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# STATEMENT OF QUALIFICATIONS



**Design Build**

**Boundary Channel Drive at I-395 Interchange**

State Project No.: 6587-000-R89, P101, R201, C501

Federal Project No.: NHPP-5B01(120)

Contract ID Number: C00116394DB109

Submitted by:



December 8, 2020

## 3.2 | Letter of Submittal



12001 GUILFORD ROAD | ANNAPOLIS JUNCTION, MD 20701  
BALTIMORE 401.792.9400 | WASHINGTON 301.953.0900  
FAX 301.953.0384

**3.2 | Letter of Submittal**

December 8, 2020

Commonwealth of Virginia  
Department of Transportation (VDOT)  
1401 E. Broad Street  
Richmond, VA 23219  
Attention: Sudha Mudgade, P.E., PMP, DBIA (APD Division)

**RE: Design-Build | Boundary Channel Drive at I-395 Interchange | Arlington County, VA | State Project No.: 6587-000-R89, P101, R201, C501 | Federal Project No.: NHPP-5B01(120) | Contract ID Number: C00116394DB109**

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 VDOT.

3.2.2 Point of Contact	Secondary Point of Contact	3.2.3 Principal Officer of Corman Kokosing
<p><b>Lou Robbins, PE, DBIA</b>  <b>Vice President Alternative Delivery</b>  Corman Kokosing Construction Co.  12001 Guilford Road  Annapolis Junction, MD 20701  703-772-8566 Cell  301-953-0384 Fax  lrobbins@kokosing.biz</p>	<p><b>Scott Szympruch, PE</b>  <b>Design-Build Project Manager</b>  Corman Kokosing Construction Co.  12001 Guilford Road  Annapolis Junction, MD 20701  301-343-5476 Cell  301-953-0384 Fax  sszympruch@kokosing.biz</p>	<p><b>Greg Hamilton, PE, DBIA</b>  <b>Regional Sr. Vice President</b>  Corman Kokosing Construction Co.  12001 Guilford Road  Annapolis Junction, MD 20701  301-953-0900   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:** Whitney Bailey Cox & Magnani LLC (WBCM)

**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’s VDOT Prequalification (C3607-Active) evidence 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 12% DBE participation goal for the entire value of the contract.

Sincerely,

**CORMAN KOKOSING CONSTRUCTION COMPANY**

  
Greg Hamilton, PE, DBIA  
Regional Sr. Vice President

## 3.3 | Team Structure

**3.3 TEAM STRUCTURE**

With a design-build portfolio of over \$3 billion, \$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 Boundary Channel Drive at I-395 Interchange design-build project. Corman Kokosing has successfully delivered 25 design-build roadway and bridge projects, many similar in complexity to this project. 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 Whitney Bailey Cox & Magnani, LLC (WBCM) as the Lead Designer, collectively referred to as the “Corman Kokosing/WBCM Team.” WBCM has been specifically chosen, along with Stephen Udzenski, PE as the Design Manager (DM), because they have proven they can deliver design-build projects. Design-build examples where Corman Kokosing and WBCM have partnered include Hampstead Bypass, where we designed/constructed three roundabouts and a 4.4-mile bypass for MDOT SHA and more recently, the Reconstruction of Tisdale Road over Gambo Creek Bridge for NAVFAC in Dahlgren Naval Base, Virginia.

**3.3.1 Key Personnel**

The Corman Kokosing/WBCM 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 urban setting, including high traffic volumes, coordinating multi-modal transportation, and proximity to critical entities and infrastructure. 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 to staff the project. 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 table below introduces our Key Personnel with resumes in the Appendix.

<b>.1 Design-Build Project Manager (DBPM)</b>	Scott Szympruch, PE – Corman Kokosing
<b>.2 Quality Assurance Manager (QAM)</b>	Anthony (Andy) Kondysar, PE -Quinn Consulting Services, Inc.
<b>.3 Design Manager (DM)</b>	Stephen Udzenski, PE– WBCM
<b>.4 Construction Manager (CM)</b>	Kyle Kern – Corman Kokosing

**Value-Added Staff:** The Corman Kokosing/WBCM Team includes the following value-added staff to deliver 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 ensuring a team that is working in unison towards delivering a quality project that meets VDOT’s requirements. Kyle has been involved with design-build projects since 2002 and has 21 years of highway and bridge design and construction experience. His previous roles as a design manager and construction project manager give him the credentials to serve in this role effectively. *Kyle has direct experience with the project area adjacent to the Pentagon as a project engineer on the Route 110 Bypass and the Dominion Energy Transmission Line projects within the adjacent substation next to this project site.* He was also a design manager who led the initial design for a design-build project for Federal Highway Administration which replaced an at-grade multi-leg intersection with a roundabout in Prince George, VA. Kyle has vast technical experience within traffic, water resource, and highway engineering, coupled with extensive

project management experience. For this project, he will serve the DBPM in 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.

**Environmental/Permitting Brian Noll, PE (WBCM)** will coordinate with the design staff and DM in ensuring environmental issues are investigated, natural resources inventory is completed, and conflicts identified/mitigated. He will work with the design team in identifying the environmental agencies involved, permitting and submission requirements for each agency, timetable for reviews/approvals to include in our master permitting/review schedule, identify measures to streamline and accelerate the review/approval process and track progress of the permit approvals. Brian has 26 years of environmental assessment and design experience. He has supervised and reviewed preparation of environmental permits, including Joint Permit Applications and avoidance, minimization and mitigation reports; geomorphic analysis, 1D/2D hydraulic analysis, sediment studies, wetland delineation/ mitigation, forest stand delineation/mitigation and habitat studies. Brian is experienced with the DCR Virginia ESC Handbook, VSMP, VPDES and VDEQ requirements He supervised WBCM’s environmental permitting services for the Braddock Road Roundabout which included parkland coordination. He was responsible for completing the General Permit Registration Statement for Construction Activity, Stormwater Pollution Protection Plans to include phosphorus mitigation, JPA, VA Water Protection permits, VPDES Construction General Permits for other Virginia projects. For the Hampstead Bypass he was one of the designers for our bog Turtle protection plan and the Habitat Management Plan.

**Maintenance of Traffic (MOT) Engineer Jim Holls, PE, PTOE (WBCM)** will coordinate with the design staff and construction MOT manager. He has been involved in design-build projects for over 25 years and worked with similar complex MOT risks. Jim developed operations modeling for MOT strategies associated with ramp revisions at the I-95/Russell Road interchange in Quantico, prepared interstate MOT for I-66 in Virginia, and interchange MOT for projects along I-95, I-70, I-495, I-695 and I-68 in Maryland. He knows the issues of maintaining mobility and safety along local roads and not impacting interstate operations. Jim is experienced in dealing with interstate reconstruction and roundabout construction under traffic. He understands MOT requires a multi-disciplined approach with the highway, traffic, H&H, utility engineers and the design-builder working together to develop a design that optimizes safety and mobility for vehicles, bicycles and pedestrians and incorporating innovations, such as ITS. Other projects Jim was involved with include the Braddock Road/Pleasant Valley Road roundabout in Chantilly, Russell and Fuller Roads in Quantico, MD 30 Hampstead Bypass in Carroll County, Maryland and other projects under open end contracts in Maryland and Pennsylvania.

**Utility Coordinator Matt McLaughlin, CCM (CES).** State/local agencies have relied on Matt to coordinate utility work for 400+ projects in Northern Virginia and to resolve utility conflicts with minimum impacts and disruptions to utility services. He has coordinated well over 200 lane miles of utility relocations and recommended strategies for reducing cost, conflicts, and right-of-way impacts and mitigating delays that have saved agencies significant cost and time. He coordinated simultaneously with over 26 utility providers for a single project. Matt has 34 years of utility coordination and management experience, including nine years as a VDOT Northern Virginia District Utility Construction Manager. As a result, he knows the procedures and requirements of most major utility providers in Northern Virginia and has established productive working relationships that foster partnering and cooperation. Matt has provided utility management services for design-build and P3 projects, ranging in size from the Braddock Road/Pleasant Valley Road Roundabout in Fairfax County (\$4.3M) to the I-395 Express Lanes in Arlington and Alexandria (\$480M) and the I-495 Express Lanes in Fairfax County (\$2B).

### 3.3.2 Organizational Chart

Our organizational chart on Page 4 illustrates our *chain of command* of all companies 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 quality assurance (QA) and construction, with no contractual relationship and no involvement in construction operation.

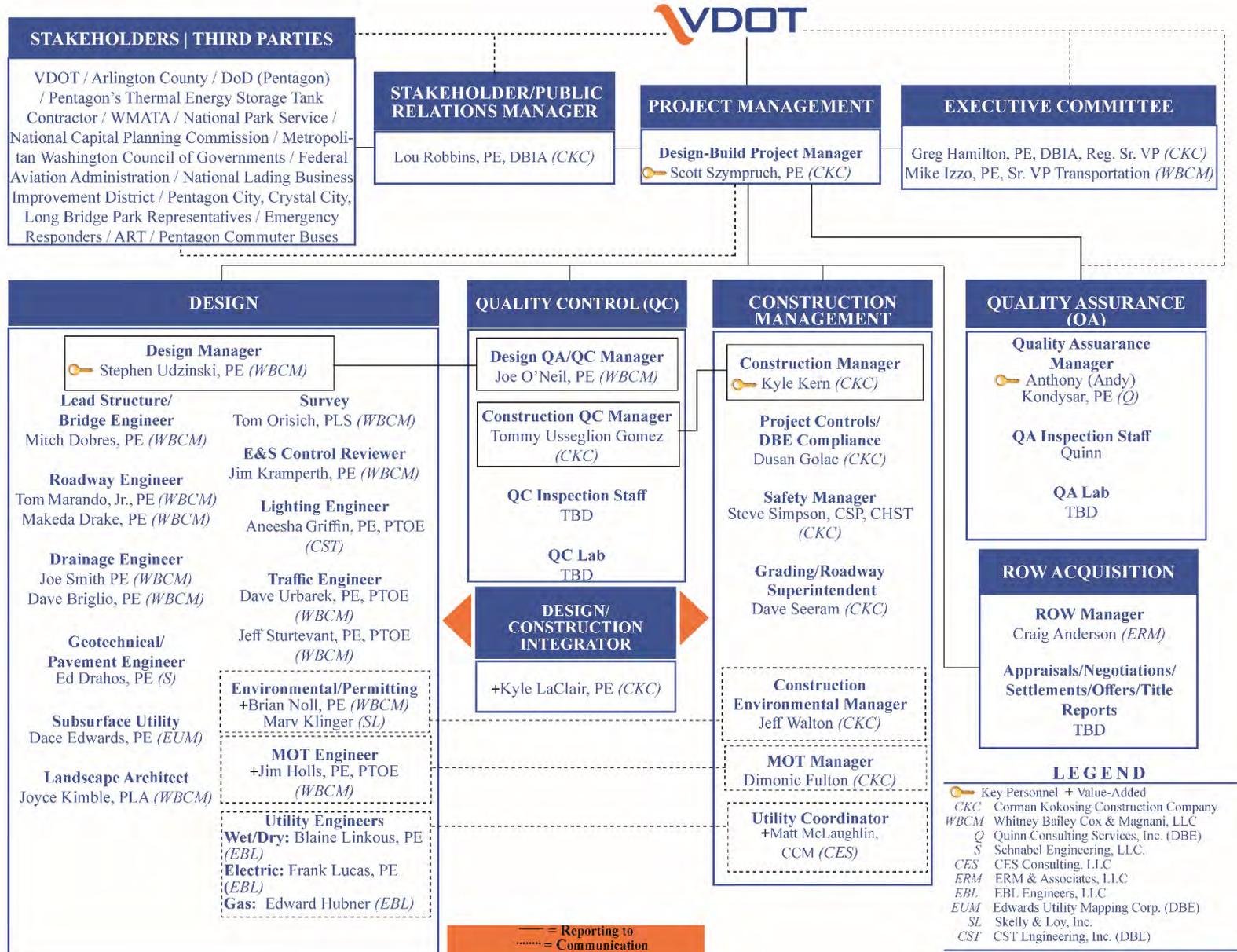


Figure 1: Organizational Chart

**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. 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/WBCM Team, including design, construction, quality assurance, MOT, safety, and utilities.* Scott will be responsible for meeting our contract obligations and avoid/resolve disputes per the RFP. He will supervise DM, DCI, CM, ROW Manager, 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 DCI to enhance interface between Corman Kokosing's management/field crews and the designers and ensure honest/open 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.

**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 reviews prior to milestones to ensure design disciplines are coordinated.
- Corman Kokosing constructability reviews of design, especially for Maintenance of Traffic (MOT), Environmental, Utilities, Drainage and Bridge Foundation Plans.
- 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.

**Quality Assurance Manager (QAM) Anthony (Andy) Kondysar, PE (Quinn)** will report to the DBPM and have direct, independent access to VDOT. He will ensure work is performed in conformance with contract requirements, *Minimum Requirements for QA and QC on Design-Build and Public-Private Transportation Act Projects*, approved designs, and *approved for construction* plans/specifications. Andy will be responsible for development/adherence to the QA Plan, 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. Andy 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. Andy will maintain project quality records and approve/submit pay estimates. He will submit monthly written reports to the VDOT project manager and our Executive Committee assuring oversight of our Quality Program. Quality Assurance will be coordinated with, but independent of, daily QC and construction. Andy will be given timely notice of construction activities so his QA staff can be onsite to document compliance. He will have access to meetings and records he needs to provide independent assurance that construction complies with contractual and design requirements. He 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.

**Design Manager (DM) Stephen Udzenski, PE (WBCM)** will report to the DBPM and provide a quality engineered product, meet design milestones, continually coordinate with the Corman Kokosing/WBCM Team and ensure Design QA/QC Manager and independent reviewers are not tasked with other project responsibilities. Roundabout experience includes design manager for the Braddock Road roundabout, project manager for final acceptance of the Hampstead Bypass with three roundabouts (Corman Kokosing was the design-builder) and project manager for six roundabout retro-fits for MDOT SHA. He knows the critical issues of safety maintaining mobility when constructing roundabouts under traffic and their unique design elements with splitter island deflection, aprons for trucks, fastest theoretical path speeds, approach and departure lane widths/deflection/radii, advanced signing/markings and sight triangle requirements. Steve will develop/oversee our rigorous internal 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. He will manage design elements, including roadway, structural, traffic, drainage, permitting, geotechnical, utility, surveying, landscape design, MOT, ROW, and environmental. Steve will allocate/assign resources, oversee design subcontractors, including subsurface utility, geotechnical, environmental, dry/wet utilities, lighting, specialized fiber design, coordinate design and review schedules, develop/implement any corrective measures to maintain schedule, and integrate environmental compliance measures into the design. He will coordinate design and construction with 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. Steve 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 30 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/WBCM 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, design participants stay involved. Added to the weekly meetings as construction starts are superintendents, field surveyors, MOT manager and construction QC manager. Key stakeholder representatives, including VDOT, Arlington County, Dept. of Defense (Pentagon), Pentagon's Thermal Energy Storage Tank Contractor, WMATA, National Park Service, National Capital Planning Commission, Metropolitan Washington Council of Governments, Federal Aviation Administration, National Lading Business Improvement District, and Pentagon City, Crystal City, and Long Bridge Park representatives will be invited. Monthly meetings will be held with the Corman Kokosing/WBCM Team, VDOT, QAM, 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 *Cool Line*, which we will include on the VDOT project web site 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.

## 3.4 | Team Experience

**3.4 TEAM EXPERIENCE**

The Corman Kokosing/WBCM Team has worked together on complex design-build projects including:

- 
**MD 30 Hampstead Bypass, Hampstead, MD**
- Reconstruct Tisdale Road over Gambo Creek Bridge, Dahlgren, VA**

- 
**Hayes-Yorktown 230KV River Crossing, Yorktown, VA**
- Jackson's Wharf Promenade Replacement, Baltimore, MD**


This solid work history will enhance the Corman Kokosing/WBCM Team's ability to identify, openly discuss, and solve issues as they arise.

**CORMAN KOKOSING** **Corman Kokosing Construction Company (Corman Kokosing)** is a privately-held family business since 1920. We are a licensed heavy civil contractor specializing in highway, bridge, restoration, and heavy utility construction. With a corporate headquarters in Annapolis Junction, MD, and offices in Chesapeake and Colonial Heights, VA, we are a *Best in Class* contractor where our *A* ratings confirm quality. Known for unparalleled partnering, Corman Kokosing delivers projects on time and on budget without lingering disputes. We hold employee and public safety to the highest standard. Recently, Corman Kokosing was the recipient of local/national awards, including 2019 Virginia Transportation Construction Alliance (VTCA) Contractor Safety, 2019 Chesapeake Region Safety Council Award of Excellence, 2019 Hampton Roads Utility and Heavy Contractor's Association (HRUHCA) Safety, 2020 Heavy Construction Contractors Association (HCCA) Infrastructure Award, 2020 American Concrete Institute (ACI) National and Maryland Excellence in Concrete Awards, and 2019 American Public Works Association (APWA) Mid-Atlantic Chapter's Project of the Year Award-Transportation.

**WBCM** **Whitney Bailey Cox & Magnani, LLC (WBCM)** is headquartered in Baltimore, Maryland with offices in Reston and Lexington, Virginia. Since its founding in 1977, WBCM has grown from the four original partners working on a card table in Sandy Whitney's basement to a staff of over 230, 16 disciplines and seven offices. In one year, WBCM will typically perform over 450 task assignments with construction values of a few thousand to hundreds of millions of dollars. Their repeat business is a testament to their ability to provide clients with a quality project on-time and on-budget.

WBCM's design-build experience ranges from a roundabout in Chantilly to the \$645 Million Intercounty Connector Contracts (ICC) C, D and E for MDOT SHA/MDTA. They have been involved in many design-build projects in Virginia, including the Chantilly Roundabout, Russell Road Phase III, MDIA facility and transportation infrastructure in Quantico, and NAVFAC's Tisdale Road over Gambo Creek Bridge in Dahlgren. WBCM has a reputation for designing innovative intersections from roundabouts to a continuous flow Intersection at the terminus of the ICC (only the second one in Maryland). Staff includes a former VDOT L&D Assistance Division Chief who ensures projects are designed to meet VDOT standards (especially the unwritten ones). WBCM teamed with Corman Kokosing for MDOT SHA's largest design-build project (at the time) – the Hampstead Bypass which constructed three roundabouts under traffic and 4.4 miles of roadway and received awards in Maryland and the DBIA National and DBIA Mid-Atlantic Design-Build Excellence Awards. The ICC contracts won 13 awards, including Quarterly Environmental Compliance Incentive; Top Roads, Roads and Bridges Magazine; *Globe Award* American Road & Transportation Builders Association; Best Transportation Project, Award of Merit ENR Mid-Atlantic; National Design-Build Award in Transportation, National Design-Build Awards Competition.

## 3.5 | Project Risks

**3.5 PROJECT RISKS**

The Corman Kokosing/WBCM Team will employ the Construction Management Association of American (CMAA) endorsed approach to risk management through a *Risk Register* which includes a list of identified risks, potential impacts and mitigation for each. A robust risk management plan considers risks throughout the project’s life and delivery processes. Our team’s risk management plan has already jumped into action, 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)



Figure 2: Risk Management Plan

We have reviewed the available information, visited/documentated the site, and collectively discussed critical risks. Many potential risks were discussed with some being identified as advantages – for instance, the typical risk of stormwater management is not a risk on this project, as we are reducing the impervious area by almost an acre. 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 | STAKEHOLDER IMPACTS TO SCHEDULE**

**Why Critical:** Nothing is more intimidating than opening a set of plans and seeing *United States of America* as the property owner and being in the shadows of the Pentagon. If having the Pentagon, DoD, and the United States as stakeholders was not enough, this project also has other high-profile stakeholders, including Arlington County, WMATA, and one of the largest employment centers in the region, the National Landing BID, comprising of Crystal and Pentagon cities. Major utility suppliers, such as Arlington County public utilities, and private fiber, gas, electric and communications owners, are other stakeholders to engage. In many cases, each agency has their own set of permitting requirements and schedules that must be coordinated. All stakeholders must be accommodated for approvals and coordination to keep the project on schedule. We must also inform and include them in the design process so they have a *sense of ownership* for the project. If they do not feel their concerns or requirements are being addressed, timeliness and number of reviews could be impacted. Just one approval process delay can set off a *domino effect* on the other approvals. Any negative feedback on the project will impact VDOT’s established relationship with the stakeholders. Meeting or improving upon the project delivery schedule requires the Corman Kokosing/WBCM Team to eliminate any chance of stakeholder schedules/requirements causing delays.

**Impact:** Coordinating/communicating with stakeholders can impact the project from subsurface utility investigations and test pits, to design, to MOT and construction. Stakeholders need significant time and documentation for their review process and have requirements that need attention which can potentially impact our design/construction schedule. To facilitate the review process, stakeholders must be included in the design/construction process with design decisions explained, their concerns addressed, and lines of communication established for their sense of ownership. Stakeholder impacts to the project schedule include:

- ✓ VDOT will receive feedback regarding any stakeholder complaints about being impacted by construction which will tarnish the relationship they spent years fostering and will take time to rebuild.

- ✓ Pentagon and National Park Service permitting can take four to six weeks just to perform the borings, delaying design efforts.
- ✓ Arlington County work restrictions only allows operations from 9:00 am to 4:00 pm.
- ✓ The Pentagon access road serves a parking facility used by VIPs and Diplomats. If access is impacted, we violate Pentagon and DoD representative trust, which, in turn slows down coordination efforts.
- ✓ Commitments must be met or stakeholders will require additional documentation, reviews, and commitments making it difficult to maintain schedules.
- ✓ The potential for DoD *black fiber* lines, along with other utilities, may not be determined until construction, requiring evaluation to incorporate them into the design resulting in schedule delays due to conflicts with other utilities or road construction.
- ✓ WMATA's process is governed by the 200+ page Adjacent Construction Project Manual that includes the need for typical sections, earth and design pressure calculations on the tunnels, and vent shaft protection on the project site. If not approved, the project moves to the *back of the line* for resubmittal.
- ✓ National Park Service and Capitol Planning Commission will be concerned about how construction will impact adjacent park land, including staging areas, haul routes and roadway/drainage. Extensive documentation, including diagrams, exhibits and reports, along with meetings, will be required to gain their acceptance.
- ✓ If safety/mobility for vehicles, pedestrians/bicyclists accessing the Aquatic Center and the WMATA Station, and Crystal and Pentagon cities to the south or recreational users is impacted, the savvy and politically-engaged road users will become vocal making working with the communities more challenging.
- ✓ There could be additional reviews/coordination if stakeholders are not included early on to understand exactly what they are expecting in design submittals and to address their issues/concerns.
- ✓ Since the project area is served by local bus transit routes (WMATA, ART, Pentagon Commuter Busses), any impact to service will generate backlash to VDOT which could cause delays while addressing transit access issues.
- ✓ Since the adjacent Pentagon Thermal Energy Storage Tank project is a critical endeavor, our construction activities must not impact the Pentagon contractor's access/deliveries.

**Mitigation:** The two major mitigation factors are *communication* and *special design elements* which are greatly enhanced when considering our individual and company experience working in these multi-faceted federal government stakeholder projects. Team members have worked extensively in the DC market, including with the Pentagon, National Park Service and Arlington County, which gives our team built-in knowledge and an understanding of the project's logistics. We will draw from the work experience of individual team members related to the Pentagon Secure Bypass (Route 110 relocation) project completed several years ago, in addition to experience developing a Dominion Energy transmission line through the Pentagon Visitor's parking lot to the adjacent substation and apply them to this project. These projects required coordination and approvals from over 25 federal, state, and local agencies. Our prior working relationships and understanding of the stakeholder's needs and review times give us a clear advantage for this project. Below is our approach to communication and special design elements to alleviate schedule impacts:

**Communication:** The Corman Kokosing/WBCM Team will provide stakeholders with prompt, accurate information concerning the project design, MOT, and construction phasing. We will schedule pre-submission meetings with them and provide all information they are looking for in the submittals and address any concerns. Stakeholder/Public Relations Manager Lou Robbins will work with the stakeholders to address their concerns during design/construction. We will provide information on why certain design decisions were made to include them in the process, and in turn, they will feel a sense of ownership. We will make stakeholder points of contact, especially the Pentagon liaison, aware of MOT phase changes, temporary lane closures, new traffic patterns, and whether or not brief utility outages are required (it is understood certain utilities will not be allowed to have outages). *Pardon our Dust* meetings will be conducted with the road user groups. Stakeholder/Public Relations Manager Lou Robbins will address the following:

- ✓ Serve as the point of contact with VDOT for project information.
- ✓ Develop a Communications Protocol document outlining activities and responsible individuals.
- ✓ Maintain the *Cool Line* site in the VDOT project web page for individuals to ask questions/raise concerns about the project and address promptly.
- ✓ Manage coordination with VDOT for disseminating information to their sites.
- ✓ Keep stakeholders informed through virtual/in-person meetings, web site information, emails, meeting minutes, social media, etc.
- ✓ Maintain a contact list and provide opportunities for concerned road users to sign up for project information/updates.
- ✓ Provide media updates coordinated through VDOT.
- ✓ Provide information to VDOT regarding MOT staging and construction activities, including changes to MOT, lane closures, and construction times.
- ✓ Coordinate with VDOT with monthly *Traffic Alert* safety reminders for ALL road users concerning safety precautions for traveling through the work zone, including paying attention to signing, watching for construction workers and vehicles, obeying flaggers and police directions.
- ✓ Provide briefings for stakeholder groups, including the Pentagon, National Park Service, WMATA, Arlington County, and others.
- ✓ Prepare material for briefings/public meetings, public relations-related correspondence and coordinate staff and technical experts for meetings.

***Special Design Elements:***

- ✓ Develop a primary/secondary points of contact list for each stakeholder and immediately engage them regarding permitting/design reviews. Include *pre-submittal* reviews to identify what they are looking for in the submittal and any potential issues and what would expedite reviews.
- ✓ Maintain access to the Pentagon access road and that it is clearly signed to meet the Pentagon’s service needs.
- ✓ Add an expedited reviewer team member for Arlington County and private utility suppliers, if necessary, to speed up reviews.
- ✓ Develop a matrix review schedule flow chart for each agency outlining submittal dates and review times to determine submittals critical to project schedule and must be accelerated. It will track when submitted, status, and action items. Review the matrix at all progress meetings for any slippage or delays in processing reviews and measures to address schedule impacts.
- ✓ Address *Cool Line* concerns of stakeholders promptly to foster positive public relations and cooperation.
- ✓ Select boring locations outside the WMATA easement limit eliminating the need to coordinate permits with them which can be time consuming.
- ✓ Conduct timely investigations for utility avoidance and perform 3D conflict detection reviews to facilitate owner reviews by illustrating in 3D the locations of utilities and clearances.
- ✓ Have multiple crews to expedite work within the County’s work hour restrictions.
- ✓ Select designers experienced in relocating fiber with security clearances to work with the Pentagon, thus expediting the design/review process through knowledge of what elements the reviewers will be looking for and addressing.
- ✓ Perform Maintenance of Traffic Alternatives Analyses and develop MOT designs that address potential safety/mobility issues and facilitate selecting the ideal strategy that addresses all stakeholder concerns, constructability, safety, mobility, schedule and cost.
- ✓ Provide ADA-compliant pedestrian/bicycle access during construction with way finding signs to keep users out of the construction area.
- ✓ Examine the WMATA Manual and discuss our proposed strategies with their point of contact prior to submittals to ensure the project is reviewed once (successfully employed by WBCM for their work at the Silver Spring Metro Station). We will complete the WMATA Design and Coordination Checklist and Adjacent Construction Project Flow Chart.

- ✓ Develop strategies as part of MOT to maintain utility services during relocations coordinated with the utility owners, thus addressing the requirements to minimize/eliminate outages.
- ✓ Provide coverings to WMATA vents during construction to address concern of debris falling on the track.

**Role of VDOT and other Agencies:** Our design team will draw from VDOT’s agency points of contact to establish a Stakeholder Contact List. We anticipate VDOT will review and provide input on our public information strategies and support distribution of project information through their established services, such as the 511 website, mobile application, Twitter, and the project web site. Other agencies can provide their points of contact for us to contact/discuss the review process and confirm what is anticipated for submittals and to provide prompt, thorough and detailed reviews.

**RISK NO. 2 | UTILITY COST AND SCHEDULE IMPACTS**

**Why Critical:** Utility relocations are known, along with right of way (ROW), to be the biggest threat in completing a project on budget and schedule. This is mainly due to the lack of control a design-build team has over the owner of the impacted utilities. The utility owner has their own priorities and schedules that do not always coincide with a design-build team’s project needs for relocations or design approvals. This results in the design builder losing control of the design, reviews or relocation schedule on time, which affects their ability to deliver the project on time and on budget. This lack of control over each utility owner can have an escalating affect making existing utilities a critical risk to the schedule and cost of the project. Compounding matters, because of its proximity to the Pentagon, there is a chance *black* or secure fiber will be encountered, which the design builder is not always made aware of until construction starts in its vicinity.

The proposed realignment of Boundary Channel Drive and addition of two roundabouts intersects many utilities with the largest number of conflicts along Ramp F2 near Station 601. In this area, utilities impacted by lowering of the grade include water, gas, fiber communications, and electric. These conflicts can delay or add cost to the project. It is, imperative to identify conflicts early, maintain coordination with affected utility owners, develop designs for temporary service to minimize/eliminate outages and resolve issues before the construction phase kicks in.

**Impact:** Coordinating/resolving utility conflicts, if not done proactively, can impact the project schedule and cost. If outages are not minimized/eliminated and not communicated/coordinated with stakeholders, they can voice their frustration creating long-term friction as the project progresses. Required design phase activities include utility designation and performing test pits of *all* utilities within the project limits to verify their exact vertical/horizontal locations.

Although there are utilities and potential conflicts throughout the project, the area with the most conflicts is on Ramp F2 near Station 601. As shown in **Figure 3**, it is a crowded area for utilities with substantial cut that needs to be performed early in the project schedule. This is the exact location where a new joint utility corridor along Long Bridge Drive may be appropriate. In addition, advance utility relocation prior to starting roadway construction would be planned.

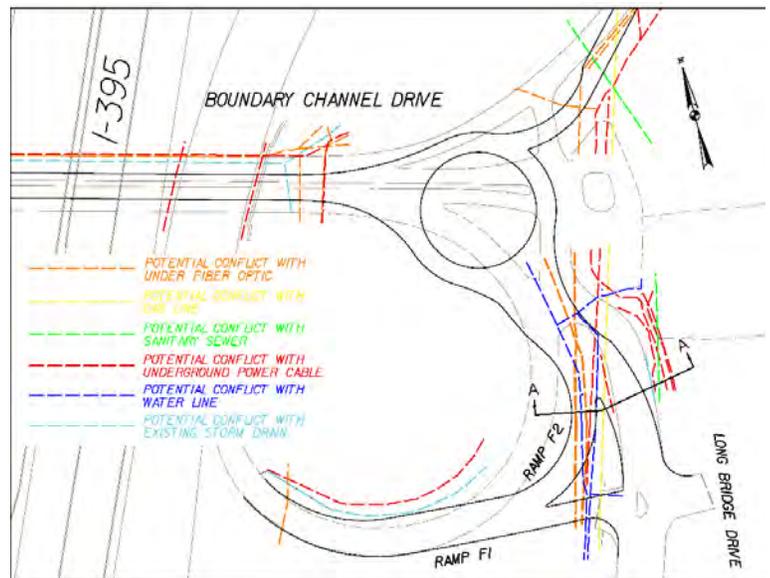


Figure 3: Utility conflicts

**Mitigation:** As a first order of business, the utility designation is compared to existing utility and past roadway construction plans. Test pits are excavated at key locations and results compared to existing utility records to identify any potential conflicts. Any utility conflicts that remain are discussed with the owning utility company and relocation and temporary service plans developed and field work scheduled. Any conflicts not identified during the designation stage can delay construction by requiring redesign of the new roadway or emergency utility design to avoid it – both can be costly and impact the schedule.

