

Submitted to:



Original

Design-Build

# Military Highway Continuous Flow Intersection

From: 0.023 Miles South of Lowery Rd.

To: 0.230 Miles North of Interstate 64

Norfolk, Virginia

State Project No.: 0165-122-V04

Federal Project No.: STP-5403

Contract ID Number: C00001765DB81



## Statement of Qualifications

Prepared by:



A Joint Venture

In Association  
with



January 29, 2015



## 3.2 Letter of Submittal

January 29, 2015

Mr. Bryan W. Stevenson, PE  
Alternate Project Delivery Office  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219

**RE: Letter of Submittal: Design Build Military Highway Continuous Flow Intersection**  
**State Project No.: 0165-122-V04 | Federal Project No.: STP-5403**  
**Contract ID Number: C00001765DB81**

Dear Mr. Stevenson:

**3.2.1** Corman-E.V. Williams, a Joint Venture (Corman-EVW JV), 925 S. Military Highway, Virginia Beach, VA 23464 is the legal entity who will execute the contract with VDOT and submits the following:

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

The Corman-EVW JV appoints the following:

3.2.2 Point of Contact	3.2.3 Principal Officer of Legal Entity
<b>Jo Ellen Sines, DBIA, Vice President Project Development</b> Corman Construction, Inc., 12001 Guilford Road Annapolis Junction, MD 20701 410-792-9400 Telephone   301-953-0384 Fax jsines@cormanconstruction.com	<b>Arthur C. Cox, III, Vice President</b> Corman Construction, Inc. 12001 Guilford Road Annapolis Junction, MD 20701 410-792-9400 Telephone   ccox@cormanconstruction.com

**3.2.4** Corman-E.V. Williams, a Joint Venture is a construction joint venture of Corman Construction, Inc. and E.V. Williams, Inc. The Corman-EVW JV will share financial responsibility for the project. Corman and E.V. Williams, Inc. will be jointly and severally liable with no limitations. Corman-E.V. Williams, a Joint Venture will provide a single 100% performance bond and single 100% payment bond.

**3.2.5 Lead Contractor:** