000, USA	09/19/2019
VP/SEC/TREAS	Yes	AARON TEETER	800 N CHARLES ST., SUITE 300, BALTIMORE, MD, 21201 - 0000, USA	09/19/2019

State Corporation Commission Clerk's Information System

Entity Information

Entity Information

Entity Name: DMV ENGINEERING CONSULTANTS INC.	Entity ID: 07468958
Entity Type: Stock Corporation	Entity Status: Active
Series LLC: N/A	Reason for Status: Active and In Good Standing
Formation Date: 06/06/2013	Status Date: 10/23/2020
VA Qualification Date: 09/06/2013	Period of Duration: Perpetual
Industry Code: 0 - General	Annual Report Due Date: 09/30/2021
Jurisdiction: VA	Charter Fee: \$50.00
Registration Fee Due Date: Not Required	

Registered Agent Information

RA Type: Individual	Locality: FAIRFAX COUNTY
RA Qualification: Director of the Corporation	
Name: WEIJI MA	Registered Office Address: 4170 LAFAYETTE CENTER DRIVE, SUITE 500, CHANTILLY, VA, 20151 - 0000, USA

Principal Office Address

Address: 4170 Lafayette Center Dr Ste 500, Chantilly, VA, 20151 - 1254, USA

Principal Information

Title	Director	Name	Address	Last Updated
President	Yes	Wei Ji Ma	4170 Lafayette Center Drive, Suite 500, Chantilly, VA, 20151 - 1254, USA	12/23/2019
Vice President	Yes	Wamsiq Hamid	4170 Lafayette Center Drive, Suite 500, Chantilly, VA, 20151 - 1254, USA	12/23/2019
Vice President	Yes	Peng Zhang	4170 Lafayette Center Drive, Suite 500, Chantilly, VA, 20151 - 1254, USA	12/23/2019
Vice President	Yes	Xin Chen	4170 Lafayette Center Drive, Suite 500, Chantilly, VA, 20151 - 1254, USA	12/23/2019

3.2.10 | SCC REGISTRATIONS

**State Corporation Commission
Clerk's Information System**

Entity Information

Entity Name: H & B Surveying and Mapping, LLC	Entity ID: S2905604
Entity Type: Limited Liability Company	Entity Status: Active
Series LLC: No	Reason for Status: Active
Formation Date: 04/27/2009	Status Date: 04/27/2009
VA Qualification Date: 04/27/2009	Period of Duration: Perpetual
Industry Code: 0 - General	Annual Report Due Date: N/A
Jurisdiction: VA	Charter Fee: N/A
Registration Fee Due Date: Not Required	

Registered Agent Information

RA Type: Individual	Locality: HENRICO COUNTY
RA Qualification: Member of the Virginia State Bar	Registered Office Address: TIMOTHY H GUARE PLC, 6002 PARAGON PL STE 100, HENRICO, VA, 23220 - 0000, USA
Name: TIMOTHY H GUARE	

Principal Office Address

Address: 614 MOOREFIELD PARK DRIVE, RICHMOND, VA, 23236 - 0000, USA

**State Corporation Commission
Clerk's Information System**

Entity Information

Entity Name: DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC.	Entity ID: F1304106
Entity Type: Stock Corporation	Entity Status: Active
Series LLC: N/A	Reason for Status: Active and in Good Standing
Formation Date: N/A	Status Date: 11/11/2019
VA Qualification Date: 08/05/1997	Period of Duration: Perpetual
Industry Code: 0 - General	Annual Report Due Date: 08/31/2021
Jurisdiction: MD	Charter Fee: \$50.00
Registration Fee Due Date: 08/31/2021	

Registered Agent Information

RA Type: Individual	Locality: FAIRFAX COUNTY
RA Qualification: Officer of the Corporation	Registered Office Address: 3771 VERMACCHIA DR, CHANTILLY, VA, 20151 - 0000, USA
Name: BRENDAN R HANTZES	

Principal Office Address

Address: 20 E TIMONIUM RD SUITE 111, TIMONIUM, MD, 21093 - 0000, USA

Director Information

Director	Name	Address	Last Updated
Yes	PATRICIA E DABLOCK	20 E TIMONIUM ROAD SUITE 111, TIMONIUM, MD, 21093 - 0000, USA	07/07/2020
Yes	BRENDAN R HANTZES	3771 VERMACCHIA DR, CHANTILLY, VA, 20151 - 0000, USA	08/14/2017
Yes	JEANETTE DABLOCK	20 E TIMONIUM RD, STE 111, TIMONIUM, MD, 21093 - 0000, USA	07/07/2020
No	JULIE REITER	20 E TIMONIUM ROAD, STE 111, TIMONIUM, MD, 21093 - 0000, USA	08/14/2017

3.2.10 | SCC REGISTRATIONS

**State Corporation Commission
Clerk's Information System**

Entity Information

Entity Information

Entity Name: IntraMap Corp.	Entity ID: F1055252
Entity Type: Stock Corporation	Entity Status: Active
Series LLC: N/A	Reason for Status: Active and In Good Standing
Formation Date: N/A	Status Date: 05/05/1992
VA Qualification Date: 10/22/1990	Period of Duration: Perpetual
Industry Code: 0 - General	Annual Report Due Date: 10/31/2021
Jurisdiction: DE	Charter Fee: \$750.00
Registration Fee Due Date: 10/31/2021	

Registered Agent Information

RA Type: Individual	Locality: RICHMOND CITY
RA Qualification: Member of the Virginia State Bar	Registered Office Address: 311 S BOULEVARD, RICHMOND, VA, 23220 - 0000, USA
Name: C THOMAS GREEN III	

Principal Office Address

Address: 10365 SOUTH CEDAR LANE, GLEN ALLEN, VA, 23059 - 0000, USA

Principal Information

Title	Director	Name	Address	Last Updated
President, Chief Executive Officer, Secretary, Treasurer	Yes	PAUL HAYES	10365 SOUTH CEDAR LANE, GLEN ALLEN, VA, 23059 - 0000, USA	10/06/2020

**State Corporation Commission
Clerk's Information System**

Entity Information

Entity Information

Entity Name: DIW GROUP, INC.	Entity ID: F1281908
Entity Type: Stock Corporation	Entity Status: Active
Series LLC: N/A	Reason for Status: Active and In Good Standing
Formation Date: N/A	Status Date: 05/19/2020
VA Qualification Date: 01/30/1997	Period of Duration: Perpetual
Industry Code: 0 - General	Annual Report Due Date: N/A
Jurisdiction: MD	Charter Fee: \$2500.00
Registration Fee Due Date: Not Required	

Registered Agent Information

RA Type: Entity	Locality: HENRICO COUNTY
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO TRANSACT BUSINESS IN VIRGINIA	Registered Office Address: 4701 Cox Rd Ste 285, Glen Allen, VA, 23060 - 6808, USA
Name: C T CORPORATION SYSTEM	



ATTACHMENT 3.2.10.2

DPOR Registrations (offices)

3.2.10.2 | DPOR REGISTRATIONS (OFFICES)

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
02-28-2022

NUMBER
2705167185

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


CORMAN KOKOSING CONSTRUCTION COMPANY
12001 GUILFORD RD
ANNAPOLIS JUNCTION, MD 20701



Mary Broz-Vaughan, Director

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

SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS

DPOR LIC (02/2017)

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
02-28-2022

NUMBER
0411000271

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

PROFESSIONS: ENG


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



Mary Broz-Vaughan, Director

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

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
02-28-2022

NUMBER
0411000577

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

PROFESSIONS: ENG


RUMMEL KLEPPER & KAHL LLP
RK&K
12600 FAIR LAKES CIR, STE 300
FAIRFAX, VA 22030



Mary Broz-Vaughan, Director

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

3.2.10.2 | DPOR REGISTRATIONS (OFFICES)

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
12-31-2021

NUMBER
0407002860

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

PROFESSIONS: ENG



RUMMEL KLEPPER & KAHL LLP
700 E PRATT ST STE 500
BALTIMORE, MD 21202



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

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
12-31-2021

NUMBER
0407003733

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

PROFESSIONS: ENG



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



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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-1 IC: (02/2017)

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
02-28-2022

NUMBER
0411000610

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

PROFESSIONS: ENG, LS



BOWMAN CONSULTING GROUP LTD
3951 WESTERRE PKWY
SUITE 150
RICHMOND, VA 23233



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

3.2.10.2 | DPOR REGISTRATIONS (OFFICES)

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
12-31-2021

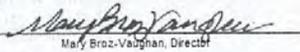
NUMBER
0407003896

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

PROFESSIONS: ENG, LS, LA



BOWMAN CONSULTING GROUP LTD
13461 SUNRISE VALLEY DR
SUITE 500
HERNDON, VA 20171



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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
02-28-2022

NUMBER
0411000421

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

PROFESSIONS: L, ENG



BOWMAN CONSULTING GROUP LTD
1300 CENTRAL PARK BLVD
FREDERICKSBURG, VA 22401



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

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
12-31-2021

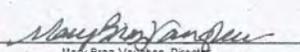
NUMBER
0407005631

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

PROFESSIONS: ENG



DMY ENGINEERING CONSULTANTS INC
4170 LAFAYETTE CENTER DR
SUITE 500
CHANTILLY, VA 20151



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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

3.2.10.2 | DPOR REGISTRATIONS (OFFICES)

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
12-31-2021

NUMBER
0405001874

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

PROFESSIONS: LA



FLOURA TEETER LANDSCAPE ARCHITECTS, INC
800 N. CHARLES ST.
STE 300
BALTIMORE, MD 21201



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

DPOR LIC (02/2017)

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
12-31-2021

NUMBER
0407005432

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

PROFESSIONS: LS



H & B SURVEYING & MAPPING LLC
614 MOOREFIELD PARK DR
RICHMOND, VA 23236



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

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
02-28-2022

NUMBER
0411001268

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

PROFESSIONS: LS



H & B SURVEYING & MAPPING LLC
2105 ELECTRIC RD SW STE 103
ROANOKE, VA 24018



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

(SEE REVERSE SIDE FOR PRIVILEGES AND RESTRICTIONS)