Engaging utility owners and stakeholders early is paramount to mitigating utility delays or additional costs. Identifying ROW needs and managing schedules well in advance of the need to clear the corridor for roadway construction, will determine success. Our utility team will:

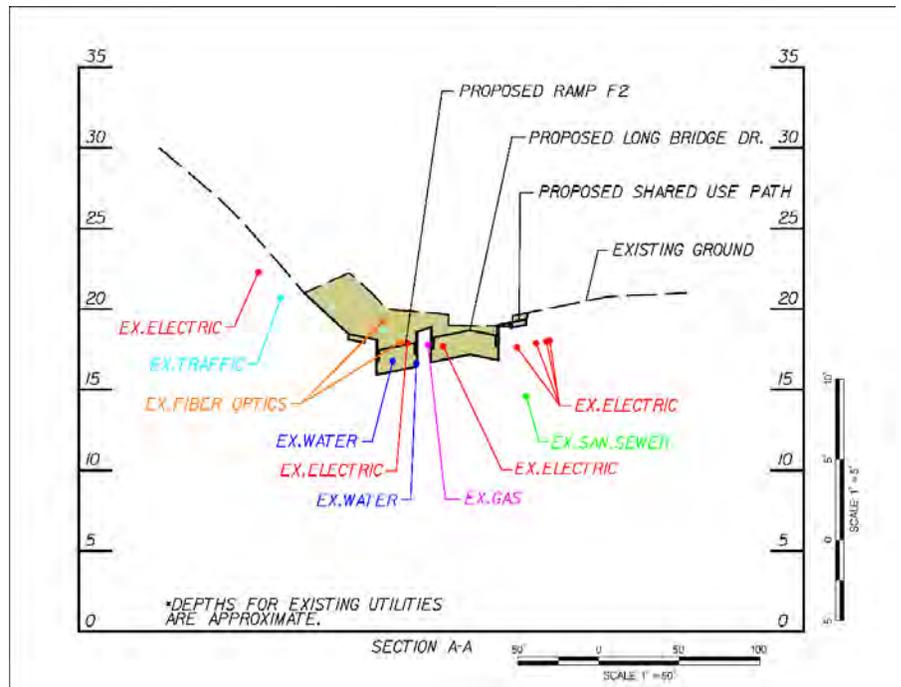


Figure 4: Proposed cross section

- ✓ Perfect the design to avoid all possible utility conflicts as a mandate and not a goal. On Corman Kokosing’s Military Highway design-build project for VDOT, numerous offsets to a 16-in. gas transmission main would have been required based on the RFP plans and our initial drainage designs. Upon discussions with the utility, and understanding the limited resources available locally to complete the relocation, we redesigned the drainage to install parallel drainage truck lines with no offsets of the large diameter gas main required. This *designing around the utilities* strategy also worked well on VDOT’s Route 29 Solutions design-build project where our designers avoided relocating a gas distribution line alongside Route 29 southbound which was shown to be relocated in the RFP conceptual plans. Relocating that line would have seriously impacted the schedule.
- ✓ Since the potential for *black* secure fiber is high, we will reach out to the DoD stakeholders to identify secure fiber early in the design phase. WBCM has dealt with post-award notification of DoD fiber on their Russell Road project at MCBQ and know that outages are not an option. Our fiber subconsultant will have the experience and clearances to work with the Pentagon on issues in maintaining the fiber connection.
- ✓ Use innovative approaches, such as joint-use conduit systems installed by the Corman Kokosing/WBCM Team vs. the several individual utilities for communication relocations, to minimize the need for multiple ROW and potential delays of the utilities completing their own work. This puts the schedule/phasing back under our control. We found on past VDOT design-build projects (Fall Hill and Route 1 near Ft. Belvoir) the utilities only have so much staff available to perform installations, and there is no guarantee they have the resources to meet the schedule demands of all the area’s ongoing projects. Having us install the conduit in joint ROW/easements mitigates/eliminates this resource issue. This strategy was used successfully on the Route 29 Solutions project.
- ✓ Another Military Highway project mitigation strategy that worked well was a dedicated full-time utility coordinator who led communication between the designer, utility owners and construction operations and held weekly utility coordination meetings from the initial Notice to Proceed to completion of all utility conflicts. We will staff this project with this same full-time individual to address utility issues immediately as

they become known. Meetings include drainage, roadway and structural designers, and permitting leads, as well as the construction team and QA/QC, ROW team members. He will ensure communication of needs/resources, plans are developed/approved for temporary service, coordinate brief outages with the utility owner and user (understanding certain utilities, such as fiber, will not have outages), and eliminate as many conflicts as possible during the design phase.

- ✓ Maintain the utility coordinator’s presence on site well into actual construction to keep communication and coordination going when relocation and temporary service plans are issued. Their work continues through design into actual construction and project close out.
- ✓ Prioritize utility relocations and confirm they are collaborating and reviewing each other’s work and signing off as the project progresses.
- ✓ Integrate the utility coordinator into the design team – works in the designer’s office, reviews the design, MOT and ROW.
- ✓ Develop the schedule and sequencing/phasing with input from the utility coordinator and utility companies.

In conclusion, by working closely with the utilities to establish scheduling and phasing, as well as the utilities construction needs/resources, the Corman Kokosing/WBCM Team can facilitate construction of a system that allows control of the schedule and construction to be in our hands instead of the utility owner. While some aspects of utility relocations need to be completed by stakeholder forces, minimizing their work mitigates this risk.

**Role of VDOT and other Agencies:** VDOT participates in Utility Field Inspection (UFI) Meetings, reviews and provides comments on any proposed utility relocation designs, authorizes utility relocations, administers VDOT/federal documentation, assists in providing access (approval of lane closures) to the utility owners for work within VDOT ROW, and generally oversees utility relocations process through VDOT’s Special Projects Utility Coordinator, who will be copied, along with VDOT’s project manager, on all utility owner correspondence.

### RISK NO. 3 | SAFELY MAINTAINING MOBILITY

**Why Critical:** Safety/mobility are the two benchmarks of transportation where it is the Corman Kokosing/WBCM Team’s mission to ensure the safety of road users (passenger cars, trucks, buses, construction equipment, pedestrians, bicyclists) and our workers and to maintain road user mobility. The Transportation Management Plan (TMP) which will include the Temporary Traffic Control Plan (TCP), Operations Plan, Incident/Emergency Response Plan, Public Communications Plan and sequence of construction is the driving force in achieving the safety/mobility goals. A poorly-planned/implemented TMP will generate safety/mobility impacts. For this project, safely maintaining multi-modal mobility is critical since the existing facility serves multi-modal users and the new ramp junctions and roadway connections are being constructed over existing live traffic lanes adjacent to a high-volume interstate. *The critical component is finding a balanced strategy that accommodates both the road user and construction operations safely.*

**Impact:** Safely maintaining mobility impacts through the work zone include:

**Road User Impacts**

- ✓ Delays and associated queues for the ramp junctions from the I-395 exits can cause traffic to spill over into mainline of I-395 or have traffic divert to adjacent interchanges increasing congestion in areas, such as Pentagon City and Crystal City. Delays along Boundary Channel Drive can impact access to the Pentagon and other local access, such as the Aquatic Center and the WMATA station, with additional impacts to Commuter, WMATA and ART buses.
- ✓ Pedestrians/residents/commuters can travel through and across the work zone unsafely.
- ✓ Construction activities can result in delays to emergency response vehicles.
- ✓ The changing road network associated with construction activities must be communicated to the road user to avoid confusion which impacts safety.

- ✓ Temporary staging can impact positive drainage resulting in the potential for ponding which could create a safety hazard.

**Construction Site Impacts**

- ✓ Worker safety and road user safety/mobility can be impacted by not providing sufficient space for construction activities and work area construction vehicle access (merge/diverge of slower construction vehicles).
- ✓ Due to limited space available for construction activities, worker/visitor vehicle parking and access to the construction site safety can be impacted.
- ✓ Creating delays for non-construction traffic generating queues and increasing the potential for rear end crashes by not considering the limited construction area and the ability to accommodate the wider turn radii of construction vehicles accessing the work area and other larger vehicles, like WMATA and ART buses.

**Stakeholder Concerns**

- ✓ There will be negative feedback from Pentagon officials if access to the Pentagon access road is impacted since it is a high-profile site used by DoD VIPs and diplomats.
- ✓ Impacts to mobility/safety will cause a negative response from stakeholders.
- ✓ Backlash from stakeholders for not considering special events, such as the Marine Corps Marathon, Rolling Thunder and other charity events, will impact project progress.

**Mitigation: Maintenance of Traffic Alternatives Analysis (MOTAA):** WBCM will prepare a MOTAA to review each MOT strategy which covers, not just a sequence of construction, but all MOT-related elements including:

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>✓ Constructability</li> <li>✓ ADA Access</li> <li>✓ Pedestrians/Bicycles</li> <li>✓ Emergency Vehicle Access</li> <li>✓ Mobility/Operations</li> </ul> | <ul style="list-style-type: none"> <li>✓ Construction Access</li> <li>✓ Impacts (Environmental, ROW, Utilities)</li> <li>✓ Community Access Impacts</li> <li>✓ Construction Worker/Road User Safety</li> <li>✓ Construction Duration</li> </ul> |
|---|---|

Based on the Corman/WBCM Team’s experience on similar projects involving constructing roundabouts over an existing intersection, dealing with interstate ramp operations, and safely providing multi-modal mobility, results of the MOTAA and our previous involvement in working with local stakeholders, including the Pentagon, the following mitigation strategies address each potential project impact. We will monitor the site to ensure mobility is being safely addressed and modify the plan if any deficiencies are noted:

**Road User Impact Mitigation**

- ✓ **Maintaining Mobility:** The Corman Kokosing/WBCM Team will develop construction year traffic volumes to include potential construction vehicle traffic (trucks/private vehicles), develop traffic models and simulations, and conduct capacity analyses with Synchro/SimTraffic, Vissim, and Sidra to determine the potential queues generated at the ramp termini. If queues extend to within 75% of the ramp length from the stop bar, storage capacity mitigation measures will be identified/implemented. Potential mitigation includes delaying elimination of the second lane, modifying delivery times, and temporary traffic control calming modifications to slow or stop Boundary Channel Drive traffic. We will outline the MOT manager and field staff responsibilities to monitor MOT set up, note operational issues/solutions, address them, and ensure set ups are per VDOT standards. ITS elements, such as queue warning systems, will be reviewed for improved safety/mobility.
- ✓ **Maintaining ADA-Compliant Pedestrian/Bicycle Access:** Eliminating one traffic lane in each direction provides available width to maintain a temporary pedestrian/bicycle lane. However, access to the temporary lane must be ADA compliant, well signed and offer a riding surface free of debris to address user safety.

- ✓ **Incident Management:** As part of the TMP, we will include an Incident Management Plan that includes strategies for access for emergency personnel, points of contact, incident response staging areas, and MOT/TCP plan modifications to facilitate incident response.
- ✓ **Traffic Information:** Provide details for the sequence of construction, traffic control plans illustrating construction signing, way finding signs, temporary markings, and channelization, and communicate traffic information through the Stakeholder/Public Relations Manager and VDOT resources. Special considerations include modifications to overhead signing associated with the phased implementation of the new ramp configurations and other static/dynamic warning signs along I-395 to address motorist notifications of new traffic patterns. Public outreach parameters and feedback on operations are also included.
- ✓ **Maintain Positive Drainage:** Sequence of construction will consider drainage patterns and be reviewed with our stormwater management engineers for positive drainage.

### *Construction Site Impact Mitigation*

- ✓ **Roadway Accommodations:** Review temporary geometrics during construction with the construction staff to accommodate the operating characteristics of anticipated construction vehicles/large vehicles, such as transit buses. The goal is to minimize delays caused by larger vehicles negotiating turns at low speeds. This also includes reviewing the safety of construction vehicle merge and diverge points.
- ✓ **Constructability Reviews:** As we develop MOT/TCP strategies, the Corman Kokosing/WBCM Team will work together to determine how sequencing will impact construction operations. Coordination efforts include addressing the balance of providing room to facilitate construction activities while still providing accommodations for the road users. Given the limited work area, construction staff will provide valuable insight regarding required minimum work space. Coordination will ensure construction efficiency without impacting safety. The potential for ITS applications, such as work zone intrusion detection will be explored to improve worker safety.
- ✓ **Construction Site Access:** Based on the projected number of construction worker vehicles and site visitors, it is anticipated that off-site parking and bus service to the site will be provided for construction workers as was done for Corman Kokosing's Lincoln Memorial Reflecting Pool project in Washington, DC. Parking areas for visitors will be designated and a safe ADA-compliant path will be provided from the parking area to the construction site/trailer. Routes will be well signed to prevent accidental trespassing in the work zone.

### *Stakeholder Concern Mitigation*

- ✓ **Stakeholder Involvement/Coordination:** We will coordinate with VDOT to keep the project web site up-to-date and work with VDOT and County public relations representatives and other stakeholders on informing of schedule and phase changes and traffic shifts. Based on previous projects, it is anticipated the Pentagon will assign a public relations person with whom our Stakeholder/Public Relations Manager will coordinate. He will also coordinate with the BID representatives and other stakeholders. Weekly progress meetings will provide opportunities for stakeholder representatives to note any concerns to be addressed. Stakeholders will be involved in the scheduling to ensure their concerns are addressed and to give them a sense of ownership of the project. The feedback in the *Cool Line* section of the project web site will also ensure concerns are addressed promptly. We will note any special events so construction operations do not impact activities or conversely impact our schedule. These efforts with the local community will alert other road users to our operations and enhance mobility through the construction zone.

**Role of VDOT and other Agencies:** VDOT reviews/provides input regarding our TMP strategy and MOT/TCP, supports/expands distribution of project information via their information outlets, including 511 website, mobile application, Twitter account, and Project web site. Agencies provide prompt feedback on our MOT/TMP and MOT/TCP strategies and inform us of any citizen traffic control complaints.

# Appendix

**ATTACHMENT 3.1.2**

**Project: 6587-000-R89**

**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.

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
<b>Statement of Qualifications Checklist and Contents</b>	Attachment 3.1.2	Section 3.1.2	no	16-17
<b>Acknowledgement of RFQ, Revision and/or Addenda</b>	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	19
<b>Letter of Submittal (on Offeror's letterhead)</b>				1
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	20
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	21-30
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	31
Evidence of obtaining bonding	NA	Section 3.2.9	no	32-34

**ATTACHMENT 3.1.2**

**Project: 6587-000-R89**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
<b>SCC and DPOR registration documentation (Appendix)</b>	Attachment 3.2.10	Section 3.2.10	no	35-36
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	37-47
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	48-56
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	57-58
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	N/A
<b>DBE statement within Letter of Submittal</b> confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	1
<b>Offeror's Team Structure</b>				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	2, 5-6
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	59-60
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	61-62
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	63-64
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	65-66
Organizational chart	NA	Section 3.3.2	yes	4
Organizational chart narrative	NA	Section 3.3.2	yes	3-6

**ATTACHMENT 3.1.2**

**Project: 6587-000-R89**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15- page limit?</b>	<b>SOQ Page Reference</b>
<b>Experience of Offeror's Team</b>				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	67-69
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	70-72
<b>Project Risk</b>				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	8-15

**ATTACHMENT 2.10**

**COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION**

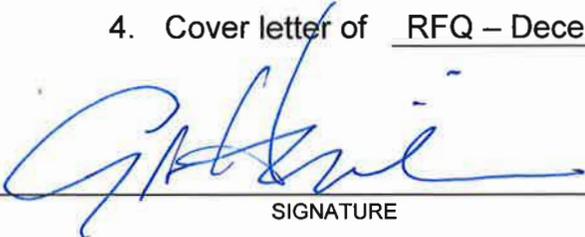
RFQ NO. C00116394DB109  
PROJECT NO.: 6587-000-R89

**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 – October 21, 2020  
(Date)
2. Cover letter of RFQ – November 17, 2020  
(Date)
3. Cover letter of RFQ – November 20, 2020  
(Date)
4. Cover letter of RFQ – December 1, 2020  
(Date)

  
\_\_\_\_\_  
SIGNATURE

12/1/20  
\_\_\_\_\_  
DATE

Greg Hamilton, PE, DBIA  
\_\_\_\_\_  
PRINTED NAME

Regional Sr. Vice President  
\_\_\_\_\_  
TITLE

**ATTACHMENT 3.2.6**

**State Project No. 6587-000-R89**

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

<b>Relationship with Offeror (Affiliate or Subsidiary)</b>	<b>Full Legal Name</b>	<b>Address</b>
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-Parsns-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

ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS

**Project No.: 6587-000-R89**

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.

	11/9/20	
Signature	Date	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.: 6587-000-R89**

- 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.



<hr/>	<hr/>	<hr/>
Signature	11/25/20 Date	Executive Vice President Title

Whitney Bailey Cox & Magnani, LLC (WBCM)

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Name of Firm

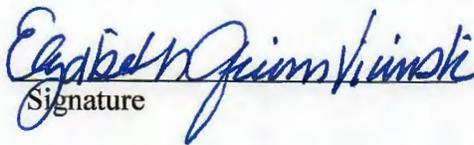
**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT**  
**LOWER TIER COVERED TRANSACTIONS**

**Project No.: 6587-000-R89**

- 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

11/23/2020  
Date

President  
Title

Quinn Consulting Services, Inc.  
Name of Firm

**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT**  
**LOWER TIER COVERED TRANSACTIONS**

**Project No.: 6587-000-R89**

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
  
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The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

	12/2/20	Vice President
_____ Signature	_____ Date	_____ Title

Schnabel Engineering, LLC

---

Name of Firm

**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT**  
**LOWER TIER COVERED TRANSACTIONS**

**Project No.: 6587-000-R89**

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



Signature

11/27/2020

Date

President

Title

CES CONSULTING LLC

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

**Project No.: 6587-000-R89**

- 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	11-25-20 _____ Date	President _____ Title
---	---------------------------	-----------------------------

ERM & Associates, LLC  
\_\_\_\_\_  
Name of Firm

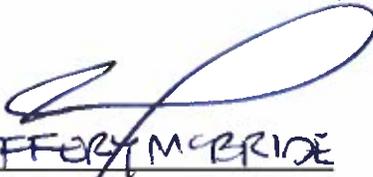
**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Project No.: 6587-000-R89**

- 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>JEFFREY MCBRIDE</u>	<u>11-25-20</u>	<u>PRINCIPAL</u>
Signature	Date	Title

FBL Engineers, LLC  
Name of Firm

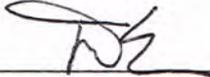
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

**Project No.: 6587-000-R89**

- 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>November 30, 2020</u>	<u>President</u>
Signature	Date	Title

Edwards Utility Mapping Corp.  
Name of Firm

**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT**  
**LOWER TIER COVERED TRANSACTIONS**

**Project No.: 6587-000-R89**

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
  
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The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.



11/25/2020

Senior Principal, Regional Manager

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title

Skelly and Loy, Inc., / A Terracon Company

\_\_\_\_\_  
Name of Firm

**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT**  
**LOWER TIER COVERED TRANSACTIONS**

**Project No.: 6587-000-R89**

- 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.



<hr/>	<hr/>	<hr/>
Signature	Date	Title

CST Engineering, Inc.

---

Name of Firm



Department's List of Prequalified Vendors  
Includes All Qualified Levels As Of 12/2/2020

- C -

**Vendor ID:** C3607  
**Vendor Name:** CORMAN KOKOSING CONSTRUCTION COMPANY  
**Prequal Level:** Prequalified  
**Prequal Exp:** 03/31/2021

-- 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:** SSCHHEEL@CORMANCONSTRUCTION.COM

-- DBE Information --

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

**Vendor ID:** C853  
**Vendor Name:** COVINGTON MACHINE AND WELDING, INC.  
**Prequal Level:** Prequalified (Currently Inactive)  
**Prequal Exp:** 03/31/2021

-- PREQ Address --

2015 RENARD COURT  
ANNAPOLIS, MD 21401-6713  
Phone: (410)841-6868  
Fax: (410)841-6869

**Work Classes (Listed But Not Limited To)**

- 019 - ERECT FABRICATED STRUCTURAL MATERIAL
- 030 - PILE DRIVING AND CAISSONS
- 054 - MARINE CONSTRUCTION
- 055 - BRIDGE REPAIRS
- 082 - SHORING AND SHEETING
- 083 - WELDING

**Bus. Contact:** COVINGTON, BRIAN WILLIAM  
**Email:** BRIAN@COVINGTONMACHINE.COM

-- DBE Information --

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



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, P.E., PMP, DBIA  
Alternative Project Delivery Division  
Virginia Department of Transportation  
1401 East Broad Street, Richmond, VA 23219

November 23, 2020

**Subject:** Corman Kokosing Construction Company  
Boundary Channel Drive at I-395 Interchange  
State Project No.: 6587-000-R89, P101, R201, C501  
Federal Project No.: NHPP-5B01(120) - Contract ID Number: C00116394DB109

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 \$15 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

SOLUTIONS...DEFINED, DESIGNED, AND DELIVERED.





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: 8201331

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"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Carolyn E. Wheeler all of the city of Knoxville, state of Tennessee each individually if there be more than one named, its true and lawful attorney-in-fact, with full power and authority hereby conferred to sign, execute and acknowledge the above-referenced surety bond.

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 30th day of May, 2019.

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 30th day of May, 2019, before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty 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
Notarial Seal
Teresa Pastella, Notary Public
Upper Merion Twp., Montgomery County
My Commission Expires March 28, 2021
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. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

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. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

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 November, 2020.



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.

To confirm the validity of this Power of Attorney call 1-610-832-8240 between 9:00am and 4:30pm EST on any business day.



**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 Tennessee, their true and lawful Attorney-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 **3rd** day of **February**, 2017.



State of Connecticut

City of Hartford ss.

By: *Robert L. Raney*  
Robert L. Raney, Senior Vice President

On this the **3rd** day of **February**, 2017, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, and that he, as such, being authorized so to do, executed 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 hereunto set my hand and official seal.

My Commission expires the **30th** day of **June**, 2021



*Marie C. Tetreault*  
Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, 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 Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, 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 November, 2020



*Kevin E. Hughes*  
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-in-Fact and the details of the bond to which the power is attached.**

**Marsh**

**ATTACHMENT 3.2.10**

**State Project No. 6587-000-R89**

**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.

<b>SCC &amp; DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)</b>							
<b>Business Name</b>	<b>SCC Information (3.2.10.1)</b>			<b>DPOR Information (3.2.10.2)</b>			
	<b>SCC Number</b>	<b>SCC Type of Corporation</b>	<b>SCC Status</b>	<b>DPOR Registered Address</b>	<b>DPOR Registration Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
Corman Kokosing Construction Co.	F2080481	Stock	Active	12001 Guilford Road Annapolis Junction, MD 20701	Class A Contractor	2705167185	2/28/22
Whitney, Bailey, Cox & Magnani, LLC (WBCM)	T0185951	Limited Liability Co.	Active	203 S. Main Street Lexington, VA 24450	Eng	0411001562	2/28/22
Quinn Consulting Services, Inc.	04925517	Stock	Active	14160 Newbrook Dr. Suite 220 Chantilly, VA 20151	Eng	0407003733	12/31/21
Schnabel Engineering, LLC	S0889123	Limited Liability Co.	Active	9800 Jeb Stuart Pkwy. Suite 100 Glen Allen, VA 23059	Eng	0411000322	2/28/22
CES Consulting, LLC	S3416007	Limited Liability Co.	Active	23475 Rock Haven Way, Suite 255 Dulles, VA 20166	Eng	0407005783	12/31/21
ERM & Assocs., LLC	S4315836	Limited Liability Co.	Active	N/A	N/A	N/A	N/A
EBL Engineers, LLC	T0726473	Limited Liability Co.	Active	8005 Hartford Road Parkville, MD 21234	Eng	0407007638	12/31/21
Edwards Utility Mapping Corp.	07075583	Stock	Active	11 Marsh Run Road Fredericksburg, VA 22406	LS	0407005544	12/31/21
Skelly & Loy, Inc.	F1136367	Stock	Active	449 Eisenhower Blvd., Suite 300 Harrisburg, PA 17112	Eng	0407001402	12/31/21
CST Engineering, Inc.	F2058719	Nonstock	Active	7075 Samuel Morse Dr. Suite 250 Columbia, MD 21046	Eng.	0407007214	12/31/21



## Entity Information

### Entity Information

Entity Name: Corman Kokosing Construction Company

Entity ID: F2080481

Entity Type: Stock Corporation

Entity Status: **Active**

Formation Date: N/A

Reason for Status: Active and In Good Standing

VA Qualification Date: 01/22/2018

Status Date: 02/28/2019

Industry Code: 0 - General

Period of Duration: Perpetual

Jurisdiction: OH

Annual Report Due Date: 01/31/2021

Registration Fee Due Date: 01/31/2021

Charter Fee: \$100.00

### Registered Agent Information

RA Type: Entity

Locality: HENRICO COUNTY

RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO  
TRANSACTION BUSINESS IN VIRGINIA

Name: C T CORPORATION SYSTEM

Registered Office Address: 4701 Cox Rd Ste 285, Glen Allen, VA, 23060 -  
6808, USA

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([https://www.scc.virginia.gov/alk/alk\\_contact.aspx](https://www.scc.virginia.gov/alk/alk_contact.aspx))

## Entity Information

### Entity Information

Entity Name: Whitney, Bailey, Cox & Magnani, LLC  
 Entity ID: T0185951  
 Entity Type: Limited Liability Company  
 Entity Status: **Active**  
 Formation Date: N/A  
 Reason for Status: Active  
 VA Qualification Date: 03/13/2001  
 Status Date: 03/13/2001  
 Industry Code: 0 - General  
 Period of Duration: Perpetual  
 Jurisdiction: MD  
 Annual Report Due Date: N/A  
 Registration Fee Due Date: Not Required  
 Charter Fee: N/A

### Registered Agent Information

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

### Principal Office Address

Address: 300 EAST JOPPA ROAD, SUITE 200, BALTIMORE,  
 MD 21286-0000, USA  
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# State Corporation Commission Clerk's Information System

## Entity Information

### Entity Information

Entity Name: QUINN CONSULTING SERVICES  
INCORPORATED

Entity ID: 04925517

Entity Type: Stock Corporation

Entity Status: **Active**

Formation Date: 10/24/1997

Reason for Status: Active and In Good Standing

VA Qualification Date: 10/24/1997

Status Date: 12/01/2008

Industry Code: 0 - General

Period of Duration: Perpetual

Jurisdiction: VA

Annual Report Due Date: N/A

Registration Fee Due Date: Not Required

Charter Fee: \$50.00

### Registered Agent Information

RA Type: Individual

Locality: ARLINGTON COUNTY

RA Qualification: Member of the Virginia State Bar

Name: JOHN H QUINN JR

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

## State Corporation Commission Clerk's Information System

### Entity Information

#### Entity Information

Entity Name:	Schnabel Engineering, LLC	Entity ID:	S0889123
Entity Type:	Limited Liability Company	Entity Status:	<b>Active</b>
Formation Date:	12/19/2002	Reason for Status:	Active
VA Qualification Date:	12/19/2002	Status Date:	11/15/2010
Industry Code:	0 - General	Period of Duration:	Perpetual
Jurisdiction:	VA	Annual Report Due Date:	N/A
Registration Fee Due Date:	12/31/2019	Charter Fee:	N/A

### 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 - 6808, USA

### Principal Office Address

Address: 9800 JEB STUART PARKWAY, SUITE 200, GLEN ALLEN, VA, 23059 - 0000, USA

### Principal Information

Management Structure: N/A

## Entity Information

### Entity Information

Entity Name: CES Consulting, LLC  
 Entity ID: S3416007  
 Entity Type: Limited Liability Company  
 Entity Status: **Active**  
 Formation Date: 10/14/2010  
 Reason for Status: Active  
 VA Qualification Date: 10/14/2010  
 Status Date: 10/14/2010  
 Industry Code: 70 - All professions not listed above  
 Period of Duration: Perpetual  
 Jurisdiction: VA  
 Annual Report Due Date: N/A  
 Registration Fee Due Date: Not Required  
 Charter Fee: N/A

### Registered Agent Information

RA Type: Individual  
 Locality: PRINCE WILLIAM COUNTY  
 RA Qualification: Member or Manager of the Limited Liability Company  
 Name: AVTAR SINGH  
 Registered Office Address: 6773 LEOPOLDS TRAIL, HAYMARKET, VA, 20169 - 0000, USA

### Principal Office Address

Address: 23475 ROCK HAVEN WAY, SUITE 255, DULLES, VA, 20166, 0000, USA  
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(https://www.scc.virginia.gov/clk/clk\_contact.aspx)

### Entity Information

Entity Information	
Entity Name: ERM & ASSOCIATES, LLC	Entity ID: S4315836
Entity Type: Limited Liability Company	Entity Status: <b>Active</b>
Formation Date: 12/03/2012	Reason for Status: Active
VA Qualification Date: 12/03/2012	Status Date: 12/03/2012
Industry Code: 0 - General	Period of Duration: Perpetual
Jurisdiction: VA	
Annual Report Due Date: N/A	
Registration Fee Due Date: Not Required	Charter Fee: N/A

Registered Agent Information	
RA Type: Individual	Locality: FAUQUIER COUNTY
RA Qualification: Member or Manager of the Limited Liability Company	
Name: CRAIG J. ANDERSON	Registered Office Address: 49 Culpeper St, WARRENTON, VA, 20186 - 0000, USA

Principal Office Address
Address: 49 Culpeper St, Warrenton, VA, 20186 - 3320, USA

Principal Information
Management Structure: N/A

[Filing History](#)  
 [RA History](#)  
 [Name History](#)  
 [Previous Registrations](#)  
 [Garnishment Designees](#)  
 [Image Request](#)

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[Return to Results](#)

[Back to Login](#)

## Entity Information

### Entity Information

Entity Name: EBL Engineers, LLC  
 Entity ID: T0726473  
 Entity Type: Limited Liability Company  
 Entity Status: **Active**  
 Formation Date: N/A  
 Reason for Status: Active  
 VA Qualification Date: 11/28/2017  
 Status Date: 11/28/2017  
 Industry Code: 0 - General  
 Period of Duration: Perpetual  
 Jurisdiction: MD  
 Annual Report Due Date: N/A  
 Registration Fee Due Date: Not Required  
 Charter Fee: N/A

### Registered Agent Information

RA Type: Entity  
 Locality: VIRGINIA BEACH CITY  
 RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO  
 TRANACT BUSINESS IN VIRGINIA  
 Name: Registered Agents Inc.  
 Registered Office Address: 4445 Corporation Ln Ste 264, Virginia Beach, VA,  
 23462 - 3262, USA

### Principal Office Address

Address: 8005 HARFORD ROAD, BALTIMORE, MD, 21234 -

0000, USA  
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(https://www.scc.virginia.gov/clk/clk\_contact.aspx)

## Entity Information

### Entity Information

Entity Name: Edwards Utility Mapping Corp.