DPOR LIC (02/2017)

3.2.10.2 | DPOR REGISTRATIONS (OFFICES)

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
12-31-2021

NUMBER
0407003343

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

PROFESSIONS: ENG, LS



INFRAMAP CORP
10365 SOUTH CEDAR LANE
GLEN ALLEN, VA 23059



Mary Broz-Vaughan
Mary Broz-Vaughan, Director

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

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
12-31-2021

NUMBER
0407004748

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

PROFESSIONS: ENG



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



Mary Broz-Vaughan
Mary Broz-Vaughan, Director

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

(SEE REVERSE SIDE FOR REVISED RULES AND REGULATIONS)

DPOR-1 IC (02/2017)



ATTACHMENT 3.2.10.3

DPOR Registrations (Key Personnel)

3.2.10.3 | DPOR REGISTRATIONS (KEY PERSONNEL)

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
09-30-2021

NUMBER
0402041661

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



SCOTT EDWARD SZYMPRUCH
11813 WOLLINGFORD CT
CLARKSVILLE, MD 21029



Mary Broz-Vaughan
Mary Broz-Vaughan, Acting Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)
(DETACH HERE)

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
08-31-2023

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



Mary Broz-Vaughan
Mary Broz-Vaughan, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
10-31-2021

NUMBER
0402046882

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



OWEN LEE PEERY
2100 EAST CARY STREET
SUITE 309
RICHMOND, VA 23223



Mary Broz-Vaughan
Mary Broz-Vaughan, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)



ATTACHMENT 3.2.10.4

DPOR Registrations (non-APELSCIDLA)

3.2.10.4 | DPOR REGISTRATIONS (NON-APELSCIDLA)

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
03-31-2022

NUMBER
4008001873

**REAL ESTATE APPRAISER BOARD
APPRAISAL BUSINESS REGISTRATION**



BOWMAN CONSULTING GROUP LTD
1300 CENTRAL PARK BLVD
FREDERICKSBURG, VA 22407



Mary Broz-Vaughan
Mary Broz-Vaughan, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
11-30-2022

NUMBER
4008001190

**REAL ESTATE APPRAISER BOARD
APPRAISAL BUSINESS REGISTRATION**



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



Mary Broz-Vaughan
Mary Broz-Vaughan, Director

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



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 Szympruch, PE Regional Vice President, Alternative Contracting
b. Project Assignment: Design-Build Project Manager
c. Name of the Firm with which you are employed at the time of submitting SOQ.: Corman Kokosing Construction Company
d. Employment History: With this Firm <u>21</u> Years With Other Firms <u>5</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Corman Kokosing Construction Company <i>Start Date: 2013 / End Date: Present / Position: Vice President, Alternative Contracting</i> Scott oversees chief engineers, structural engineers, and the Estimating Manager. He is responsible for in-house engineering and design work and works with design-build projects from their inception to support and review designs. He also manages the company's Estimating Dept. and project selection. <i>Start Date: 2011 / End Date: 2013 / Position: Project Manager</i> Assigned to projects where he oversaw start up, long-range planning/scheduling, design, cost analysis/monthly reviews, owner relationships, change orders/claims reviews and steered projects toward successful final completion. <i>Start Date: 2004 / End Date: 2011 / Position: Project Manager/Construction Manager</i> Assigned onsite on projects, including two design-builds where he provided project management, supervision, professional engineering designs, field layout, subcontract negotiations/administration, quality control, materials control/procurement, safety management, environmental compliance management, cost accounting and scheduling for compliance and successful completion.
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 Professional Engineer #0402041661
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.) DESIGN-BUILD ROUTE 1 IMPROVEMENTS AT FORT BELVOIR, LORTON, VA \$82.1 MILLION FEDERAL HIGHWAY ADMINISTRATION/EASTERN FEDERAL LANDS HIGHWAY DIVISION <i>Firm: Corman Kokosing Construction Company Project Role: Design-Build Project Manager</i> <i>Start Date: July 2013 End Date: Sept. 2017</i> Specific Responsibilities: As Design-Build Project Manager , Scott oversaw the project from startup, including preconstruction, design, ROW acquisitions, construction, and utility relocations, to close out. He led the discipline task forces performing constructability reviews and cost comparisons while maintaining the project schedule. Scott implemented a Risk Register to track risks, opportunities, and impacts throughout the project. He led coordinating relocating overhead utility (Dominion, Verizon, Cox) facilities for the entire length of the project. As part of the lead design-builder joint venture team, Scott met with the designer weekly for design reviews and held over-the-shoulder reviews with the owner/stakeholders. He and the design team coordinated <i>Pardon our Dust</i> meetings where he spoke/answered questions about the project. Scott led the charge as the main point of communication to the project team, managed the project team, equipment, material, and labor procurement, objectives and goals, work plans, and budgets and resources; procured/coordinated subcontractors; monitored schedules; conducted progress meetings; minimized exposures and risks; mitigated issues; reviewed/approved deliverables, RFIs, and change orders; administered contracts; oversaw budget, safety, and quality compliance; and met obligations and avoided/resolved disputes under the contract. <i>From Jan. – Sept. 2017, Scott was the Project Executive.</i> Constructed new/widened Route 1 from four to six miles and relieves heavy traffic near the Fort Belvoir military installation totaling 3.68 miles. Self-performed relocating the Fairfax Water & Sewer water and sewer lines in multiple

locations, and coordinated/managed over \$6.2 Million of utility relocations, including the extensive overhead Dominion electric, Verizon, Cox and Comcast communication fiber and an underground Washington Gas 12-in. transmission main in phases with road widening. Provided access roads and stakeout to Dominion to install several miles of primary/secondary distribution. There was ROW acquisition, historical house relocation, a multi-use trail/southwest both sides, improvements to accommodate bicycles/pedestrians, pedestrian signals, bicycle lanes, ADA compliant sidewalks, curb ramps and crosswalks on Telegraph Road, Intelligent Transportation System (ITS), six miles of storm drainage (15-in. to 72-in.), and maintenance of traffic. Minimized travel delays, pedestrian/local business impacts, communicated lane closures, respected the residential setting, and understood the historic Washington Grist Mill surroundings and environment. Project was constructed in coordination with VDOT, Fairfax County, and the Army Garrison at Fort Belvoir, was highly visible to local authorities and was a major focus of local/federal elected officials.

Relevancy: *Design-Build; roadway; survey; environmental; geotechnical; hydraulics; traffic control devices; TMP; ROW acquisition; utility relocations; public involvement/relations and stakeholder coordination; QA/QC; ITS; landscaping; lighting; construction engineering/inspection; project management.*

**DESIGN-BUILD FALL HILL AVE. & MARY WASHINGTON BLVD. EXTENSION,
FREDERICKSBURG, VA | \$30.8 MILLION | VIRGINIA DEPT. OF TRANSPORTATION**

Firm: Corman Kokosing Construction Company

Project Role: Division Manager

Start Date: April 2014

End Date: Oct. 2017

Specific Responsibilities: As **Division Manager**, Scott oversaw engineering/project management, including schedules, resources, manpower, temporary designs, budget and change orders, was responsible for preconstruction, construction, and coordination, and led risk analysis/mitigation. He communicated with the project team the project goals and how the project affected the public, significant access management controls restricting movements to and from developments, and the public's concern with traffic operations. Addressing these concerns quickly/effectively with the VDOT Team resulted in the project moving forward with minimal redesign.

Widened Fall Hill Ave. (a major connector road that links residential/commercial areas and an alternate route to Routes 1 and 3) from two to four lanes, and extended Mary Washington Blvd. to provide a new connection between Jefferson Davis Highway and Fall Hill Ave., including a 10-ft. shared use path which improves pedestrian access between residential/commercial areas. Widened remaining portion of Mary Washington Blvd. to a four-lane divided urban section. There were major conflicts with above/underground utilities along the entire project alignment. Impacted utilities included Dominion Virginia Power (Transmission/Distribution), Verizon, Comcast, Cox Communication, AT&T, City of Fredericksburg, and Columbia Gas of Virginia. Established the dry utility easement corridors and directed each provider regarding the exact relocation for utilities which was coordinated with the other civil engineering site plan conflicts. Self-performed water/sewer relocations, coordinated electric and gas relocations, and coordinated with Verizon and Comcast for their utility relocations. Provided access roads to Dominion to relocate high tension monopole. Acquired ROW and utility easements from 49 parcels with significant impacts to the existing utilities along the project corridor. Relocated the Heritage Park Apartment entrance and designed/constructed three traffic signals and three pedestrian crossings using Rectangular Rapid Flash Beacons, and maintenance of traffic.

Relevancy: *VDOT Design-Build; roadway; survey; environmental; geotechnical; hydraulics; traffic control devices; TMP; ROW acquisition; utility relocations; public involvement/relations and stakeholder coordination; QA/QC; landscaping; lighting; construction engineering/inspection; project management.*

**DESIGN-BUILD MD 30 HAMPSTEAD BYPASS, HAMPSTEAD, MD | \$43.2 MILLION | MARYLAND
DEPT. OF TRANSPORTATION/STATE HIGHWAY ADMINISTRATION**

Firm: Corman Kokosing Construction Company

Project Role: Project Manager

Start Date: Nov. 2006

End Date: Jan. 2007

Specific Responsibilities: As **Design Build Project Manager**, Scott oversaw construction, worked with the designer, including design packages, managed the project team, equipment, material, and labor procurement, objectives and goals, work plans, budgets/resources, monitored schedules, minimized exposures/risks, mitigated issues, reviewed/approved deliverables, RFIs/change orders, oversaw budget, safety, and quality compliance.

Project consisted of a new two-lane asphalt urban minor arterial roadway and was constructed to return the town of Hampstead to its residents by having commuter/commercial traffic safely bypass the town center and mitigate the gripping rush-hour traffic. Project included realigning/widening three local roads, new storm drainage, maintenance of traffic, water, sewer, electrical, Verizon, and Comcast utility coordination/relocations, and community relations, including special requests from local owners/farmers. An approved Alternative Technical Concept (ATC) shifted a roadway alignment which avoided a costly detour road, reduced electric relocation and benefitted residents by shifting the final road location away from their homes.