Entity ID: 07075583

Entity Type: Stock Corporation

Entity Status: **Active**

Formation Date: 04/03/2009

Reason for Status: Active and In Good Standing

VA Qualification Date: 04/03/2009

Status Date: 06/05/2020

Industry Code: 0 - General

Period of Duration: Perpetual

Jurisdiction: VA

Annual Report Due Date: N/A

Registration Fee Due Date: Not Required

Charter Fee: \$50.00

### Registered Agent Information

RA Type: Individual

Locality: SPOTSYLVANIA COUNTY

RA Qualification: Member of the Virginia State Bar

Name: ROBERT J BARLOW

Registered Office Address: 3516 PLANK RD STE 104, FREDERICKSBURG,  
VA, 22407 - 0000, USA

Principal Office Address | [Privacy Policy \(https://www.scc.virginia.gov/privacy.aspx\)](https://www.scc.virginia.gov/privacy.aspx) | [Contact Us](#)

[https://www.scc.virginia.gov/alk/alk\\_contact.aspx](https://www.scc.virginia.gov/alk/alk_contact.aspx)

## Entity Information

### Entity Information

Entity Name: SKELLY AND LOY, INC.  
 Entity ID: F1136367  
 Entity Type: Stock Corporation  
 Entity Status: **Active**  
 Formation Date: N/A  
 Reason for Status: Active and In Good Standing  
 VA Qualification Date: 04/05/1993  
 Status Date: 09/28/2017  
 Industry Code: 0 - General  
 Period of Duration: Perpetual  
 Jurisdiction: PA  
 Annual Report Due Date: N/A  
 Registration Fee Due Date: Not Required  
 Charter Fee: \$200.00

### Registered Agent Information

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

### Principal Office Address

Address: 449 Eisenhower Blvd Ste 300, Harrisburg, PA,  
 17111-2301, USA  
[Privacy Policy \(https://www.scc.virginia.gov/privacy.aspx\)](https://www.scc.virginia.gov/privacy.aspx) | [Contact Us](#)

(https://www.scc.virginia.gov/clk/clk\_contact.aspx)

## Entity Information

### Entity Information

Entity Name: CST Engineering, Inc.  
Entity ID: F2058719  
Entity Type: Nonstock Corporation  
Entity Status: **Active**  
Formation Date: N/A  
Reason for Status: Active and In Good Standing  
VA Qualification Date: 05/10/2017  
Status Date: 07/08/2020  
Industry Code: 0 - General  
Period of Duration: Perpetual  
Jurisdiction: MD  
Annual Report Due Date: N/A  
Registration Fee Due Date: Not Required  
Charter Fee: \$375.00

### Registered Agent Information

RA Type: Entity  
Locality: VIRGINIA BEACH CITY  
Privacy Policy (<https://www.scc.virginia.gov/privacy.aspx>) | Contact Us ([https://www.scc.virginia.gov/clk/clk\\_contact.aspx](https://www.scc.virginia.gov/clk/clk_contact.aspx))

(https://www.facebook.com/VirginiaStateCorporationCommission) BUSINESS INFORMATION (https://twitter.com/VASCCorpComm) BUSINESS IN VIRGINIA

Name: Registered Agents Inc.  
Registered Office Address: 4445 CORPORATION LANE STE 264, VIRGINIA BEACH, VA, 23462 - 0000, USA

Principal Office Address

Address: 7075 SAMUEL MORSE DRIVE, STE 250, COLUMBIA, MD, 21046 - 0000, USA

Principal Information

Title	Director	Name	Address	Last Updated
President	No	ROY WANG	7075 SAMUEL MORSE DRIVE, #250, COLUMBIA, MD, 21046 - 0000, USA	04/16/2019
CEO	No	ANEESHA GRIFFIN	7075 SAMUEL MORSE_DRIVE, #250, COLUMBIA, MD, 21046 - 0000, USA	04/16/2019
PRINC	No	DAVID WANG	7075 SAMUEL MORSE DRIVE, #250, COLUMBIA, MD, 21046 - 0000, USA	04/16/2019

[Filing History](#)

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[Contact Us \(https://www.scc.virginia.gov/clk/clk\\_contact.aspx\)](https://www.scc.virginia.gov/clk/clk_contact.aspx)

# 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*  
Mary Broz-Vaughan, Director

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

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DPOR-LIC (02/2017)



COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

CLASS A BOARD FOR CONTRACTORS  
CONTRACTOR

\*CLASSIFICATIONS\* H/H MCC

NUMBER: 2705167185 EXPIRES: 02-28-2022

48

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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  
0411001562

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

PROFESSIONS: ENG



WHITNEY, BAILEY, COX AND MAGNANI  
203 S MAIN ST  
LEXINGTON, VA 24450



*Mary Brock-Vaughan*  
Mary Brock-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

BOARD FOR APELSCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411001562 EXPIRES: 02-28-2022  
PROFESSIONS: ENG  
WHITNEY, BAILEY, COX AND MAGNANI  
203 S MAIN ST  
LEXINGTON, VA 24450



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DPOR-LIC (02/2017)

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DPOR-PC (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  
0407003733

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



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

*Walter D. Vaughan*  
Walter D. 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

BOARD FOR APELSCIDLA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407003733 EXPIRES: 12-31-2021  
PROFESSIONS: ENG  
QUINN CONSULTING SERVICES INCORPORATED  
14160 NEWBROOK DR  
STE 220  
CHANTILLY, VA 20151



(FOLD)

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

DPOR-PC (02/2017)

DPOR-LIC (02/2017)  
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# 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

0411000322

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

PROFESSIONS: ENG



SCHNABEL ENGINEERING, LLC  
9800 JEB STUART PKWY STE 100  
GLEN ALLEN, VA 23059



*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

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

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DPOR-LIC (02/2017)



## COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

BOARD FOR AP/ELSC/DLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION

NUMBER: 0411000322 EXPIRES: 02-28-2022

PROFESSIONS: ENG

SCHNABEL ENGINEERING, LLC  
9800 JEB STUART PKWY STE 100  
GLEN ALLEN, VA 23059



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DPOR-PC (02/2017)

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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

0407005783

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

PROFESSIONS: ENG



CES CONSULTING LLC  
23475 ROCK HAVEN WAY  
SUITE 255  
DULLES, VA 20166



*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

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

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DPOR-LIC (02/2017)

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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407005783 EXPIRES: 12-31-2021  
PROFESSIONS: ENG  
CES CONSULTING LLC  
23475 ROCK HAVEN WAY  
SUITE 255  
DULLES, VA 20166



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DPOR-PC (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  
0407007638

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

PROFESSIONS: ENG



EBL ENGINEERS LLC  
8005 HARTFORD RD  
PARKVILLE, MD 21234



*Mary Broz-Vaughen*  
Mary Broz-Vaughen, Director

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

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DPOR-LIC (02/2017)

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 COMMONWEALTH of VIRGINIA  
Department of Professional and Occupational Regulation

BOARD FOR AP/LS/CID/LA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407007638 EXPIRES: 12-31-2021  
PROFESSIONS: ENG  
EBL ENGINEERS LLC  
8005 HARTFORD RD  
PARKVILLE, MD 21234



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# 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

0407005544

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

PROFESSIONS: LS



EDWARDS UTILITY MAPPING CORP  
11 MARSH RUN ROAD  
FREDERICKSBURG, VA 22406



*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

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

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DPOR-LIC (02/2017)

(DETACH HERE)



COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

BOARD FOR AP/LS/CID/LA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407005544 EXPIRES: 12-31-2021  
PROFESSIONS: LS  
EDWARDS UTILITY MAPPING CORP  
11 MARSH RUN ROAD  
FREDERICKSBURG, VA 22406



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# 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

0407001402

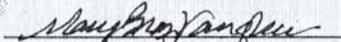
BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS  
AND LANDSCAPE ARCHITECTS  
BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG



SKELLY & LOY INC  
449 EISENHOWER BLVD  
SUITE 300  
HARRISBURG, PA 17112



  
Mary Broz-Vaughan, Director

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

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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA  
BUSINESS ENTITY REGISTRATION

NUMBER: 0407001402 EXPIRES: 12-31-2021

PROFESSIONS: ENG

SKELLY & LOY INC  
449 EISENHOWER BLVD  
SUITE 300  
HARRISBURG, PA 17112



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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

0407007214

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

PROFESSIONS: ENG



CST ENGINEERING INC  
7075 SAMUEL MORSE DR STE 250  
COLUMBIA, MD 21046



*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

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

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DPOR-LIC (02/2017)



COMMONWEALTH of VIRGINIA  
Department of Professional and Occupational Regulation

(DETACH HERE)

BOARD FOR AP/SC/D/L/A  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407007214 EXPIRES: 12-31-2021  
PROFESSIONS: ENG  
CST ENGINEERING INC  
7075 SAMUEL MORSE DR STE 250  
COLUMBIA, MD 21046



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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

07-31-2022

NUMBER

0402021246

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



ANTHONY J KONDYSAR  
3905 ST MARY'S CIRCLE  
WILLIAMSBURG, VA 23185



*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

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

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DPOR-LIC (02/2017)

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**DPOR** COMMONWEALTH of VIRGINIA  
Department of Professional and Occupational Regulation

BOARD FOR AP/ELSCIDLA  
PROFESSIONAL ENGINEER LICENSE  
NUMBER: 0402021246 EXPIRES: 07-31-2022

ANTHONY J KONDYSAR  
3905 ST MARY'S CIRCLE  
WILLIAMSBURG, VA 23185



(FOLD)

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DPOR-PC (02/2017)

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EXPIRES ON  
03-31-2022

NUMBER  
0402058710

# COMMONWEALTH OF VIRGINIA

Department of Professional and Occupational Regulation  
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Telephone: (804) 367-8500

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



STEPHEN MILTON UZZINSKI  
11 FIREBOX CT  
STEWARTSTOWN, PA 17363



*Mary Brock-VanDyke*  
Mary Brock-VanDyke, Director

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

DPOR-LIC (02/2017)

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COMMONWEALTH OF VIRGINIA  
Department of Professional and Occupational Regulation

BOARD FOR APPELSCIDLA  
PROFESSIONAL ENGINEER LICENSE  
NUMBER: 0402058710 EXPIRES: 03-31-2022  
STEPHEN MILTON UZZINSKI  
11 FIREBOX CT  
STEWARTSTOWN, PA 17363



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

DPOR-PC (02/2017)

(DETACH HERE)

**ATTACHMENT 3.3.1  
KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
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>20</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): <b>Corman Kokosing Construction Company</b> <i>Start Date:</i> 2019 <i>End Date:</i> Present <i>Position:</i> Vice President, Alternative Contracting 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:</i> 2017 <i>End Date:</i> 2019 <i>Position:</i> Vice President of Engineering & Estimating Was responsible for in house engineering and design work and works with design-build projects from their inception to assist and review design activities. Scott also managed estimating and project selection activities for the company. <i>Start Date:</i> 2013 <i>End Date:</i> 2016 <i>Position:</i> Corman Mid-Atlantic Division Manager Scott oversaw engineering and project management, including schedules, resources, manpower, temporary designs, budget and change orders. <i>Start Date:</i> 2011 <i>End Date:</i> 2013 <i>Position:</i> Project Manager/Sponsor 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:</i> 2004 <i>End Date:</i> 2011 <i>Position:</i> Project Manager/Construction Manager 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: <u>University of Maryland   BS   1995   Civil Engineering</u>
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <u>2005   Professional Engineer   #0402041661</u>
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> <b>(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.)</b>
<b>DESIGN-BUILD MD 30 HAMPSTEAD BYPASS, HAMPSTEAD, MD– \$43.2 MILLION-MARYLAND DEPT. OF TRANSPORTATION/STATE HIGHWAY ADMINISTRATION</b> <i>Name of Firm:</i> Corman Kokosing Construction Company <i>Project Role:</i> Project Manager <i>Start Date:</i> Nov. 2006 <i>End Date:</i> Jan. 2007 <b><i>Specific Responsibilities:</i></b> As <b>Project Manager</b> , 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 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. Constructed over existing heavily-traveled roadways, traffic enters/exits via two new at-grade roundabouts at the north/south ends of the new road; a third at-grade roundabout is at the intersection of the bypass and MD 482 around midway along the new route. Constructed MD 482 and MD 30 approach roads to the roundabouts, installed Hazard Identification Beacons ahead of the roundabouts, highway lighting at the three roundabouts, and signing/markings for Positive Guidance on the approach and through the roundabouts. These limited access roundabouts have markedly improved public safety and traffic mobility. Constructed 13 stormwater

management ponds. Partnering was implemented during the entire project, including special requests from local owners and farmers. Worked with the owner in public outreach keeping the local community informed of schedules/impacts. Extensive coordination from a single homeowner to the Federal Highway Administration. Coordinated with Access Management Division and developer regarding proposed roadway improvements along MD 30 Business associated with a Walmart expansion.

**Relevancy:** *Design-build; roundabouts; roadway; roundabout over existing intersection; survey; environmental; geotechnical; hydraulics/SWM; traffic control devices; TMP/MOT; ROW, utilities; public involvement/relations and stakeholder coordination; QA/QC; landscaping; lighting; construction engineering/inspection; project management*

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

*Name of 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 and 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 the traffic operations at the proposed roundabout. Addressing these concerns quickly and effectively with the VDOT Team resulted in the project moving forward with minimal redesign.

This project widened Fall Hill Ave., including extending Mary Washington Blvd for 0.3 miles with an urban section providing a new connection between Jefferson Davis Highway and Fall Hill Ave., including a sidewalk on the west side and the Rappahannock Canal Trail for bicyclists/pedestrians to the east and intersects with the roundabout with Fall Hill Ave., and a 10-ft. shared-use path on the north side of Fall Hill Ave. Sidewalk/path improve pedestrian access between commercial/residential areas, connects to the city trail, and provides access to the hospital. The roundabout provides a free flow connection for traffic between the intersecting streets, while calming traffic speeds along the corridor in an urbanized area. There were utility relocations (electric, telecommunications, cable, gas, water and sewer), MOT, and new retaining walls to minimize ROW and environmental impacts.

**Relevancy:** *VDOT design-build; roadway; roadway; survey; environmental; geotechnical; hydraulics; traffic control devices, including overhead sign structures; TMP; ROW, utilities; public involvement/relations and stakeholder coordination; QA/QC; landscaping; construction engineering/inspection; project management.*

**DESIGN-BUILD ROUTE 1 IMPROVEMENTS AT FORT BELVOIR, LORTON, VA– \$82.1 MILLION-FEDERAL HIGHWAY ADMINISTRATION/EASTERN FEDERAL LANDS HIGHWAY DIVISION**

*Name of Firm:* Corman Kokosing Construction Company *Project Role:* Design-Build Project Manager  
*Start Date:* July 2013 *End Date:* Sept. 2017

**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 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 *Pardon our Dust* 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; met obligations and avoided/resolved disputes under the contract. **From Jan. – Sept. 2017, Scott was the Project Executive.**

This long-awaited project widened US Route 1 to relieve heavy traffic near the Fort Belvoir military installation, including a multi-use trail/southwest both sides, intersection improvements, utility relocations (12-in. to 24-in. water DIP/PCCP, 12-in. sanitary sewer, electric, gas, communication fiber), and ADA-compliant sidewalks. It 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:** *VDOT design-build; roadway; survey; environmental; geotechnical; hydraulics; traffic control devices, including overhead sign structures; TMP; ROW; utilities; public involvement/relations and stakeholder coordination; QA/QC; landscaping; 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

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: Anthony (Andy) Kondysar, PE   Quality Assurance Manager
b. Project Assignment: Quality Assurance Manager
Name of the Firm with which you are employed at the time of submitting SOQ.: Quinn Consulting Services, Inc.
c. Employment History: With this Firm <u>5</u> Years With Other Firms <u>30</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):  <b>Quinn Consulting Services, Inc.</b> <i>Start Date:</i> Sept. 2015 <i>End Date:</i> Present <i>Position:</i> Quality Assurance Manager Andy serves as a Professional Engineer and Quality Assurance Manager for Quinn focusing on quality assurance and quality control with a heavy emphasis in the transportation, transit and rail, facilities, marine, and utility improvement disciplines. Andy has provided professional services on design-build and design-bid-build transportation and transit projects where he has held the positions of Quality Assurance Manager (QAM), Design Engineer, Construction Manager, and Project Manager. Responsibilities with Quality Assurance Management included supervising Quality Assurance inspection staff and coordinating with design engineering staff that includes civil, structural, architectural, and utility elements.  <b>Virginia Port Authority</b> <i>Start Date:</i> July 2007 <i>End Date:</i> Sept. 2015 <i>Position:</i> Construction Manager Andy served as project manager with Virginia Port Authority for multiple building, waterfront, rail, pavement and utility construction projects on Port Authority-operated shipping facilities in Norfolk, Portsmouth and Newport News, VA. Key responsibilities included oversight and consultation on civil design, waterfront structural, hydrographic surveying, architecture, environmental, fender repair, pavement maintenance, and security fencing term contracts. He represented port interests on major local infrastructure improvement projects and as design-build construction manager for a VDOT/VPA project in Portsmouth/Chesapeake/Suffolk VA.  <b>Alpha Corporation</b> <i>Start Date:</i> Feb. 2004 <i>End Date:</i> July 2015 <i>Position:</i> Project Manager Andy served as Quality Assurance Manager (QAM) with Alpha Corporation for Virginia Port Authority projects. Responsibilities included initiation and review of reports, correspondence and other communications to maintain project schedule/budget, identification of potential conflicts, and recommendation of cost effective and timely solutions. He was liaison between owner, contractor, and design team to optimize quality, schedule and budget concerns. Andy reviewed change orders, claims and schedule modifications per contract terms and negotiated cost for changes in scope.
d. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute   BS   1985   Civil Engineering/Minor in Engineering Mechanics
e. Active Registration: Year First Registered/ Discipline/VA Registration #: 1990   PE   0402021246
f. Document the extent and depth of your experience and qualifications relevant to the Project. 1. Note your role, responsibility, and specific job duties for each project, not those of the firm. 2. Note whether experience is with current firm or with other firm. 3. Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation. <b>(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.)</b>
<b>DESIGN-BUILD I-64 CAPACITY IMPROVEMENTS-SEGMENT III, YORK COUNTY, VA– \$224 MILLION-VIRGINIA DEPT. OF TRANSPORTATION</b> <i>Name of Firm:</i> Quinn Consulting Services <i>Project Role:</i> Quality Assurance Manager (QAM) <i>Start Date:</i> July 2018 <i>End Date:</i> Est. June 2021
<b>Specific Responsibilities:</b> As QAM, Andy ensures the project complies with the contract documents, such as the VDOT Minimum QA/QC requirements on design-build projects and manages the QA program and QA inspections by the QA inspectors and independent QA testing technicians. He monitors implementation/functioning of the project-specific QA/QC Plan, chairs Preparatory Meetings, initiates, distributes, and closes non-compliance reports (NCRs),

monitors the design-builder's QC program, ensures work/materials, testing, sampling are per contract and approved for construction plans/specifications, responsible for the VDOT materials notebook, approves project monthly payments, and maintains the punch list. Any discrepancies in the design or QC program are logged for follow up through RFI, NCR or audit review.