Relevancy: *Design-Build; roadway; survey; environmental; geotechnical; hydraulics; traffic control devices; TMP; ROW acquisition; utility relocations; public involvement/relations and stakeholder coordination; QA/QC; landscaping; lighting; construction engineering/inspection; project management.*

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

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

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 Director of Design Build Services
b. Project Assignment: Quality Assurance Manager
c. Name of the Firm with which you are employed at the time of submitting SOQ.: Quinn Consulting Services, Inc.
d. Employment History: With this Firm 13 Years With Other Firms 38 Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Quinn Consulting Services, Inc.: Start Date: 2008 / End Date: Ongoing / Position: Director of Design Build Services/Quality Assurance Manager: John is a registered Professional Engineer and DBIA professional with 38 years of experience in transportation/heavy construction, including quality assurance (QA) management and inspection on interstates, primary/secondary roads, and rural roadways. He has worked as the Quality Assurance Manager (QAM) and Director of Design-Build Services on VDOT and FHWA design-build projects where he has written, oversaw, and implemented project-specific QA/QC Plans that conformed with the VDOT Minimum Requirements for Quality Assurance and Quality Control on Design-Build and Public-Private Transportation Projects. On VDOT and FHWA design-build projects in Virginia, John was the as QAM on 20 where he chaired hundreds of Activity Preparatory Meetings, overseen implementation of project-specific QA/QC Plans, and led projects through the issue resolution process. He and his QA staff have reviewed/approved monthly design-build contractor pay estimates, maintained the project Materials Book, issued/resolved project Non-compliances (NCRs), developed project punch lists, and inspected/tested the project materials at the required QA frequencies. Alpha Corporation: Start Date: 1995 / End Date: 2008 / Position: Vice President/Director of Transportation Services John 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. Experience includes serving as QAM on VDOT design-build projects per the VDOT Minimum Requirements for Quality Assurance and Quality Control on Design-Build and Public-Private Transportation Projects where he oversaw development/implementation of project-specific QA/QC Plans. Organizations: VTCA, DBIA
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Pittsburgh at Johnstown/BS/1982/Civil Engineering Technology
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1992/Professional Engineer/VA #402026380
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.) DESIGN-BUILD ROUTE 1 WIDENING NEAR FORT BELVOIR, FAIRFAX COUNTY, VA \$82.8 MILLION FHWA-EASTERN FEDERAL LANDS HIGHWAY DIVISION <i>Firm: Quinn Consulting Services, Inc. Project Role: Quality Assurance Manager (QAM)</i> <i>Start Date: March 2014 End Date: December 2017</i> Specific Responsibilities: As QAM, John was responsible for the QA and oversight of construction operations, including QA testing technicians; checked test, daily, safety, environmental reports; determined and certified to EFLHD whether materials/work complied with Contract Documents; conducted preparatory inspection meetings before starting any new work; oversaw/directed the independent QA testing/inspections; and compared the QA and QC tests to ensure they were within the tolerances established by VDOT's Minimum QA/QC Requirements Manual. He was responsible for development/adherence to the design-build QA/QC Plan, monitoring adherence to environmental permits, and certifying monthly pay applications. Corman Kokosing was the Lead JV Design-Build Contractor. This project widened Route 1 from four to six miles and relieves heavy traffic near the Ft. Belvoir military installation totaling 3.68 miles. There were Fairfax Water & Sewer water/sewer line relocations in multiple locations, and coordination/management of over \$6.2 Million of utility relocations, including the extensive overhead Dominion electric, Verizon, Cox and Comcast communication fiber and an underground Washington Gas 12-in. transmission main in phases with road widening. Access roads and stakeout were provided to Dominion to install several miles of primary/secondary

distribution. There was ROW acquisition, historical house relocation, a multi-use trail/southwest both sides, improvements to accommodate bicycles/pedestrians, pedestrian signals, bicycle lanes, ADA compliant sidewalks, curb ramps and crosswalks on Telegraph Road, six miles of storm drainage, and maintenance of traffic. Minimized travel delays, pedestrian/local business impacts, communicated lane closures, respected the residential setting, and understood the historic Washington Grist Mill surroundings and environment. Project was constructed in coordination with VDOT, Fairfax County, and the Army Garrison at Ft. Belvoir, was highly visible to local authorities and was a major focus of local/federal elected officials. **Relevancy: Design-Build; roadway; survey; environmental; geotechnical; hydraulics; traffic control devices; TMP; ROW acquisition; utility relocations/adjustments; public involvement/relations and stakeholder coordination; QA/QC; ITS; landscaping; lighting; construction engineering/inspection; project management.**

DESIGN-BUILD, FALL HILL AVENUE WIDENING AND MARY WASHINGTON BOULEVARD EXTENSION, FREDERICKSBURG, VA | \$30.8 MILLION | VDOT

Firm: Quinn Consulting Services, Inc.

Project Role: Quality Assurance Manager (QAM)

Start Date: November 2016

End Date: December 2017

Specific Responsibilities: As QAM, John was responsible for the QA and oversight of construction operations, including QA testing technicians. He determined and certified to VDOT whether materials/work complied with the Contract Documents; conducted preparatory inspection meetings before starting any new work; oversaw/directed the independent QA testing/inspections; and compared the QA and QC tests to ensure they were within the tolerances established by VDOT's Minimum QA/QC Requirements Manual. He was responsible for development/adherence to the design-build QA/QC Plan, monitoring environmental permit compliance and processing monthly pay applications. Corman Kokosing was the Design-Build Contractor. This project widened Fall Hill Ave. (a major connector road that links residential/commercial areas and an alternate route to Routes 1 and 3) from two to four lanes, and extended Mary Washington Blvd. to provide a new connection between Jefferson Davis Highway and Fall Hill Ave., including a 10-ft. shared use path which improves pedestrian access between residential/commercial areas. Widened remaining portion of Mary Washington Blvd. to a four-lane divided urban section. There were major conflicts with above/underground utilities along the entire project alignment. Impacted utilities included Dominion Virginia Power (Transmission/Distribution), Verizon, Comcast, Cox Communication, AT&T, City of Fredericksburg, and Columbia Gas of Virginia. Established the dry utility easement corridors and directed each provider regarding exact relocation for utilities which was coordinated with the other civil engineering site plan conflicts. There were water/sewer relocations, coordination of electric/gas relocations, and coordination with Verizon/Comcast for their utility relocations. Access roads were provided to Dominion to relocate high tension monopole. Acquired ROW and utility easements from 49 parcels with significant impacts to the existing utilities along project corridor. Relocated Heritage Park Apartment entrance and designed/constructed three traffic signals and three pedestrian crossings using Rectangular Rapid Flash Beacons, and MOT.

Relevancy: VDOT Design-Build; roadway; survey; environmental; geotechnical; hydraulics; traffic control devices; TMP; ROW acquisition; utility relocations/adjustments; public involvement/relations and stakeholder coordination; QA/QC; landscaping; lighting; construction engineering/inspection; project management.

DESIGN-BUILD ROUTE 50 WIDENING, LOUDOUN/FAIRFAX COUNTIES, VA | \$58 MILLION | VIRGINIA DEPT. OF TRANSPORTATION

Firm: Quinn Consulting Services, Inc.

Project Role: Quality Assurance Manager (QAM)

Start Date: Sept. 2011

End Date: June 2015

Specific Responsibilities: As QAM, John was responsible for overseeing the QA team, development/adherence to the Design-Build QA/QC Plan, QA of work performed and inspection/testing of materials used, to include monitoring the contractor's QC program. He oversaw adherence to environmental permits/commitments and that work/materials, testing and sampling, and work zones comply with the contract and *approved for construction* plans/specifications. Responsible for certification of project compliance to the contract requirements and certification for monthly Application of Payment, plan reviews, scheduling and chairing activity preparatory meetings; meetings, monitoring performance and documentation of QC team, developing project punch lists, and addressing non-conforming items with contractor QC personnel. This project widened Route 50 for 3.7 miles from a four to a six-lane divided highway and provides traffic congestion relief, accommodations to pedestrians/cyclists, and improves safety along the corridor. Installed traffic signals, improved turn lanes, curb and gutter on the outside lanes, relocated underground/overhead utilities, mainline shared use paths, storm drainage, storm water management basins, ROW acquisition, reconstructed intersections, installed waterline, box culverts, retaining walls, pedestrian crosswalks, and curb ramps. The road was more level and provided wider buffers between travel lanes and roadside hazards. Extensive utility and public relations coordination ensured the project was completed on time/on budget, and with minimal disruption to businesses, pedestrians, and motorists. **Relevancy: VDOT Design-Build; roadway; survey; environmental; geotechnical; hydraulics; traffic control devices; TMP; ROW acquisition; utility relocations/adjustments; public involvement/relations and stakeholder coordination; QA/QC; ITS; landscaping; lighting; construction engineering/inspection; project management.**

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

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.					
a. Name & Title: Owen Peery, PE Director, Transportation					
b. Project Assignment: Design Manager					
c. Name of the Firm with which you are employed at the time of submitting SOQ.: Rummel, Klepper & Kahl, LLP (RK&K)					
d. Employment History: With this Firm 34 Years With Other Firms 4 Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): RK&K <i>Start Date: 2002 / End Date: Present / Position: Director, Transportation</i> Mr. Peery leads RK&K's transportation efforts throughout Virginia. He has 38 years of combined experience in civil design and project management where he has been the Project Manager, Design Manager and/or Lead Project Engineer on a wide range of transportation and civil engineering projects for VDOT, local transportation agencies, and private sector clients. Mr. Peery's specific design experience includes the layout and design of urban and rural interstates, roadways, streets, interchanges, at-grade intersections, civil-site plan coordination and design, drainage and stormwater design, development of contract documents, estimates and specifications. His specialized experience is in the management and coordination of multi-discipline design teams, combined with extensive inter-agency, stakeholder, utility and property owner coordination. He has also been RK&K's Design Manager on several design-build projects and assisted VDOT in preparing Design-Build and P3 contract documents. The majority of his work has been widening and rehabilitation of existing facilities. Additionally, he has been a member of the VTCA Design-Build Committee and the VTCA Engineering Consultant Leadership Committee (ECLC) and is currently Vice Chairman of the ACEC Transportation Committee. His extensive experience assures VDOT that he is more than capable of leading the design management of the Route 29 Widening Design Build.					
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Military Institute, Lexington, VA/BS/1983/Civil Engineering					
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2009/Professional Engineer/VA (#0402046882)					
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <p>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</p> <table border="1" style="width: 100%;"><tr><td style="background-color: #e0e0e0;">DESIGN-BUILD ROUTE 29 SOLUTIONS, ABLEMARLE COUNTY, VA \$126 MILLION VDOT</td></tr><tr><td style="background-color: #e0e0e0;"><i>Firm:</i> RK&K</td></tr><tr><td style="background-color: #e0e0e0;"><i>Project Role:</i> Design Manager Design Quality Manager</td></tr><tr><td style="background-color: #e0e0e0;"><i>Start Date:</i> 1/2015</td></tr><tr><td style="background-color: #e0e0e0;"><i>End Date:</i> 7/2017</td></tr></table> <p>Specific Responsibilities: Mr. Peery was the Design Manager responsible for leading and overseeing the design and construction engineering for a bundle of three project elements included in one design build project, which included the Rio Road GSI, Route 29 Widening and Berkmar Drive projects and totaling \$126M. Mr. Peery had three project element leaders for each of the three projects that reported directly to him and worked with Mr. Peery to coordinate design delivery. He worked closely with the project's DBPM to ensure the project design was completed in accordance with the contract documents. Owen coordinated between the various project elements to ensure that each element of work stayed within budget and on schedule. In addition to serving as the DM on this project, Mr. Peery also served as Design Quality Manager establishing and overseeing the Quality Assurance/Quality Control (QA/QC) Program for design, including design review, VDOT review coordination, specifications and constructability on all three project elements.</p> <p>On the complex and time-sensitive Rio Road GSI project, Mr. Peery led the coordination of the complex roadway and bridge design and led the development of sequencing the utility relocations, right of way acquisition, maintenance of</p>	DESIGN-BUILD ROUTE 29 SOLUTIONS, ABLEMARLE COUNTY, VA \$126 MILLION VDOT	<i>Firm:</i> RK&K	<i>Project Role:</i> Design Manager Design Quality Manager	<i>Start Date:</i> 1/2015	<i>End Date:</i> 7/2017
DESIGN-BUILD ROUTE 29 SOLUTIONS, ABLEMARLE COUNTY, VA \$126 MILLION VDOT					
<i>Firm:</i> RK&K					
<i>Project Role:</i> Design Manager Design Quality Manager					
<i>Start Date:</i> 1/2015					
<i>End Date:</i> 7/2017					

traffic and permitting so that the project could be constructed within severe time constraints. This coordination with all project elements, along with design innovations with respect to the bridge and retaining wall system, led to early completion and opening the intersection along with improved safety and mobility in this congested corridor.

Relevancy: *VDOT Design-Build; contractor was Corman Kokosing (a JV construction partner); roadway; survey; environmental permitting and compliance; geotechnical; hydraulics; traffic control devices; TMP; ROW acquisition; utility coordination and relocations; public involvement/relations and stakeholder coordination; QA/QC; ITS; landscaping; lighting; construction engineering/inspection; project management.*

DESIGN-BUILD I-64 WIDENING & ROUTE 623 INTERCHANGE, HENRICO AND GOOCHLAND COUNTIES, VA | \$34.7 MILLION | VDOT

Firm: RK&K

Project Role: Design Manager | Design Quality Manager

Start Date: 10/2013

End Date: 11/2015

Specific Responsibilities: Mr. Peery served as **Design Manager** responsible for leading and coordinating the individual design disciplines including the coordination of roadway, drainage, utilities, right-of-way, structures, maintenance of traffic and environmental permitting. He worked closely with the project's DBPM to ensure the project design was completed in accordance with the contract documents. He also provided VDOT with design plans for review and approval. In addition to serving as the DM on this project, Mr. Peery also served as Design Quality Manager establishing and overseeing the Quality Assurance/Quality Control (QA/QC) Program for design, including design review, VDOT review coordination, specifications and constructability. This project widened 4.5 miles of I-64 from a four lane to a six-lane divided highway and added a 12-ft. through lane and 12-ft. shoulder constructed to the inside of I-64 east and westbound. This area experiences heavy residential/commercial traffic. The design relieves congestion along this I-64 corridor where traffic volume is increasing and improves operational efficiency at the Route 3 623 Interchange. This project was completed on-time and within budget. Corman Kokosing was the Design-Build Contractor.

Relevancy: *VDOT Design-Build; roadway; survey; environmental; geotechnical; hydraulics; traffic control devices; TMP; utility relocations/adjustments; QA/QC; ITS components; landscaping; lighting; construction engineering/inspection; project management.*

ROUTE 250 BYPASS AT MCINTIRE ROAD, CITY OF CHARLOTTESVILLE, VA | \$25 MILLION | CITY OF CHARLOTTESVILLE

Firm: RK&K

Project Role: Design Project Manager

Start Date: 03/2006

End Date: 11/2012

Specific Responsibilities: Mr. Peery served as **Design Manager** responsible for planning, environmental documentation, preliminary engineering, final engineering, public outreach and coordination between federal, state and local agencies to complete this \$25M project that included roadway design; interchange layout and design; bridge design; environmental studies; traffic data collection and analysis; drainage design, stormwater management and hydraulics, and landscape/hardscape design. Mr. Peery, in conjunction with the City's project manager, led a City Council-selected Steering Committee through this process which included the analysis of 15 interchange options during the planning stage. Mr. Peery led an outreach program that included administering a City Council-appointed Steering Committee and over 40 public meetings and outreach opportunities for public input into the design. Public outreach was so critical to this project that, under Mr. Peery's direction, RK&K maintained a project web site that contained all project information, that was linked to the City and VDOT web sites, and that was updated nearly real-time providing information and updates to the community.

The project included roadway reconstruction, structures with aesthetic treatments due to the proximity of McIntire Park and the City's desire to make this a gateway, two box culverts, stream analysis, pedestrian and trail connectivity, and over a mile of utility relocations including high- and low-pressure gas mains, water service lines, 18-inch water main and sanitary sewer relocations. MOT and construction sequencing was very complex because the project had to be constructed on top of an existing high-volume intersection with no roadway closures and provide full-time access to the Charlottesville Area Rescue Squad facility that was located within the project footprint. Mr. Peery was responsible for coordinating the individual design disciplines and overseeing the QA/QC program to ensure contract requirements were met including review of design, working plans, shop drawings, specifications, and constructability?

Relevancy: *Roadway; survey; environmental; geotechnical; hydraulics; traffic control devices; TMP; ROW acquisition including one residential relocation; utility relocations/adjustments; public involvement/relations and stakeholder coordination; QA/QC; ITS; landscaping; lighting; construction engineering/inspection; project management.*

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

N/A

**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Kyle Kern Project Manager
b. Project Assignment: Construction Manager
c. Name of the Firm with which you are employed at the time of submitting SOQ.: Corman Kokosing Construction Company
d. Employment History: With this Firm <u>30</u> Years With Other Firms <u>0</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Corman Kokosing Construction Company <i>Start Date: July 2018 End Date: Present Position: Project Manager</i> Kyle oversees construction from start up to close out, manages the project team, equipment and material procurement, establishes objectives/goals, work plans, budgets/resources, procures/coordinates subcontractors, develops the project-specific safety program with the project team, monitors schedules, conducts progress meetings, evaluates/minimizes exposures/risks, mitigates issues, reviews/approves deliverables, RFIs/change orders, administers contracts, and oversees budget, safety, and quality compliance. <i>Start Date: 1998 End Date: 2018 Position: Superintendent/Sr. Superintendent/Construction Manager</i> Assigned to roadway/bridge projects, including four design-builds, Kyle develops work plans that comply with contract specifications, oversees material procurement and supplier coordination, reviews the schedule with management teams, advises/directs field crews, and schedules/manages subcontractors, construction, equipment, safety, and quality control. Coordinated field activities with Quality Control teams and inspected construction for compliance/schedule adherence. <i>Awards: 2016 Maryland Transportation Builders and Materials Association (MTBMA) Distinguished Supervisor Safety Award and Contractor Safety Award</i>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2014 VDOT Erosion & Sediment Control Contractor Certification #1-06762-Will renew/hold prior to commencement of construction 2014 VA DEQ Responsible Land Disturber #RLD08623-Will renew/hold prior to commencement of construction
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.) DESIGN-BUILD FALL HILL AVENUE & MARY WASHINGTON BLVD. EXTENSION, FREDERICKSBURG, VA \$30.8 MILLION VIRGINIA DEPT. OF TRANSPORTATION <i>Firm: Corman Kokosing Construction Company Project Role: Deputy Construction Manager/Site Superintendent</i> <i>Start Date: May 2015 End Date: June 2017</i> Specific Responsibilities: As Deputy Construction Manager , Kyle oversaw all field operations, including roadway construction, utility relocations with Corman Kokosing self-performing water/sewer, coordinated gas and electric, and coordinated with Verizon and Comcast, stormwater management pond, including bio-retention and a new system for Fall Hill Ave., maintenance of traffic, and bridge replacement with no extended detours and kept road open to traffic. He ensured materials used and work performed met contract requirements and approved for construction plans/specifications. Widened Fall Hill Ave. (a major connector road that links residential/commercial areas and an alternate route to Routes 1 and 3) from two to four lanes, and extended Mary Washington Blvd. to provide a new connection between Jefferson Davis Highway and Fall Hill Ave., including a 10-ft. shared use path which improves pedestrian access between residential/commercial areas. Widened remaining portion of Mary Washington Blvd. to a four-lane divided urban section. There were major conflicts with above/underground utilities along the entire project alignment. Impacted utilities included Dominion Virginia Power (Transmission/Distribution), Verizon, Comcast, Cox Communication, AT&T, City of Fredericksburg, and Columbia Gas of Virginia. Established the dry utility easement corridors and directed each provider regarding the exact relocation for utilities which was coordinated with the other civil engineering site plan conflicts. Self-performed water/sewer relocations, coordinated electric and gas relocations, and coordinated with Verizon and Comcast for their utility relocations. Provided access roads to Dominion to relocate high tension monopole. Acquired