This improvement project widens I-64 1.15 miles west of Route 199 to 1.05 miles west of Route 199 extending the three-lane section of I-64 segment II, west for 8.2 miles. It will increase capacity and improve safety and vehicle level of service. Work includes minor interchange improvements, sign structure replacements, corridor-wide landscaping, maintenance of traffic, work zone traffic control, environmental monitoring, sound wall installation, drainage improvements, and stormwater management facilities. Stakeholders include the National Park Service and York County for work on and over the Colonial Parkway.

**Relevancy:** *VDOT design-build; roadway; survey; environmental; geotechnical; hydraulics; traffic control devices, including overhead sign structures; TMP; ROW, utilities; public involvement/relations and stakeholder coordination; QA/QC; landscaping; lighting; construction engineering/inspection; project management.*

**DESIGN-BUILD I-564 INTERMODAL CONNECTOR, NORFOLK, VA– \$115 MILLION-VIRGINIA DEPT. OF TRANSPORTATION/FEDERAL HIGHWAY ADMINISTRATION, EASTERN FEDERAL LANDS**

*Name of Firm:* Quinn Consulting Services *Project Role:* Quality Assurance Manager(QAM)

*Start Date:* Jan. 2018

*End Date:* Jan. 2021

**Specific Responsibilities:** As **QAM**, Andy assisted/worked with the owner and design-builder in preparing/implementing the project-specific QA/QC Plan per VDOT's Minimum Standards for QA/QC on Design-Build and PPTA Projects, as well as the materials acceptance and payment provisions/procedures prescribed in the contract by the FHWA. Quality assurance included monitoring the QC program.

This project provides a safe, high speed, connection from existing I-564 to Norfolk International Terminals and Naval Station Norfolk, reduces congestion and improves access in and out of the navy base. It includes 2.82 miles of new four-lane limited access highway, construction of an interchange, local connectors, and stormwater management facilities. Stakeholders included VDOT, Naval Station Norfolk, Virginia Port Authority, and the City of Norfolk.

**Relevancy:** *VDOT Design-build; roadway; survey; environmental; geotechnical; hydraulics; traffic control devices, including overhead sign structures; TMP; ROW, utilities; public involvement/relations and stakeholder coordination; QA/QC; landscaping; lighting; construction engineering/inspection; project management.*

**DESIGN-BUILD I-64 CAPACITY IMPROVEMENTS-SEGMENT I, NEWPORT NEWS, VA– \$122 MILLION-VIRGINIA DEPT. OF TRANSPORTATION**

*Name of Firm:* Quinn Consulting Services *Project Role:* Quality Assurance Manager(QAM)

*Start Date:* Sept. 2015

*End Date:* Jan. 2018

**Specific Responsibilities:** As **QAM**, Andy oversaw a team of independent QA inspectors and monitored the design-builder's QC team for compliance with VDOT's Minimum QA/QC Standards on Design-Build projects and the project-specific QA/QC plan. He ensured work/materials, testing and sampling were performed per contract requirements and approved for construction plans/specifications.

This project widened urban I-64 from four to six lanes using the median of the existing interstate which limited the amount of right of way required to construct the project and provides immediate congestion relief to the roadway corridor.

**Relevancy:** *VDOT design-build; roadway; survey; environmental; geotechnical; hydraulics; traffic control devices, including overhead sign structures; TMP; ROW, including Limited Access Line Changes; utilities; 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.

g. 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

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: Stephen Udzenski, PE   Design Manager
b. Project Assignment: Design Manager
c. Name of the Firm with which you are employed at the time of submitting SOQ.: Whitney Bailey Cox & Magnani, LLC (WBCM)
d. Employment History: With this Firm <u>10</u> Years With Other Firms <u>30</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): <b>Whitney Bailey Cox &amp; Magnani, LLC (WBCM)</b> <i>Start Date:</i> 2011 <i>End Date:</i> Present <i>Position:</i> Vice President Highways; Chief Highway Engineer Manages multi-discipline teams in preparing construction documents for design-build and design-bid-build projects. <b>Cecil County, MD, Department of Public Works</b> <i>Start Date:</i> 2006 <i>End Date:</i> 2011 <i>Position:</i> Chief of Engineering and Construction Was responsible for project development, public relations, consultant supervision, supervised preparation of construction documents, and construction management. <b>Maryland Transportation Authority</b> <i>Start Date:</i> 2005 <i>End Date:</i> 2006 <i>Position:</i> Highway Manager Was responsible for project development for major highway and toll facility projects, review of consultants' work and resolution of design and construction issues.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Johns Hopkins University   MS   1993   Environmental Engineering Morgan State University   BS   1990   Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2018   Professional Engineer   #0402058710
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> <b>(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.)</b>
<b>DESIGN-BUILD INTER COUNTY CONNECTOR CONTRACT (ICC) D/E; PRINCE GEORGES CO, MD- \$105 MILLION-MARYLAND DEPT. OF TRANSPORTATION/STATE HIGHWAY ADMINISTRATION</b> <i>Name of Firm:</i> WBCM <i>Project Role:</i> Design Manager <i>Start Date:</i> May 2016 <i>End Date:</i> Aug. 2018 <b>Specific Responsibilities:</b> Steve was <b>Design Manager</b> for development of design package for the ICC from west of I-95 to US 1. Included 4,000 LF of widening along US 1 to a five-lane section, 2.8 miles of shared-use and hiker/biker trails and at the ICC terminus, design of a continuous flow intersection (only the second one in Maryland). Project was constructed in a dense urban area, including interstate access. Steve supervised development of Alternative Technical Concepts (ATCs) to improve operations and reduce costs and environmental/ROW impacts. He coordinated a multi-disciplined team for road design, H&H, SWM, retaining walls, permitting, MOT, traffic control devices and trail design. Was responsible for presenting the design to engineers at partnering meetings. Steve implemented the QA/QC program, ensured participants adhered to the program and designs were per applicable standards and ensured constructability was addressed during the design phase. He coordinated with the geotechnical, utility, environmental and support services subcontractors. Provided stakeholder coordination (MDOT, MNCPPC, Prince George's County, community associations, MD Dept. of the Environment, utility owners, developer of adjacent parcel), and worked with local utilities on relocations. Signed Design Certification. <b>Similarities to Boundary Channel Drive Project Role:</b> Developed a design that allowed for mobility during construction over existing roadways in an urbanized area with constrained ROW. Work required a close review of the proposed

alignment with adjustments made to facilitate maintaining vehicular, pedestrian and bike mobility. Required maintaining utility service and public involvement. Steve worked with the design-builder to quickly assess/address field issues and dealt with vocal stakeholder groups.

**Relevancy:** *Design-build; innovative intersection constructed under traffic; roadway; survey; environmental; geotechnical; hydraulics; traffic control devices; TMP; ROW; shared use path; utilities; public involvement/relations and stakeholder coordination; QA/QC; landscape; lighting; construction engineering/inspection; project management.*

**DESIGN-BUILD BRADDOCK ROAD/PLEASANT VALLEY ROAD ROUNDABOUT- \$4.2 MILLION- OWNER – VIRGINIA DEPT. OF TRANSPORTATION**

*Name of Firm:* WBCM

*Project Role:* Design Manager

*Start Date:* June 2014

*End Date:* Oct. 2016

**Specific Responsibilities:** Steve was **Design Manager** for developing final construction documents and working with the contractor for construction of a roundabout at Braddock Road/Pleasant Valley Road. Design included drainage improvements, traffic analyses to verify roundabout geometrics could accommodate emergency vehicles/trucks, MOT, marking, lighting, signing, ADA-compliant sidewalks, permitting, coordination with adjacent park property, surveys and landscaping. Coordinated constructability reviews. He established/oversaw implementation of the QA/QC plan through coordination with all design disciplines and ensured the design package was per VDOT standards. Coordinated geotechnical, subsurface utility, and environmental subconsultants. A design review revealed the roundabout as proposed could not accommodate trucks and proposed landscape did not meet sight distance requirements. Steve worked with the engineers, designers and landscape architects to prepare a fast-track redesign of VDOT's original concept to include additional/modified aprons to accommodate trucks and modified planting plan to meet sight distance requirements. He shepherded the redesign through the VDOT review process; minimized schedule delays and avoided additional impacts, worked with the design-builder contractor on constructability issues and resolved field conflicts.

**Similarities to Boundary Channel Drive Project Role:** Steve developed a design that allowed for mobility during construction over an existing intersection with urban-type design constraints, pedestrian access and high traffic volumes. Closely reviewed the proposed alignment with adjustments made to facilitate maintaining vehicle, pedestrian and bicycle mobility. The intersection was in a constrained area for ROW with urban traffic volumes, utility service had to be maintained during relocations and public involvement was required. He worked with the design-builder to quickly assess/address field issues and dealt with vocal stakeholder groups.

**Relevancy:** *VDOT design-build; roundabout, roadway; survey; environmental; geotechnical; hydraulics; traffic control devices, MOT under traffic; TMP; ROW; utilities; multi-modal accommodations, public involvement/relations/ stakeholder coordination; QA/QC; landscape; lighting; construction engineering/inspection; project management.*

**DESIGN-BUILD RUSSELL ROAD WIDENING, MARINE CORPS BASE QUANTICO, VA- \$14.6 MILLION- DoD NAVFAC**

*Name of Firm:* WBCM

*Project Role:* Design Manager

*Start Date:* Sept. 2015

*End Date:* Aug. 2018

**Specific Responsibilities:** Steve was **Design Manager** supervising a multi-disciplined team for widening a two-lane undivided roadway with outside shoulders to a four-lane undivided road with 8-ft. outside shoulders. including ADA-compliant sidewalks with bicycle compatibility, jogging trails and a buffer between the road and trail to maximize pedestrian safety. Oversaw development of retaining wall options and alignment shifts to minimize impacts of widening. Worked with geotechnical and utility engineering and utility designation subcontractors in developing designs. Design accommodated relocating 5,800 LF of 10-in. force main and 4,600 LF of 16-in. ductile iron water main while maintaining service. Coordinated avoiding DoD fiber which was not disclosed until after award. Worked with highway, drainage and traffic engineers to minimize full depth reconstruction to facilitate construction and MOT. Steve worked with DoD stakeholders to develop MOT strategies that accommodated multi-modal traffic mobility, emergency vehicle access and oversized truck loads. He supervised development of signing, marking, and lighting plans, ensured QA/QC plan was implemented/ followed, coordinated with a multi-disciplined team and ensured the design met VDOT/DoD requirements. Steve coordinated with the design-builder for designs to facilitate constructability and quickly address field issues.

**Similarities to Boundary Channel Drive Project Role:** Steve coordinated with the design-builder for design-build delivery and to develop a MOT strategy that accommodated vehicle, pedestrian and bicycle traffic during construction without increasing user delays. He worked with the owner on project needs and for reviews. Extensive utility coordination, including maintaining DoD communication lines, similar to Boundary Channel Drive.

**Relevancy:** *Design-build to VDOT standards; roadway; survey; environmental; geotechnical; H&H; traffic control devices; TMP; MOT under traffic; ROW; utilities; stakeholder coordination; QA/QC; landscape; lighting; coordination with DOD; DOD utilities; 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

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
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): <b>Corman Kokosing Construction Company</b> <i>Start Date:</i> July 2018 <i>End Date:</i> Present <i>Position:</i> Project Manager 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:</i> 1998 <i>End Date:</i> 2018 <i>Position:</i> Superintendent/Sr. Superintendent/Construction Manager 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:</i> 2016 Maryland Transportation Builders and Materials Association (MTBMA) Distinguished Supervisor Safety Award and Contractor Safety Award
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 be renewed and held prior to commencement of construction 2014   VA DEQ Responsible Land Disturber #RLD08623
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> <b>(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.)</b>
<b>DESIGN-BUILD I-70, PHASE 2D, FREDERICK, MD– \$37.5 MILLION-MARYLAND DEPT. OF TRANSPORTATION/STATE HIGHWAY ADMINISTRATION</b> <i>Name of Firm:</i> Corman Kokosing Construction Company <i>Project Role:</i> Construction Manager <i>Start Date:</i> June 2012 <i>End Date:</i> Nov. 2013 <b><i>Specific Responsibilities:</i></b> As <b>Construction Manager</b> , 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 <i>approved for construction plans/specifications</i> . 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.  This project reconstructed/widened two miles of I-70, including utility relocations (sanitary, CCTV, gas), two overhead and five cantilever signs, and sidewalks with ADA accommodations. Coordinated design/construction with FAA/adjacent airport and maintenance of traffic with local community and commuters. Two traffic lanes were maintained through the project limits during construction. 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, including overhead sign structures; TMP; ROW, utilities; public involvement/relations and stakeholder coordination; QA/QC; landscaping; lighting; construction engineering/inspection; project management.*

**CONSTRUCTION MANAGEMENT AT-RISK (CMAR) WHITE FLINT, GAITHERSBURG, MD– \$45.4 MILLION-MARYLAND DEPT. OF TRANSPORTATION/STATE HIGHWAY ADMINISTRATION**  
*Name of 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.

This project constructs new infrastructure for the White Flint Transportation urbanized area, including reconfiguring the MD 187/Executive Blvd. intersection which required land acquisition from the adjacent businesses. Removing the curved alignment of the MD 187/Executive Blvd. intersection in favor of a standard 90-degree intersection. Relocating aerial/underground utilities in multiple phases (power, telephone, water/sanitary sewer, cable, MCI, Zayo, and RCN. There is MOT 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, utilities; public involvement/relations and stakeholder coordination; landscaping; lighting; project management.*

**DESIGN-BUILD FALL HILL AVENUE & MARY WASHINGTON BLVD. EXTENSION, FREDERICKSBURG, VA– \$30.8 MILLION-VIRGINIA DEPT. OF TRANSPORTATION**  
*Name of Firm:* Corman Kokosing Construction Company *Project Role:* Deputy Construction Manager  
*Start Date:* May 2015 *End Date:* June 2017

**Specific Responsibilities:** As **Deputy Construction Manager**, Kyle oversaw field operations, including bridge replacement with no extended detours and kept road open to traffic, stormwater management pond, including bio-retention and a new system for Fall Hill Ave., maintenance of traffic, and utility relocations with Corman Kokosing self-performing water/sewer, coordinating gas and electric, and coordinating with Verizon and Comcast. He ensured materials used and work performed met contract requirements and *approved for construction plans/specifications.*

This project widened Fall Hill Ave., including extending Mary Washington Blvd for 0.3 miles with an urban section providing a new connection between Jefferson Davis Highway and Fall Hill Ave., including a sidewalk on the west side and the Rappahannock Canal Trail for bicyclists/pedestrians to the east and intersects with the roundabout with Fall Hill Ave., and a 10-ft. shared-use path on the north side of Fall Hill Ave. Sidewalk/path improve pedestrian access between commercial/residential areas, connects to the city trail, and provides access to a hospital. The roundabout provides a free flow connection for traffic between the intersecting streets, while calming traffic speeds along the corridor in an urbanized area. There were utility relocations (electric, telecommunications, cable, gas, water, sewer), MOT, and new retaining walls to minimize ROW and environmental impacts.

**Relevancy:** *VDOT design-build; roadway; survey; environmental; geotechnical; hydraulics; traffic control devices, including overhead sign structures; TMP; ROW, utilities; public involvement/relations and stakeholder coordination; QA/QC; landscaping; 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.