ROW and utility easements from 49 parcels with significant impacts to the existing utilities along the project corridor. Relocated the Heritage Park Apartment entrance and designed/constructed three traffic signals and three pedestrian crossings using Rectangular Rapid Flash Beacons, and maintenance of traffic,

Relevancy: *VDOT Design-Build; roadway; survey; environmental; geotechnical; hydraulics; traffic control devices; TMP; ROW acquisition; utility coordination/relocations; public involvement/relations and stakeholder coordination; QA/QC; landscaping; lighting; construction engineering/inspection; project management.*

DESIGN-BUILD I-70, PHASE 2D, FREDERICK, MD | \$37.5 MILLION | MARYLAND DEPT. OF TRANSPORTATION/STATE HIGHWAY ADMINISTRATION

Firm: Corman Kokosing Construction Company

Project Role: Construction Manager

Start Date: June 2012

End Date: Nov. 2013

Specific Responsibilities: As **Construction Manager**, Kyle was onsite full time, supervised field operations, oversaw all field work, including interstate widening, utility relocations, stormwater management, traffic signals, traffic switches, and lane closures. He ensured materials used and work performed met contract requirements and *approved for construction* plans/specifications. Kyle reviewed designs for constructability, participated in public engagement, and coordinated with stakeholders. He evaluated safety exposures and risks, participated in developing work plans and Job Hazard Analyses, reviewed scope to identify any specialized safety training needs, reviewed Toolbox Talks, Take Fives, Morning Huddles, and Site Inspections weekly, conducted weekly safety inspections with the project manager/project engineer, submitted weekly Safety Inspection Reports, coordinated labor, equipment, and subcontractors, schedules, and oversaw quality control and environmental compliance.

Reconstructed/widened two miles of I-70, including raising the vertical profile, utility relocations (sanitary, CCTV, gas), new traffic signals, pedestrian crossings, sidewalks with ADA accommodations, 5,000 LF storm drain, American Gas fence/entrance, relocated the LaFarge Quarry entrance/entrance signal, and driveway and parking lot construction at the Pond C Pump Station. Coordinated design/construction with FAA/adjacent airport and maintenance of traffic with local community/commuters. This project eliminates merging traffic on this part of the interstate with the new dedicated through-lane and the auxiliary lane in each direction and improves safety, congestion, and traffic flow between MD 144 and the MD 85/East Street interchanges.

Relevancy: *Design-Build; roadway; survey; environmental; geotechnical; hydraulics; traffic control devices; TMP; ROW; utility coordination/relocations; public involvement/relations and stakeholder coordination; QA/QC; ITS line relocation; landscaping; lighting; construction engineering/inspection; project management.*

CONSTRUCTION MANAGEMENT AT RISK (CMAR) WHITE FLINT, GAITHERSBURG, MD | \$45.4 MILLION | MONTGOMERY COUNTY

Firm: Corman Kokosing Construction Company

Project Role: Construction Manager

Start Date: Jan. 2019

End Date: Nov. 2022

Specific Responsibilities: As **Construction Manager**, Kyle is onsite full time, supervises field operations, conducts pre-construction staff meetings establishing goals and responsibilities, evaluates safety exposures and risks, participates in developing the project-specific safety program, work plans, and Job Hazard Analyses, reviews scope to identify any specialized safety training needs, ensures materials used/work performed meet contract requirements and the Quality Control Plan, reviews design for constructability, participates in public engagement, and coordinates with stakeholders. He reviews Toolbox Talks, Take Fives, Morning Huddles, and Site Inspections weekly, conducts weekly safety inspections with the project manager/project engineer, submits weekly Safety Inspection Reports, coordinates labor, equipment, and subcontractors, schedules, oversees quality control compliance, environmental sensitivity, maintenance of traffic and project close out.

Constructing new infrastructure for the White Flint West Transportation urbanized area, including reconfiguring/realigning the MD 187/Executive Blvd. intersection which required land acquisition from the adjacent businesses. There was an Advanced Utility Package which includes substantial maintenance of traffic, electric (Pepco 13, 34, and 69 KV's), communications (Zayo, Comcast, FiberLight and Verizon), water and sewer (Washington Suburban Sanitary Commission (WSSC) packages E & G), gas (Washington Gas) and a temporary walkway. Relocating aerial/underground utilities in multiple phases, including Pepco (power), Verizon (telephone), WSSC (water/sanitary sewer lines), Comcast (cable), MCI, Zayo, and RCN. Constructing a new major storm drainage system within existing roadways with extensive deep shoring. There is maintenance of traffic in this busy downtown area and stakeholder coordination. This project will improve traffic flow, safety, access to residences/businesses and pedestrian/bicycle circulation.

Relevancy: *Roadway; survey; environmental; hydraulics; traffic control devices; TMP; ROW acquisition; utility coordination/relocations; public involvement/relations and stakeholder coordination; ITS; landscaping; lighting; project management.*

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

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

CURRENT ASSIGNMENT	POSITION	ANTICIPATED DURATION
CMAR White Flint	Construction Manager	Jan. 2019- Nov. 2022



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)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Design-Build Route 29 Widening Location: Albemarle County, VA	Name: RK&K	Name of Client/ Owner: VDOT Phone: 540-292-3802 Project Manager: Dave Covington, PE Phone: 540-487-6943 Cell Email: Dave.Covington@VDOT.Virginia.gov	10/2017	07/2017	\$43,870	\$43,870	\$43,870

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.

RELEVANCY

- Design-Build
- Roadway
- Survey
- Environmental
- Geotechnical
- Hydraulics
- Traffic Control Devices
- TMP
- ROW Acquisition
- Utility Coordination/ Relocations
- Public Involvement/Relations/Stakeholder Coordination
- QA/QC
- ITS
- Landscaping
- Lighting
- Construction Engineering/Inspection
- Project Management

TEAM MEMBERS

Owen Peery was Design Manager



PROJECT ROLE/DESCRIPTION: Corman Kokosing was a partner on LANE/Corman Joint Venture as Design-Builder (Lead Contractor) responsible for design/construction. We self-performed road work, concrete-encased duct bank, maintenance of traffic, retaining walls, and bridges/foundations (piles). This project widens/improves Route 29 from four to six lanes for approximately 1.8 miles.

DELIVERING PROJECTS IN DEVELOPED URBAN/HEAVY RESIDENTIAL CORRIDORS, WITH EMPHASIS ON SAFETY/ENVIRONMENTAL COMPLIANCE: Widened Route 29 from four to six lanes, which is a vital commuter route with residential developments/businesses adjacent to the road. It adds capacity and improves the rural shoulder section to an urban road section. Reconstructed the northbound lanes, which included drainage and installing a new waterline along the ROW. After switching northbound traffic onto the new pavement in the former median area, graded the original northbound lanes to create a third lane for northbound traffic and a 10-ft. wide paved multi-use path which runs just to the east of and parallel to the highway. From there, a pedestrian crosswalk guides users to a sidewalk on the west side of the road where they can continue a short distance north to Hollymead Town Center. There were utility relocations for Dominion, Verizon, Century Link, Comcast, Columbia Gas, and City of Charlottesville Gas. Installed 830 LF of 18-in. and 915 LF of 24-in. DIP water mains, including fire hydrants and water meters in a highly-congested area of Charlottesville. The construction schedule was established around VDOT's required schedule, clearing of right of way and relocation of utilities, which governed the pace and sequence of construction activities. Environmental permitting and compliance procedures were hold points on the schedule and needed to be addressed. We developed an environmental compliance matrix and schedule to track and complete requirements. Upgraded Route 29's configuration to meet current geometric standards, including stopping sight distance. Implemented a Transportation Management Plan (TMP) which included re-timing and phasing of Route 29 corridor signals to facilitate modified traffic patterns, development of queue lengths at the U-turn locations and detours to reduce the number of U-turning vehicles. There was outreach in conjunction with VDOT to publicize detours and re-timed signals. Traffic impacts were monitored after implementing each traffic change and adjusted to optimize the plan to fit actual conditions. Portable closed-circuit television cameras were deployed at strategic locations for traffic engineers/VDOT traffic monitors to see in real-time the work zones, intersections, and detour routes, as well as manage flows, signal timings, and incidents.

LIMITING IMPACTS TO TRAVELING PUBLIC AND AFFECTED COMMUNITIES/BUSINESS, INCLUDING COMMITMENTS TO EFFECTIVE STRATEGIES TO MINIMIZE CONGESTION DURING CONSTRUCTION: Meetings were open to the public and livestreamed providing real time updates and information. Communication materials were created for the audience to visualize the project's key concepts. The public could also access the project's website for current information on activities, road conditions, detours and closures. Weekly/monthly public communications were distributed with close coordination with VDOT. Face-to-face communications were often held for critical operations so business owners could understand the timing of impacts and what the site would look like once under construction. By involving citizens/stakeholders early in the planning, trust was built, public opposition was diminished, and design of each project element was improved. Eliminated the need for a significant amount of the RFP design concept retaining walls at the ROW throughout the project alignment. We re-graded slopes so that adjacent properties were not adversely impacted by grade differences and retaining walls. This reduced long-term maintenance required by VDOT and gives more flexibility should those properties be developed in the future.

PROVIDING HIGH LEVEL CUSTOMER SERVICE THROUGH TIMELY RESOLUTION OF CITIZEN ISSUES/CONCERNS: Held public hearings during project development and a Project Delivery Advisory Panel (PDAP) was formed which represented local governments, businesses, landowners and others in Albemarle County/Charlottesville. It was originally developed by VDOT to come up with solutions to the traffic issues along the Route 29 corridor. They assisted with project development and delivery by providing input from the community's perspective, including design, construction maintenance of traffic, and public safety. The group met monthly and participated in plan reviews as the design progressed until completed. Their collective input was incorporated into the design where possible. They also helped develop the aesthetic treatments and landscaping. We placed an emphasis on providing accessibility during construction and worked with local businesses/citizens. To ease their concerns, businesses had clear temporary access during construction and extra signage. Our public relations manager fielded hotline calls, met with citizens, business owners, homeowner's associations, University of Virginia officials, and others keeping them informed by providing information to understand the impacts of the project and what resources were available to manage their business during construction. There were many visits to businesses/homeowners just ahead of construction activities were about to affect a property or facility minimizing impacts and quick resumption of normal operations. At the request of Sams Club and in close coordination with VDOT, our ROW Team facilitated a land swap so they could construct delivery truck access enhancements to their property.

FINISHING CONTRACTS ON TIME OR EARLIER THAN ORIGINAL CONTRACT FIXED COMPLETION DATE: Completed this project almost 3½ months ahead of schedule.

MEETING/EXCEEDING DBE PROGRAM COMMITMENTS: DBE goal was 13% and we exceeded it by achieving 14%.

2018 DBIA Mid-Atlantic Region Design-Build; 2018 DBIA Mid-Atlantic Region Design-Build Excellence in Engineering Awards.

Excerpt from Dave Covington, PE, VDOT's Regional Program Manager ".....many are not aware that the Route 29 Widening project was actually the critical path to successful completion of the entire contract. As such, the Lane-Corman Team developed a design that utilized the existing ROW to the greatest extent possible which saved the taxpayers money and facilitated a quicker construction phase. The result is that the Route 29 Widening project was completed four months ahead of the already-aggressive schedule."

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Design-Build Fall Hill Ave. & Mary Washington Blvd. Extension Location: Fredericksburg, VA	Name: Whitman, Requardt & Assocs. (WRA)	Name of Client/ Owner: VDOT Phone: Project Manager: Bill Arel, PE (No longer with VDOT) Phone: 804-814-0327 Cell Email: N/A	01/2017	10/2017 (Owner-directed changes and impacts from Verizon Strike)	\$30,784	\$30,842 (Owner-directed changes)	\$30,842

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.

RELEVANCY

- VDOT Design-Build
- Roadway
- Survey
- Environmental
- Geotechnical
- Hydraulics
- Traffic Control Devices
- TMP
- ROW Acquisition
- Utility Coordination/Relocations
- Public Involvement/Relations/Stakeholder Coordination
- QA/QC
- Landscaping
- Lighting
- Construction Engineering/Inspection
- Project Management

TEAM MEMBERS

- Scott Szympruch was Division Manager
- Kyle Kern was Deputy CM/Site Superintendent
- John Vicinski was the QAM
- Dusan Golac was Project Engineer



PROJECT ROLE/DESCRIPTION: This project widened Fall Hill Ave. from two to four lanes and extended Mary Washington Blvd. to provide a new connection between Jefferson Davis Highway and Fall Hill Ave. Widened remaining portion of Mary Washington Blvd. to a four-lane divided urban section. Corman Kokosing, as Design-Builder (Lead Contractor), was responsible for design/construction of the entire project. We self-performed roadway excavation/embankment, drainage, including cast-in-place concrete box, bridge demolition/construction, and retaining walls. There were major conflicts with above/underground utilities along the entire project alignment. Impacted utilities included Dominion Virginia Power (Transmission/Distribution), Verizon, Comcast, Cox Communication, AT&T, City of Fredericksburg, and Columbia Gas of Virginia. Established the dry utility easement corridors and directed each provider regarding exact relocation for utilities which was coordinated with the other civil engineering site plan conflicts. Self-performed water/sewer relocations, coordinated electric/gas relocations, and coordinated with Verizon/Comcast for their utility relocations. Provided access roads to Dominion to relocate high tension monopole. Acquired ROW and utility easements from 49 parcels with significant impacts to existing utilities.

DELIVERING PROJECTS IN DEVELOPED URBAN/HEAVY RESIDENTIAL CORRIDORS, WITH EMPHASIS ON SAFETY/ENVIRONMENTAL COMPLIANCE: Fall Hill Ave. is a major connector road that links residential/commercial areas and is an alternate route to Routes 1 and 3, which can become congested by overflow traffic from adjacent I-95. Widened Fall Hill Ave. from two to four lanes and extended Mary Washington Blvd. providing a new connection between Jefferson Davis Highway and Fall Hill Ave., including a 10-ft. shared use path, sidewalk and medians to divide opposing traffic. Sidewalk/path improve pedestrian access between residential/commercial areas, connects to the city trail and provides safe access to a hospital.. Widened remaining portion of Mary Washington Blvd. to a four-lane divided urban section with sidewalks and the Route 1 intersection provides additional turn lanes. Constructed retaining walls to minimize environmental and ROW impacts on Fall Hill Ave. at the Central Park Townhomes, Forest Village parking lot, and historic gates at a roundabout, and along Mary Washington Blvd. Along the project alignment are Snowden Park, Rappahannock Canal Path, and historic resources impacted by construction requiring strict adherence to all environmental commitments.

LIMITING IMPACTS TO TRAVELING PUBLIC AND AFFECTED COMMUNITIES/BUSINESS, INCLUDING EFFECTIVE STRATEGIES TO MINIMIZE CONGESTION DURING CONSTRUCTION: Corman Kokosing worked with the highway, traffic, drainage engineers to develop a MOT strategy for safety/mobility of exiting traffic flows along Mary Washington Blvd. while facilitating construction. Our TMP evaluated traffic impacts on I-95 for placement of concrete barrier and beams. Work that needed I-95 lane closures was limited to nights and coordinated with the regional traffic operations center and emergency responders. There were no extended detours. The road stayed open to traffic on Fall Hill Ave. and Mary Washington Blvd.; one lane was maintained in each direction, with traffic shifts as construction began, and a new entrance at Heritage Park Apartments to intersection with Bragg Hill Drive. Minimized travel delays, pedestrian/local business impacts, communicated lane closures, respected the residential setting, and understood the historic surroundings and environment. Held joint meetings with key stakeholders (EMT's, Police, School Transportation Officials, Hospital, County and City) prior to each traffic shift to explain the changes and listen to concerns.

PROVIDING HIGH LEVEL CUSTOMER SERVICE THROUGH TIMELY RESOLUTION OF CITIZEN ISSUES/CONCERNS: Communicated the project goals and how the project affected the public. There were significant access management controls restricting movements to/from developments which was a major discussion item at the *Pardon Our Dust* public meeting and the public's concern with traffic operations at a proposed roundabout. Addressing these concerns quickly/effectively with the VDOT Team resulted in the project moving forward with minimal redesign.

FINISHING CONTRACTS ON TIME OR EARLIER THAN ORIGINAL CONTRACT FIXED COMPLETION DATE: Due to an extended Verizon strike and other conflicting VDOT/utility priorities, VDOT revised the original completion date and the project was completed on schedule.

MEETING/EXCEEDING DBE PROGRAM COMMITMENTS: DBE goal was 15% and we exceeded it by achieving 19.42%.

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Design-Build Route 1 Improvements at Fort Belvoir Location: Lorton, VA	Name: A. Morton Thomas (AMT)	Name of Client/ Owner: FHWA/EFLHD Phone: 865-286-6115 Project Manager: Timothy M. Brown Phone: 703-963-7481 Cell Email: Timothy.Brown@dot.gov	02/2016	09/2017 (Due to owner-directed changes requested by stakeholders and differing site conditions)	\$69,391	\$82,807 (Due to owner-directed changes increasing the scope requested by stakeholders and differing site conditions)	\$82,807

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.

RELEVANCY

- Design-Build
- Roadway Widening
- Survey
- Environmental
- Geotechnical
- Hydraulics
- Traffic Control Devices
- TMP
- ROW Acquisition
- Utility Coordination/Relocations
- Public Involvement/Relations/Stakeholder Coordination
- QA/QC
- ITS
- Landscaping
- Lighting
- Construction Engineering/Inspection
- Project Management

TEAM MEMBERS

Scott Szympruch was DBPM
John Vicinski was the QAM
Dusan Golac was Project Engineer
Dave Seeram was Superintendent
Steve Simpson was Safety Manager



PROJECT ROLE/DESCRIPTION: Corman Kokosing was the Lead Joint Venture partner in Corman-Wagman, A Joint Venture as Design-Builder (Lead Contractor) who was responsible for design/construction. This project constructed new/widened Route 1 from four to six lanes. We self-performed roadway excavation/embankment, drainage, pile driving to stabilize slopes, maintenance of traffic, survey, bridge, contract management to include scheduling, relocating the Fairfax Water & Sewer water and sewer lines in multiple locations, and coordinated/managed over \$6.2 Million of utility relocations, including the extensive overhead Dominion electric, Verizon, Cox and Comcast communication fiber and an underground Washington Gas 12-in. transmission main in phases with road widening. Provided access roads and stakeout to Dominion to install several miles of primary/secondary distribution. There was ROW acquisition, historical house relocation, a multi-use trail/southwest both sides, improvements to accommodate bicycles/pedestrians, pedestrian signals, bicycle lanes, ADA compliant sidewalks, curb ramps and crosswalks on Telegraph Road, Intelligent Transportation System (ITS), six miles of storm drainage (15-in. to 72-in.), and maintenance of traffic.