<i>Current Assignment</i>	<i>Position</i>	<i>Anticipated Duration</i>
CMAR White Flint	Construction Manager	Jan. 2019- Nov. 2022

**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 MD 30 Hampstead Bypass  Location: Hampstead, MD	Name: Whitney Bailey Cox & Magnani, LLC (WBCM)	Name of Client/ Owner: MDOT SHA Phone: 410-545-0300 Project Manager: Ross Clingan Phone: 301-624-8204 Cell Email: Rclingan@mdot.maryland.gov	12/2008	08/2009 <i>In Summer 2008, owner requested a change to the ingress/egress of the north/south roundabouts based on projected traffic volumes which required redesign.</i>	\$40,137 <i>In Summer 2008, owner requested a change to the ingress/egress of the north/south roundabouts based on projected traffic volumes which required redesign.</i>	\$43,294	\$43,294

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. 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
- Roundabout over Existing Intersection Survey
- Environmental
- Geotechnical
- Hydraulics/Stormwater Management
- Traffic Control Devices
- TMP/MOT
- Right of Way
- Utilities
- Public Involvement/Relations and Stakeholder Coordination
- QA/QC
- Landscaping
- Lighting
- Construction Engineering/Inspection
- Project Management

**TEAM MEMBERS**

- ✓ Proposed DBPM Scott Szympruch was Project Manager
- ✓ Proposed DM Stephen Udzinski was Project Manager for Final Acceptance
- ✓ Proposed MOT Eng. Jim Holls was MOT Eng.
- ✓ Proposed Wet/Dry Utilities Blaine Linkous was Wet/Dry Utilities
- ✓ Proposed Env./Permitting Brian Noll was Env./SWM
- ✓ Proposed Survey Tom Orisich was Survey
- ✓ Proposed E&S Control Reviewer Jim Kramperth was E&S Control
- ✓ Proposed Landscape Arch. Joyce Kimble was Landscape Arch.



*One of three roundabouts*

**Corman Kokosing Role | Brief Project Description**

As Design-Builder, Corman Kokosing was responsible for design, construction and managing Lead Designer WBCM for this project that included a new two-lane urban minor roadway, three roundabouts, landscaping, signing/markings, ROW acquisition, 13 stormwater management facilities, 3,500 LF of noise wall/noise berms, erosion & sediment control, a streetscape at tie in points along urban sections in Hampstead, utility coordination/ design/relocations, including water, sewer, BGE, Verizon, and Comcast.

**Designing/Constructing Roundabouts in Highly-Developed Urban Area**

Project 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. Constructed over existing heavily-traveled roadways, traffic enters and exits via two new at-grade roundabouts at the north/south ends of the new road; a third at-grade roundabout is at the intersection of the bypass and MD 482 around midway along the new route. Constructed MD 482 and MD 30 approach roads to the roundabouts, installed Hazard Identification Beacons ahead of the roundabouts, highway lighting at the three roundabouts, and signing/markings for Positive Guidance on the approach and through the roundabouts. These limited access roundabouts have markedly improved public safety and traffic mobility.

**Developing/Managing Effective Communication Strategies with Key Stakeholders and/or Working Effectively with Federal/Regional Agencies, such as the Pentagon, National Park Service and/or WMATA**

Extensive coordination from a single homeowner to the Federal Highway Administration. Coordinated with Access Management Division and developer regarding proposed roadway improvements along MD 30 Business associated with a Walmart expansion. Met with homeowners to discuss plantings to replace vegetative screening being removed by the construction. Met with community groups to review design elements, including landscape. Refined designs to address local concerns without impacting safety/mobility.

**Project Owner:** Attended progress review meetings with WBCM, Owner, Carroll County and other stakeholders. Addressed project concerns, utility relocations, unforeseen field conditions and project progress. **Agencies:** The project impacted a federally listed threatened or endangered species Bog Turtle habitat requiring coordination with the EPA and MD Dept. of Natural Resources. Prepared a Habitat Management Plan to include using goats to remove invasive plant species, Bog Turtle barrier to prevent turtles from accessing the highway and SWM facilities to contain a 10,000 accidental spill and stream relocation plans to ensure aquatic life passage. **Special Considerations:** A regional high school was in the project area requiring coordination to not impact school bus traffic. A fire house is present along US 30 Business and emergency vehicle access was addressed in MOT designs.

**Finishing Contracts on Time or Earlier than the Original Contract Fixed Completion Date**

Owner-requested plan/construction changes to the roundabouts after they were completed which was at the end of construction season resulting in a winter shutdown by the owner and completing the changes at the start of the following season. With an owner-approved time extension, this project was completed on time and on budget.

**Innovations**

An approved Alternative Technical Concept (ATC) shifted a roadway alignment to avoid a costly detour road. This permanently shifted the road's centerline alignment 40-ft. of its current location at the station where it was proposed to bridge over the bypass. Permanently shifting the road expedited construction and benefitted residents by shifting the final road location away from their homes. It also reduced relocation work required for BGE lines.

Constructed 13 new stormwater management ponds: Three used traditional risers and outfall pipe and 10 incorporated weir walls. Weir walls require less maintenance, reduce seepage and erosion compared to risers and barrels, ensure long-term sustainability. Seven stormwater ponds discharge into the sensitive bog turtle habitat and were designed to operate similar to other ponds. Should there be a hazardous spill, maintenance staff can turn off a shut off valve and each facility will contain the entire two-year storm volume, plus an additional 10,000 gallons for hazardous containment material. Non-structural practices include diverting roadway runoff to other areas and away from the bog turtle habitat. Each one is a cost-effective solution to protect the habitat.



*MD 482 roundabout*



2010 DBIA-National Design-Build Excellence Award; 2010 DBIA Mid-Atlantic Region-Regional Design-Build Excellence Award; 2010 ARTBA *Globe* Environmental Award; 2010 ACEC Maryland-Honor Award; 2009 MdQI Award of Excellence-Environmental; 2009 MdQI Award of Excellence-Green Transportation; 2009 MdQI Award of Excellence-Consultant Highway Design

**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 Solutions -Berkmar Extension  Location: Albemarle County, VA	Name: Whitman, Requardt and Associates, LLP (WRA)	Name of Client/ Owner: VDOT Phone: 540-292-3802 Project Manager: Dave Covington, PE, Regional Transportation Program Manager Phone: 540-487-6943 Cell Email: Dave.Covington@VDOT.Virginia.gov	10/2017	07/2017	\$33,538	\$33,538	\$33,538

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
- Roundabout
- Roadway
- Survey
- Environmental
- Geotechnical
- Hydraulics
- Traffic Control Devices, including overhead sign structures
- TMP
- Right of Way
- Utilities
- Public Involvement/Relations and Stakeholder Coordination
- QA/QC
- ITS
- Landscaping
- Lighting
- Construction Engineering/Inspection
- Project Management

**Corman Kokosing Role | Brief Project Description**

As a partner in the LANE/Corman Joint Venture (Design-Builder), Corman Kokosing was responsible for design/construction and constructed bridges, retaining walls and road work (including the roundabout) for this project that extended Berkmar Drive, a 2.3-mile urban connector road on a new alignment, parallel to US Route 29. There are two 12-ft. travel lanes, a 5-ft. sidewalk on the west side, a 10-ft. shared-use path on the east side, landscaping along the corridor, and provides right-of-way for a four-lane divided roadway with a 16-ft. raised median.

Integrated utility coordination, adjustments, and relocations into the project sequencing to ensure limited disruption to utility services. There were utility relocations for Dominion and Century Link. Installed 654 LF of 24-in. DIP water mains, including fire hydrants and 12-in. DIP sewer in Charlottesville. This project increases capacity and mobility, improves safety and operational deficiencies along the US Route 29 corridor while minimizing impacts to motorists, local residences and businesses during construction.

**Designing/Constructing Roundabouts in Highly-Developed Urban Area**

Replaced an intersection with a single-lane roundabout for free traffic flow onto the new north/south route, while providing a context-sensitive and traffic-calming element in an urban area.

**Developing/Managing Effective Communication Strategies with Key Stakeholders and/or Working Effectively with Federal/Regional Agencies, such as the Pentagon, National Park Service and/or WMATA**

Project Team kept stakeholders engaged through project development, solicitation, and design through a Project Delivery Advisory Panel (PDAP). The panel represented local governments, businesses, landowners and others in Albemarle County and Charlottesville and was originally developed by VDOT to come up with solutions to the traffic issues along the Route 29 corridor. They ended up providing input from the community's perspective, including design, construction maintenance of traffic, and public safety. Weekly/monthly public communications were distributed jointly 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 and stakeholders early in the planning, trust was built, public

opposition was diminished, and design was improved.

Implemented early communication protocols with the residents, adjacent businesses, and other key stakeholders to stay well ahead of the work so there were no surprises to residents/business owners. Distributed weekly/monthly public communications with close coordination with VDOT. Face-to-face communications were often held for critical operations so that business owners understood the timing of impacts and what the site would look like once under construction.

Emphasis was placed on providing accessibility during construction and worked diligently with local businesses/citizens. To ease concerns, we ensured businesses had clear temporary access during construction and extra signage. As part of the team, a public relations manager developed cordial and informative stakeholder relations by working alongside VDOT's public outreach manager. He provided support to the PDAP and updates to VDOT. He also 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 project impacts 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 Right-of-Way Team facilitated a land swap so they could construct delivery truck access enhancements to their property.

**Finishing Contracts on Time or Earlier than the Original Contract Fixed Completion Date**

The project was designed on an accelerated schedule for ROW plans in six months and construction plans in nine months. A major factor in accelerating the design was the design-build team having a Responsible Charge Engineer (VDOT's first project requiring a Responsible Charge Engineer as a key personnel) who facilitated the design process and was embedded in the designer's office during critical design elements and submittals. This project was completed almost 3 1/2 months ahead of schedule.



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



*Berkmar extension roundabout*

**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 & Associates, LLP (WRA)	Name of Client/ Owner: VDOT Phone: N/A Project Manager: Bill Arel, PE (No Longer at VDOT) Phone: 804-814-0327 Cell Email: N/A	01/2017	10/2017 <i>Owner-directed changes</i>	\$30,784	\$30,842 <i>Owner-directed changes</i>	\$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
- Roundabout
- Roadway
- Survey
- Environmental
- Geotechnical
- Hydraulics
- Traffic Control Devices, including overhead sign structures
- TMP/MOT
- Right of Way
- Utilities
- Public Involvement/Relations and Stakeholder Coordination
- QA/QC
- Landscaping
- Construction Engineering/Inspection
- Project Management

**TEAM MEMBERS**

- Proposed DBPM Scott Szympruch, PE was Division Manager
- Proposed CM Kyle Kern was Deputy CM
- Proposed Dusan Golac was Project Engineer



**Corman Kokosing Role | Brief Project Description**

Corman Kokosing as Design-Builder oversaw design and construction, including self-performing roadway grading, drainage, bridge construction, retaining wall installation and water/sewer relocations. Coordinated electric/gas, Verizon and Comcast for their utility relocations on this project that widened Fall Hill Ave., extended

Mary Washington Blvd. for 0.3 miles with an urban section providing new connection between Jefferson Davis Highway and Fall Hill Ave., including a sidewalk on the west side and the Rappahannock Canal Trail for bicyclists/pedestrians to the east and intersects with the new roundabout with Fall Hill Ave., and a 10-ft. shared-use path on the north side of Fall Hill Ave. Sidewalk/path improve pedestrian access between commercial/residential areas, connects to the city trail, and provides access to a hospital. There were extensive utility relocations, including electric, telecommunications, cable, gas, water and sewer, a new two-span bridge over I-95 with a sidewalk, extensive maintenance of traffic on I-95 and Fall Hill Ave., and new retaining walls to minimize the right-of-way and environmental impacts on Fall Hill Ave. located at the Townhomes, Forest Village parking lot, and historic gates at the roundabout, and along Mary Washington Blvd. to reduce impacts to the historic Civil War trenches.

**Designing/Constructing Roundabouts in Highly-Developed Urban Area**

The Fall Hill Ave. and Mary Washington Blvd. three-entry point roundabout was constructed in phases within center of Fall Hill Ave. where traffic was maintained at all

times. It provides a free flow connection for traffic between the intersecting streets, while calming traffic speeds along the corridor in an urbanized area. It also provides for large trucks with an enlarged radius and bypass lanes.

**Developing/Managing Effective Communication Strategies with Key Stakeholders and/or Working Effectively with Federal/Regional Agencies, such as the Pentagon, National Park Service and/or WMATA**

Key stakeholders included VDOT, FHWA, City of Fredericksburg, FRED (Regional Transit), and Mary Washington Hospital. Our Outreach Program included stakeholders when preparing Traffic Management and Traffic Control Plans for input on important stakeholder issues, such as access to properties and hospital emergency response considerations. An MOT Task Force was formed which included select stakeholders and VDOT, local police, EMS responders, transit agencies and Mary Washington Hospital to resolve MOT issues, such as upcoming traffic switches, roundabout construction in the center of the existing Fall Hill Ave, and other items that impacted traffic flow and access.

The city had an adjacent bridge replacement project ongoing during our construction adjacent to the new roundabout that we closely coordinated with to maintain free flowing traffic maintenance.

There were several adjacent Civil War historic sites that impacted our design and construction. We closely coordinated with the state and local historic societies to modify our design and minimize impacts.

Work needing I-95 lane closures was limited to nights and coordinated with the regional traffic operations center and emergency responders.

**Finishing Contracts on Time or Earlier than the Original Contract Fixed Completion Date**

Due to an extended Verizon strike and other conflicting VDOT and utility priorities, VDOT revised the original completion date in which the project was completed on schedule.

**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 MD 30 Hampstead By-pass  Location: Hampstead, MD	Name: Corman Kokosing Construction Company	Name of Client: MDOT SHA Phone: N/A Project Manager: Jason Ridgeway Phone: 410-545-0300 Email: jridgeway@mdot.maryland.gov	05/2006	08/2009	\$40,137	\$43,294 <i>Owner-requested plan/construction changes to roundabouts after completed which was at the end of construction season resulting in a winter shutdown by owner and completing the changes at start of following season.</i>	\$4,300

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. 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
- Roundabout over Existing Intersection Survey
- Environmental
- Geotechnical
- Hydraulics/Stormwater Management
- Traffic Control Devices
- TMP/MOT Under Traffic
- Right of Way
- Utilities
- Public Involvement/Relations and Stakeholder Coordination
- QA/QC
- Landscape Design
- Lighting
- Construction Engineering/Inspection
- Project Management

**TEAM MEMBERS**

- ✓ Proposed DBPM Scott Szympruch was Project Manager
- ✓ Proposed DM Stephen Udinski was Project Manager for Final Acceptance
- ✓ Proposed MOT Eng. Jim Holls was MOT Eng.
- ✓ Proposed Wet/Dry Utilities Blaine Linkous was Wet/Dry Utilities
- ✓ Proposed Env./Permitting Brian Noll was Env./SWM
- ✓ Proposed Survey Tom Orisich was Survey
- ✓ Proposed E&S Control Reviewer Jim Kramperth was E&S Control
- ✓ Proposed Landscape Arch. Joyce Kimble was Landscape Arch.



*Roundabout at Northern Project Limits*

**WBCM Role | Brief Project Description**

Lead Designer WBCM, working from our Baltimore office, was responsible for design of a 4.4-mile bypass of old MD 30, including *three roundabouts* designed to meet required design criteria for splitter island deflection, entering/exiting speeds and fastest path. Designed a two-lane undivided open-section roadway, four-lane divided closed section and four lane divided open section roadway, realignment and widening three local roads, H&H, stormwater management facilities, noise wall/noise berms, erosion & sediment controls, signing/markings, MOT, landscape design for the complete facility, a streetscape at tie in points along urban sections in Hampstead, and utility coordination/design/relocations. Sanitary sewer relocations design extended 125 LF of 20-in. split steel sleeve casing protection over an existing 8-in. sanitary sewer; extended 147 LF of 20-in. split steel sleeve casing protection over an existing 10-in. sanitary force main, and relocated 220 LF of 8-in. D.I.P. sanitary sewer. Worked with utility owners to maintain service during construction.

**Designing/Constructing Roundabouts in Highly-Developed Urban Area**

Project 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. Designed three roundabouts modeled with Sidra and Autoturn to verify mobility needs were met, constructed over existing heavily-traveled roadways: two new at-grade roundabouts at the north/south ends of the new road and a third at-grade roundabout at the intersection of the bypass and MD 482 around midway along the new route. Designed MD 482 and MD 30 approach roads to the roundabouts, Hazard Identification Beacons ahead of the roundabouts, highway lighting at the three roundabouts, and signing/markings for Positive Guidance on the approach and through the roundabouts. These limited access roundabouts have markedly improved public safety and traffic mobility.

WBCM analyzed the roundabouts using SIDRA software for final conditions. Performed an assessment of mobility impacts during construction through a Maintenance of Traffic Alternatives Analysis analyzing MOT and road closure options. MOT options were complex since each bypass intersection required maintaining traffic at all times through busy intersections with numerous commercial access points and the heavy trip generation of a Walmart, several fast food restaurants, a high school and shopping centers. WBCM highway, traffic, utility and water resource engineers and contractor worked closely to develop a design that met geometric requirements and facilitated construction while providing safe MOT that addressed multi-modal mobility.