DELIVERING PROJECTS IN DEVELOPED URBAN/HEAVY RESIDENTIAL CORRIDORS, WITH EMPHASIS ON SAFETY/ENVIRONMENTAL COMPLIANCE: This long-awaited project widened Route 1 to relieve heavy traffic near the Fort Belvoir military installation. The 3.5 mile stretch between Mount Vernon Memorial Highway and Telegraph Road was home to some of the region's worst rush hour traffic. Approximately 80,000 vehicles pass through Fort Belvoir's gates every day. Constructed new/widened Route 1 from four to six miles totaling 3.68 miles. Eliminated two stormwater management ponds which eliminated work in wetland areas. Stitched unstable slopes with \$3 Million of driven steel H-piles vs. acquiring additional ROW and clearing stable woodlands. Conducted turtle and bird surveys weekly onsite prior to clearing. Regarding safety, the project team communicated lane closures and traffic switches with the local VDOT traffic operations center and Ft. Belvoir authorities. Performed stream restoration on Ft Belvoir and National Historic Trust properties adjacent to the roadway. Reduced Disturbed area and wetland impacts from that shown in concept plans.

LIMITING IMPACTS TO TRAVELING PUBLIC AND AFFECTED COMMUNITIES/BUSINESS, INCLUDING COMMITMENTS TO EFFECTIVE STRATEGIES TO MINIMIZE CONGESTION DURING CONSTRUCTION: A Traffic Management Plan (TMP) to minimize motorist, pedestrian, and transit user impacts provided multiple lane and transit stages, coordination with VDOT, County, Fort Belvoir authorities, WMATA, Fairfax Connector, and EMS personnel. There were daily lane closures along Route 1 while maintaining transit routes and stops and shifting traffic to the newly-constructed southbound lanes as the northbound lanes were constructed. Additional detours and lane shifts were implemented to construct cross drainage, including the Mason Run triple cell culvert installation on southbound Route 1 and during right-of-way and demolition in the Accotink Village Center. Coordinated phased roadway construction with the Public Outreach Plan. Minimized travel delays, pedestrian/local business impacts, communicated lane closures, respected the residential setting, and understood the historic Washington Grist Mill surroundings and environment. The project team established/maintained a dedicated web site and held public Pardon Our Dust meetings. Held joint meetings with key stakeholders (EMT's, Police, School Transportation Officials, Hospital, County and Ft Belvoir officials) prior to each traffic shift to explain the changes and listen to concerns.

PROVIDING HIGH LEVEL CUSTOMER SERVICE THROUGH TIMELY RESOLUTION OF CITIZEN ISSUES/CONCERNS: We held a meeting to discuss noise wall aesthetics with the Inlet Cove community, communicated lane closures, respected the residential setting, and understood the historic Washington Grist Mill surroundings and environment.

MEETING/EXCEEDING DBE PROGRAM COMMITMENTS: The SBE goal was 7% and we achieved 7% SBE participation.



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)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Design-Build Route 29 Solutions – US 29 & Rio Road Grade Separated Interchange Location: Albemarle, VA	Name: LANE/Corman	Name of Client: VDOT Phone: 434.422.9373 Project Manager: David Covington, PE Phone: 434.422.9373 Email: dave.covington@vdot.virginia.gov	03/2015	10/2017	\$116,700 (Entire project) \$39,336 (Rio Road)	\$129,027 - Entire Contract \$46,336 - Rio Road Portion - Due to owner changes and early completion incentive	\$10,444 - Entire Contract \$2,900 - Rio Road

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.

RELEVANCY

- Design-Build
- Roadway
- Survey
- Environmental
- Geotechnical
- Hydraulics
- Traffic Control Devices
- TMP
- ROW Acquisition
- Utility Relocations/Adjustments
- Public Involvement/Relations/Stakeholder Coordination
- QA/QC
- ITS
- Landscaping
- Lighting
- Construction Engineering/Inspection
- Project Management

TEAM MEMBERS

- Owen Peery, PE
- Brian Finerfrock, PE
- Stuart Samberg, PE, PTOE, PTP, RSP

PROJECT ROLE/DESCRIPTION: RK&K, with Owen Peery as Design Manager, served as the Lead Designer for the entire Route 29 Solutions Design-Build project, which consisted of three distinct 'elements' bundled into a single D-B contract. The three elements of this project were the Route 29/Rio Road Grade Separated Intersection; Route 29 Widening from four lanes to six lanes; and Berkmar Drive Extension for 2.3 miles of new alignment. The Rio Road Element, where RK&K served as Lead Engineer utilizing staff from their Richmond office, required significant roadway design for several different roadway types and typical sections with a mix of roadway rehabilitation, widening, and new construction. This project was constructed while maintaining traffic through a signalized intersection in a heavily congested urban area, maintaining access to adjacent properties, and relocating numerous significant utilities.

DELIVERING PROJECTS IN DEVELOPED URBAN/HEAVY RESIDENTIAL CORRIDORS, WITH EMPHASIS ON SAFETY/ENVIRONMENTAL COMPLIANCE: This project was delivered in a urban corridor with extremely heavy traffic. Our team addressed safety in the short and long term by separating the local and through traffic at the Rio Road intersection, which had a history of high crash rates, as early as possible.. By separating the traffic, the conflict between through traffic and traffic accessing local business was eliminated. By 2040, it is predicted that more than 42,000 vehicles each day will be expected in the through lanes, leaving the intersection clear for the more than 30,000 vehicles each day using the local lanes for local trips. To further enhance business access and visibility, and pedestrian facilities, pedestrian lighting along the local lanes was provided. Our team worked closely with the environmental agencies to ensure design and construction compliance with all permit conditions.

LIMITING IMPACTS TO TRAVELING PUBLIC AND AFFECTED COMMUNITIES/BUSINESS, INCLUDING COMMITMENTS TO EFFECTIVE STRATEGIES TO MINIMIZE CONGESTION DURING CONSTRUCTION: RK&K provided traffic engineering, the regional TMP, and MOT. We used the WZTIA to predict impacts associated with detouring Rio's left turn and through movements in this interim period and included 2 temporary U-turns on Rt. 29 to improve operations. The TMP included re-timing and phasing of Rt. 29 corridor signals to facilitate the modified traffic patterns, development of queue lengths at the U-turn locations and the use of detours. The DB Team, together with VDOT, publicized the temporary traffic patterns. RK&K monitored traffic impacts after each traffic shift and optimized the plan based on actual performance. During key phases with high traffic impacts the DB team worked 24 hours a day, 6 days a week. Rio Road remained open on both sides of the intersection and right turns were maintained. Business entrances remained open during business hours. The project was completed ahead of schedule which minimized impacts to the traveling public, businesses and local communities.

PROVIDING HIGH LEVEL CUSTOMER SERVICE THROUGH TIMELY RESOLUTION OF CITIZEN ISSUES/CONCERNS: To provide timely and consistent communication with the public and stakeholders, a Project Delivery Advisory Panel (PDAP) was formed. The PDAP represented local governments, businesses, landowners and others in Albemarle County/Charlottesville with the purpose of developing solutions to the Route 29 traffic issues. The PDAP provided the community's perspective on design, maintenance of traffic, and public safety. The group met monthly, participated in plan reviews, and assisted with aesthetic treatments and landscaping. Our D-B Team placed an emphasis on providing accessibility during construction, working with local businesses to provide clear temporary access and extra signing. Our public relations manager fielded hotline calls and met with citizens, businesses, HOA's, UVA officials, and others to inform them of project impacts and what resources were available to alleviate their concerns. Our team visited businesses and homeowners immediately before construction activities were to affect a property or facility, helping to minimize impacts and quickly resume normal operations. At the request of Sam's Club and in close coordination with VDOT, our ROW Team facilitated a land swap so Sam's Club could construct delivery truck access enhancements to their property.

FINISHING CONTRACTS ON TIME OR EARLIER THAN ORIGINAL CONTRACT FIXED COMPLETION DATE: This award-winning project was completed ahead of schedule and on budget. The contract required that the depressed travel lanes and bridge be constructed in a period of 103 days. Working 24 hours per day, 6 days a week, crews substantially completed the bridge and through lanes in only 57 days, reopening the intersection to traffic 46 days ahead of schedule.

MEETING/EXCEEDING DBE PROGRAM COMMITMENTS: The Design-Build team exceeded the DBE participation goal for the project by one percent.

AWARDS/TESTIMONIALS: *“ The partnership between VDOT and LANE/CORMAN, as well as the cooperation of Albemarle County, the nearby businesses and neighborhoods and the community at large, were instrumental in the success of this project. Without the involvement of the businesses and the community –*

and their understanding for the inconveniences they experienced – we would not have attained this successful outcome.” — Charles Kilpatrick, VDOT Commissioner **Recipient of Pinnacle Award for Engineering Excellence, American Council of Engineering Companies of Virginia (ACEC/VA); Grand Award for Engineering Excellence, American Council of Engineering Companies of Virginia (ACEC/VA); DBIA Design-Build Award and Design Build Excellence in Engineering Award.**



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Route 250 Bypass at McIntire Road Location: Charlottesville	Name: General Excavation	Name of Client: City of Charlottesville Phone: 434.970.3182 Project Manager: Jeannette Janiczek Phone: 434. 970.3182 Email: janiczek@charlottesville.org	03/2013	02/2015	\$25,459	\$25,459	\$5,900

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.

RELEVANCY

- Roadway
- Survey
- Environmental
- Geotechnical
- Hydraulics
- Traffic Control Devices
- TMP
- ROW Acquisition
- Utility Relocations/Adjustments
- Public Involvement/Relations/Stakeholder Coordination
- QA/QC
- Landscaping
- Lighting
- Construction Engineering/Inspection
- Project Management

TEAM MEMBERS

- Owen Peery, PE
- Brian Finerfrock, PE
- Stuart Samberg, PE, PTOE, PTP, RSP

PROJECT ROLE/DESCRIPTION: As Lead Consultant, RK&K provided planning, engineering, and construction management services for major roadway improvements at the Rt. 250 Bypass and McIntire Rd. Phase I: Developed Conceptual Alternatives, Detailed Alternatives and a Preferred Alternative through Public Hearing and completed the Environmental Documents. Phase II: Final design and assisted the City with project bidding/procurement. Phase III: Construction management and inspection, and construction engineering in coordination with the contractor. Project elements included environmental/NEPA documentation, public involvement, traffic data collection/analysis, roadway and structural design, traffic engineering, hydraulic and hydrologic analysis and design, graphic/computer renderings, and website hosting. The project was closely coordinated with VDOT and the FHWA from RK&K's Virginia offices. This major roadway program included roadway reconfiguration/reconstruction, new roadway, two box culverts with stream diversions, over one mile of utility relocations, retaining walls, landscaping, and cultural resource mitigation.

DELIVERING PROJECTS IN DEVELOPED URBAN/HEAVY RESIDENTIAL CORRIDORS, WITH EMPHASIS ON SAFETY/ENVIRONMENTAL COMPLIANCE: This project required the complete roadway reconstruction and a new interchange on Route 250, a critical arterial connection in the Charlottesville area. The project, envisioned as a gateway entrance to the City, is in a highly sensitive area adjacent to McIntire Park, residential neighborhoods, National Historic Register properties, a private school, and the Charlottesville-Albemarle County Rescue Squad. RK&K's systematic methods of developing alternatives and building consensus ultimately led to the FHWA approval of the Final Environmental Assessment and preferred alternative. To facilitate decision-making, numerous project options were studied, modeled and developed to a preliminary design stage so that advantages/disadvantages could be identified. If not for early detailed studies and environmental investigations, decisions and alternatives would have been revisited time and again. However, the careful documentation and background information leading to design decisions along the way led to the methodical rejection of less desirable concepts and, ultimately, the recommendation of two project concepts to the City Council.

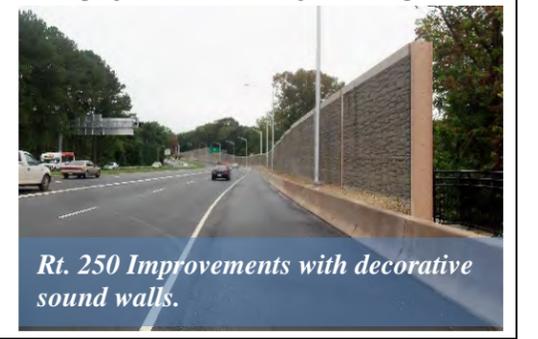
LIMITING IMPACTS TO TRAVELING PUBLIC AND AFFECTED COMMUNITIES/BUSINESS, INCLUDING COMMITMENTS TO EFFECTIVE STRATEGIES TO MINIMIZE CONGESTION DURING CONSTRUCTION: RK&K developed Synchro and SimTraffic traffic models to assist in maintaining traffic during construction. These models allowed RK&K to design temporary traffic configurations that minimized traffic delays. This project focused on minimizing impacts to many entities, including a City park eligible for the historic register. This required a compact design for the project that included innovative roadway configurations. MOT was complex and multi-phased allowing project construction through an urban intersection. All lanes of both the Rt. 250 Bypass and McIntire Rd. remained open with only night/off-peak short-term lane closures. Box culverts and other project elements had to be built in small phases, allowing traffic to be relocated/shifted. Our design considered support for excavation, contractor equipment, and materials so the project could be constructed within limited right of way.

PROVIDING HIGH LEVEL CUSTOMER SERVICE THROUGH TIMELY RESOLUTION OF CITIZEN ISSUES/CONCERNS: RK&K managed/oversaw a tremendous outreach program including administering a Steering Committee hand-appointed by City Council, made up of proponents and opponents of the project, and provided over 40 opportunities for public input into the design. This project would not have moved forward if clear direction had not been reached by the Steering Committee and a recommendation provided to City Council providing an acceptable preferred alternative. In the face of significant public opposition to this project, RK&K's Project Manager Owen Peery, along with the City's Project Manager, led the Steering Committee through the evaluation of 15 interchange alternatives leading to two interchange alternatives being presented to the City Council for a final decision. This process led to a final consensus that was key to successful project completion. Key to the success of this project was the incorporation of context sensitive design features during the development of these interchange concepts. The goal was to create a park-like setting, a gateway to the City, and new pedestrian and bicyclist connectivity to McIntire Park and a multi-use greenway and access for all users through the project area.

FINISHING CONTRACTS ON TIME OR EARLIER THAN ORIGINAL CONTRACT FIXED COMPLETION DATE: The public input process led to the City requesting RK&K to study more options than initially anticipated. These studies due to the stakeholder concerns, and funding delays extended the original schedule. Ultimately, RK&K met the extended schedule developed by the City.

MEETING/EXCEEDING DBE PROGRAM COMMITMENTS: The DBE participation goal for the project was 10 percent. RK&K achieved this goal by using seven subconsultant firms to provide services in the areas of landscape design, structural design, surveys, archeology, noise analysis, traffic counts, public outreach, and construction inspection.

AWARDS/TESTIMONIALS: The City of Charlottesville demonstrated RK&K's exceptional performance by extending our contract through all phases of planning, design and construction management. **"RK&K has raised the bar as to the quality of work the City expects from its consultants,"** *Jeanette Janiczek, the City of Charlottesville's Project Manager.*



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Design-Build US 13/ US 158 Widening From US 158 / NC 43 to US 158 Location: Hertford and Gates Counties, NC	Name: E.V. Williams	Name of Client.: North Carolina Dept. of Transportation Phone: 919.707.6610 Project Manager: Teresa Bruton, PE Phone: 919.707.6610 Email: tbruton@ncdot.gov	07/2012	12/2015* <i>An extension of project limits and scope was requested by the Owner</i>	\$56,000	\$56,800	\$5,300

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.

RELEVANCY	<p>PROJECT ROLE/DESCRIPTION: As Lead Designer, RK&K provided design services from their Raleigh, Fairfax and Richmond offices for this major widening project on US13/US 158, including the widening 7.1 miles of roadway from 2-lanes to a 4-lane median divided partial-controlled access freeway, converting an existing intersection into a partial clover leaf interchange with three ramps and one loop, a major water bridge, intersections with restricted left turns, utility relocations, extensive MOT, public outreach, and right of way acquisition. The primary purpose of this project was to reduce traffic congestion and improve travel time and safety. RK&K was responsible for all design services required for the project including roadway design; hydraulic design; maintenance of traffic; cross culverts; stormwater management; erosion and sediment control; structures design; traffic control and pavement markings; signing and traffic signal design; permit preparation and application; utility coordination and relocation design; public involvement; subsurface investigations and foundation design; supplemental surveys; subsurface utility exploration; temporary pavement design; and right-of-way acquisition. Similar to the Route 29 Widening Phase II project, this project provided mainline widening and improved roadway geometry to improve safety.</p> <p>DELIVERING PROJECTS IN DEVELOPED URBAN/HEAVY RESIDENTIAL CORRIDORS, WITH EMPHASIS ON SAFETY/ENVIRONMENTAL COMPLIANCE: The US 13/US158 widening required the design-build team to acquire right of way from 76 parcels including 28 relocations, and maintain access to many other properties. Due to heavy truck volumes on the roadway, special considerations for horizontal and vertical alignments, reduction of steep roadway grades, sight distance, sufficient turn lane lengths and radii for turning movements were required for both maintenance of traffic and permanent design to ensure safety. Safety was further enhanced by restricting the number of driveways, eliminating left turns at intersections, adding right-turn tapers at intersections, and flattening mainline horizontal curvature. In keeping with environmental agency and permit conditions, RK&K minimized impacts to wetlands and streams by optimizing designs for widening along both sides of the roadway, resulting in an overall decrease in impacts as compared to NCDOT's concept design. Impacts to a historical property were also minimized.</p> <p>LIMITING IMPACTS TO TRAVELING PUBLIC AND AFFECTED COMMUNITIES/BUSINESS, INCLUDING COMMITMENTS TO EFFECTIVE STRATEGIES TO MINIMIZE CONGESTION DURING CONSTRUCTION: Maintenance of traffic was a primary element of this project, as heavy commuter and truck traffic on the existing two lane roadway had to be maintained in a safe manner with minimal impacts while constructing the new lanes. This was further complicated by the need to maintain existing cross road traffic while constructing the extensive concrete channelization islands and turn-outs that were part of the ultimate design to address traffic operations and safety. RK&K collaborated with the contractor to identify means, methods and phasing that would allow the work to proceed in a timely fashion while meeting NCDOT's expectations for mobility and safety. Safe ingress and egress of construction equipment to the site was a major consideration. Temporary roadways were designed to provide access to side roads during intersection reconstruction. Traffic shifts were minimized, and phasing was designed to provide regular users with advance notice of changes to traditional traffic patterns.</p> <p>PROVIDING HIGH LEVEL CUSTOMER SERVICE THROUGH TIMELY RESOLUTION OF CITIZEN ISSUES/CONCERNS: RK&K supported the Department through dissemination of project information including regular updates and upcoming traffic shifts. One particular areas of community concern was over an intersection located at a historic area within the project limits. The community was concerned with the continued access and the restriction of left turn lanes to this property. To help resolve the issue, RK&K prepared design alternatives and cost estimates for consideration. The result was a new design that allowed left turns utilizing a signal and concrete islands and satisfied stakeholders, including the community, other roadway users, and NCDOT.</p> <p>FINISHING CONTRACTS ON TIME OR EARLIER THAN ORIGINAL CONTRACT FIXED COMPLETION DATE: The acquisition of 76 right of parcels, including 28 relocations, as well as numerous utility relocations was a major schedule driver for this project. All right of way acquisitions were achieved without delay. The team scheduled and phased work packages to allow construction to proceed around availability of right of way and utility relocation work. Environmental permits were also obtained in a time sensitive manner. This allowed the design-build team to maintain the construction schedule throughout the duration of the project. <i>Ultimately, due to cost savings achieved by the design-build team on the project, NCDOT extended the limits of the project by nearly one mile, leading to a one year time extension.</i></p> <p>MEETING/EXCEEDING DBE PROGRAM COMMITMENTS: The project included a 6% MBE and 7% WBE goal, which was achieved by the DB Team.</p>
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