**Developing/Managing Effective Communication Strategies with Key Stakeholders and/or Working Effectively with Federal/Regional Agencies, such as the Pentagon, National Park Service, and/or WMATA**

Extensive coordination from a homeowner to the Federal Highway Administration. Coordinated with Access Management Division and developer regarding proposed roadway improvements along MD 30 Business associated with a Walmart expansion. Met with homeowners to discuss plantings to replace vegetative screening being removed by construction. Met with community groups to review design elements, including landscape. Refined designs to address local concerns without impacting safety/mobility. **Project Agencies:** Attended progress review meetings with Corman Kokosing, Owner, Carroll County and other stakeholders. Addressed project concerns, utility relocations, unforeseen field conditions and progress. Provided extensive coordination with local private utility owners, including gas, electric and communications in addition to public utilities from Carroll County. **Environmental:** The project impacted a federally-listed threatened/endangered species Bog Turtle habitat, wetlands and streams requiring coordination with the Corps of Engineers, MD Dept. of the Environment. Prepared a Habitat Management Plan, including stormwater management facilities to contain a 10,000 accidental spill. **Special Considerations:** Coordinated with a regional high school to not impact school bus traffic. A fire house along US 30 Business and emergency vehicle access was addressed in MOT designs. WBCM also maintained a project web site and prepared monthly newsletters to keep stakeholders informed of project progress, provided an opportunity for comments/questions and provided information on upcoming traffic impacts.

**Finishing Contracts on Time or Earlier than the Original Contract Fixed Completion Date**

Owner-requested plan/construction changes to the roundabouts after they were completed which was at the end of construction season resulting in a winter shutdown by the owner and completing the changes at the start of the following season. With an owner-approved time extension, this project was completed on time and on budget.

**Innovations**

An approved Alternative Technical Concept (ATC) shifted a roadway alignment to avoid a costly detour road. This permanently shifted the road's centerline alignment 40-ft. of its current location at the station where it was proposed to bridge over the bypass. Permanently shifting the road expedited construction and benefitted residents by shifting the final road location away from their homes. It also reduced relocation work required for BGE lines.

Constructed 13 new stormwater management ponds: Three used traditional risers and outfall pipe and 10 incorporated weir walls. Weir walls require less maintenance, reduce seepage and erosion and ensure long-term sustainability. Seven stormwater ponds discharge into the sensitive bog turtle habitat and were designed to operate similar to other ponds. Should there be a hazardous spill, maintenance staff can turn off a shut off valve and each facility will contain the entire two-year storm volume, plus an additional 10,000 gallons for hazardous containment material. Non-structural practices include diverting roadway runoff away from the bog turtle habitat. Each is a cost-effective solution to protect the habitat.



2010 DBIA-National Design-Build Excellence Award; 2010 DBIA Mid-Atlantic Region-Regional Design-Build Excellence Award; 2010 ARTBA "Globe" Environmental-Local & Secondary Roads; 2010 ACEC Maryland-Honor Award; 2009 MdQI Award of Excellence-Environmental; 2009 MdQI Award of Excellence-Green Transportation; 2009 MdQI Award of Excellence-Consultant Highway Design

**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 Braddock Road/Pleasant Valley Road Roundabout  Location: Chantilly, VA	Name: Fort Meyers Construction	Name of Client: VDOT Phone: N/A Project Manager: Mark Gibney Phone: 703-259-7340 Email: mark.gibney@vdot.virginia.gov	06/2014	10/2016	\$4,200	\$4,200	\$500

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.

<p><b>RELEVANCY</b></p> <ul style="list-style-type: none"> <li>VDOT Design-Build</li> <li>Roadway</li> <li>Roundabout in Urban Area</li> <li>Survey</li> <li>Environmental</li> <li>Geotechnical</li> <li>Hydraulics/Stormwater Management</li> <li>Traffic Control Devices</li> <li>TMP/MOT under Traffic</li> <li>Right of Way</li> <li>Utilities</li> <li>Public Involvement/Relations and Stakeholder Coordination</li> <li>QA/QC</li> <li>Landscape Design</li> <li>Lighting</li> <li>Construction Engineering/Inspection</li> <li>Project Management</li> </ul> <p><b>TEAM MEMBERS</b></p> <ul style="list-style-type: none"> <li>✓ Proposed DM Stephen Udzinski was DM</li> <li>✓ Proposed MOT Eng. Jim Holls was MOT Eng.</li> <li>✓ Proposed Wet/Dry Utility Eng. Blaine Linkous was Wet/Dry Utility Eng.</li> <li>✓ Proposed SUE Dace Edwards was SUE</li> <li>✓ Proposed Traffic Eng. Dave Urbarek was Traffic Eng.</li> <li>✓ Proposed Roadway Eng. Makeda Drake was Roadway Eng.</li> <li>✓ Proposed Env/Permitting Brian Noll was Env/Permitting</li> <li>✓ Proposed Utility Coordinator Matt McLaughlin was Utility Coordinator</li> <li>✓ Proposed Survey Tom Orisich was Survey</li> <li>✓ Proposed Landscape Arch. Joyce Kimble was Landscape Arch.</li> </ul>	 <p><i>Preliminary Plan</i></p>	<p><b>WBCM Role   Brief Project Description</b></p> <p>WBCM, as lead designer, provided engineering design services from our Baltimore office, to improve the Braddock Road/Pleasant Valley Road intersection converting the four-way intersection to a four-leg roundabout, including design of roadways considering design criteria for VDOT roundabouts (deflection angle, fastest path, entering/exiting speeds). Developed grading, drainage, stormwater management, signing, lighting, markings, utilities, landscape and maintenance of traffic (MOT). Stormwater management water quality compliance was met using VSMP VRRM to calculate nutrient credits. Additional off-site credits were purchased through the Virginia Non-Point Source Nutrient Credit Registry for the 8-digit Hydraulic Unit Code 02070010 in the Potomac River Basin. The design includes pedestrian crosswalks and curb ramps. The sidewalk was tied into the existing trail along Pleasant Valley Road's east side, south of the intersection. Special attention was given to the conspicuity of the pedestrian crossing and advanced notice to motorists of the roundabout which violated driver expectancy.</p> <p>WBCM provided project quality assurance and quality control, including review of utility relocations, drainage, MOT, staging areas, landscaping, right-of-way acquisitions and performed utility coordination, relocations, and adjustments.</p> <p><b>Designing/Constructing Roundabouts in Highly-Developed Urban Area</b></p> <p>The new roundabout was constructed in an urbanized area. The existing intersection experienced significant peak hour delays with queues exceeding over 20 vehicles. WBCM highway, traffic, H&amp;H, drainage and utility engineers worked with the contractor to develop a MOT strategy that allowed the roundabout to be constructed under traffic while safely maintaining vehicle, pedestrian, and bicycle mobility. A local staging area was designed to minimize parkland impacts and reduce haul routes in the urban area with extensive congestion. Parkland in three intersection quadrants limited space for construction.</p>	<p><b>Developing/Managing Effective Communication Strategies with Key Stakeholders and/or Working Effectively with Federal/Regional Agencies, such as the Pentagon, National Park Service, and/or WMATA</b></p> <p>Extensive stakeholder coordination with VDOT departments, VDEQ, Loudoun and Fairfax Counties, Fairfax Co. Park Service, ACOE, US Fish and Wildlife Association, Cox Farm and concerned citizens. WBCM coordinated with VDOT for redesign of the project and the local utility owners for relocations. There was significant coordination with the Fairfax County Park Service to ensure no additional impacts were created with the roundabout redesign. WBCM provided supplemental tree surveys as part of our documentation of no additional impact. Worked with Fairfax Water, Verizon, Level 3, FiberLight, NOVEC Electric, Cox Cable and Washington Gas to minimize impacts. NOVEC poles and FiberLight underground cable were relocated and designs developed to maintain service during relocation.</p> <p><b>Finishing Contracts on Time or Earlier than the Original Contract Fixed Completion Date</b></p> <p>Based on WBCM's assessments, the original design did not accommodate truck traffic nor did the proposal landscape design meet horizontal/vertical sight distance requirements. WBCM quickly noted the deficiencies and presented a proposed remediation. Once the revised concepts were approved, WBCM fast-tracked designs to minimize impacts and maintain the schedule. To develop the revised designs, WBCM performed additional topographic and tree surveys and coordinated with the Fairfax County Park Service to demonstrate there were no additional impacts. Creating a local staging area facilitated construction activities and kept the schedule even with additional permitting. All designs were developed to minimize impacts to the Agricultural-Forestral District, wetlands, rare habitats/endangered species and the utility infrastructure that would have delayed the project. WBCM's constructability reviews ensured the project stayed on track by identifying potential issues before submitting the plans.</p> <p><b>Innovations</b></p> <p>WBCM conducted initial studies to verify geometry met mobility thresholds, including fastest theoretical path and design speeds, accommodated emergency vehicles/trucks and met sight distance requirements. AutoTurn software analyses determined original design did not accommodate trucks. A review of sight triangles revealed the VDOT-proposed plant material would create sight distance deficiencies at maturity. In an accelerated timeframe, WBCM developed an alternate design with additional truck aprons, which was complicated since the site was bounded by Fairfax County Park Authority parkland in three quadrants. Modified designs to minimize parkland, utility, and ROW impacts while safely providing mobility. Revised landscape plans to include plan material that would not impact sight distance.</p> <p>Being in an urbanized area, the project work space was very constrained. WBCM and contractor identified an available area for staging and excavated soil on the Fairfax County Park Authority property. WBCM prepared plans with proposed grading, limits of disturbance, site access and erosion and sediment control. Secured permits/approvals from Fairfax Co. Public Works, Environmental Services, Site Development and Inspection Divisions to use the space without impacting the project schedule.</p>
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**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)	
<b>Name: Design-Build Russell Road Phase III Road Improvements</b>  <b>Location: Marine Corps Base Quantico, VA</b>	<b>Name: Corinthian Construction</b>	<b>Name of Client: NAVFAC Washington</b> <b>Phone: N/A</b> <b>Project Manager: Lewis Hutchins</b> <b>Phone: 202-685-3276</b> <b>Email: lewis.hutchins@navy.mil</b>	09/2015	06/2019	\$13,000	<i>\$14,600 Owner changed from removing excess soil to requiring all soils to remain onsite. Design changes due to discovery of unexploded ordinance.</i>	\$1,300

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.

<p><b>RELEVANCY</b></p> <ul style="list-style-type: none"> <li>Design-Build</li> <li>Roadway</li> <li>Survey</li> <li>Environmental</li> <li>Geotechnical</li> <li>Hydraulics</li> <li>Traffic Control Devices</li> <li>TMP/MOT Under Traffic</li> <li>Right of Way</li> <li>Utilities, including DoD Fiber</li> <li>Public Involvement/Relations and Stakeholder Coordination</li> <li>QA/QC</li> <li>Landscape Design</li> <li>Lighting</li> <li>Construction Engineering/Inspection</li> <li>Project Management</li> </ul> <p><b>TEAM MEMBERS</b></p> <ul style="list-style-type: none"> <li>✓ Proposed DM Stephen Udzenski was DM</li> <li>✓ Proposed MOT Eng. Jim Holls was MOT Eng.</li> <li>✓ Proposed Wet/Dry Utilities Blaine Linkous was Wet/Dry Utilities</li> <li>✓ Proposed Electric Utilities Frank Lucas was Electric Utilities</li> <li>✓ Proposed Traffic Eng. Dave Urbarek was Traffic Eng.</li> <li>✓ Proposed Drainage Eng. Dave Briglio was Drainage Eng.</li> <li>✓ Proposed Env/Permitting Brian Noll was Env/Permitting</li> <li>✓ Proposed Survey Tom Orisich was Survey</li> <li>✓ Proposed E&amp;S Control Reviewer Jim Krampert was E&amp;S Control</li> <li>✓ Proposed Landscape Arch. Joyce Kimble was Landscape Arch.</li> </ul>	 <p align="center"><i>Russell Road at Entrance to the Marsh Building Complex</i></p> <p><b>WBCM Role   Brief Project Description</b></p> <p>Working out of their Baltimore, MD office, WBCM was the lead design firm for transportation (highway, environmental, water resources, traffic and structural engineering), survey and utility engineering and design services. The project widened a two-lane undivided roadway with outside shoulders to a four-lane undivided highway with 8-ft. outside shoulders for 4,150 LF. Provided acceleration, deceleration, and left turn lanes at the roadway entrances. Work was in conformance with VDOT standards</p> <p>for a 45 mph design speed. Drainage for water quality (check dams, dry swales, bioretention, infiltration) and erosion and sediment control was designed per VDOT/VDEQ requirements. WBCM provided ADA-compliant sidewalks/shared-use paths with bicycle compatibility. Provided a buffer between the roadway and shared-use paths to maximize pedestrian safety. Retaining walls and adjustments to the roadway horizontal alignment and vertical profile were introduced to minimize environmental impacts and ensure design stayed within the permitted Limit of Disturbance.</p> <p>WBCM provided supplemental surveys in areas of concern for grading, minimizing impacts and confirming property lines. Utility designation clearly identified horizontal/vertical location of utilities, especially fiber optic duct banks, which was used to fine tune the roadway and path design to reduce impacts pre- (steel plates over conduit and flagging to avoid vehicle crossings) and post-construction providing required cover and spacing. Designed 5,800 LF of 10-in. force main and 4,600 LF of 16-in. ductile iron water main relocations with temporary connections designed to ensure no outages during construction. DoD-owned fiber communications cable was present (not disclosed until the design progressed due to security reasons) and required relocation with no outages.</p> <p><b>Designing/Constructing Roundabouts in Highly-Developed Urban Area</b></p> <p><i>Reconstructing the roadway over live travel lanes, maintaining high volumes of vehicle, pedestrian and bicycle traffic and accessing office buildings along Russell Road and working with the DoD are directly applicable to the issues with Boundary Channel Drive project.</i></p>	<p>Studies were conducted involving the highway, traffic, drainage and utility engineers, and contractor to minimize areas of full depth reconstruction and determine how to safely maintain vehicle, pedestrian and bicycle mobility during construction. There were many utilities (Comcast, Verizon, Columbia Gas, force main/water main) and DoD fiber that had to be maintained during construction with relocations included.</p> <p><b>Developing/Managing Effective Communication Strategies with Key Stakeholders and/or Working Effectively with Federal/Regional Agencies, such as the Pentagon, National Park Service, and/or WMATA</b></p> <p>Similar to the Pentagon officials in other contracts and anticipated for the Boundary Channel Drive project, Marine Corps Base Quantico (MCBQ) and NAVFAC (DoD) stayed heavily involved in this project. WBCM coordinated with MCBQ and NAVFAC as our design and construction schedule was finalized to meet their needs, including maintaining jogging trails, accommodating emergency or oversized vehicles during construction, maintaining property access, and no interruptions in utility service. Routine briefings were provided. Extensive communication of the design changes requested by MCBQ and NAVFAC and associated measures taken by WBCM and the contractor to address the changes ensured all parties were aware of the work to be performed and associated schedule impacts. Coordinated with Comcast, Verizon, Columbia Gas and MCBQ for relocations within limit of disturbance to keep them moving forward. Coordinated with MCBQ and DoD regarding existing fiber communication links that represented a security risk which were not disclosed until after contract award.</p> <p><b>Finishing Contracts on Time or Earlier than the Original Contract Fixed Completion Date</b></p> <p>Significant scope changes were requested by the owner, such as not being able to remove soils from the project site. Designs were modified to accommodate the excess soil. An existing secure DoD communications line was not disclosed until well into the design requiring adjustments in the roadway horizontal/vertical alignment to avoid impacts. NAVFAC provided design schedule extensions based on the revised scope of work and recognized WBCM's efforts to reduce design time and minimize project delays to accommodate the revised schedule. Based on our actions, NAVFAC gave WBCM a favorable review and a recommendation for future work.</p> <p><b>Innovations</b></p> <p>WBCM modified the roadway alignment to reduce the magnitude of utility relocations, retaining walls and facilitate MOT to reduce full depth reconstruction and the need for temporary barrier. The measures reduced costs to meet the economic needs of the client.</p> <p>WBCM developed an MOT plan to address maintaining one lane in each direction at all times. Drums were used for channelization so when oversized vehicles passed through, they could be easily moved.</p>
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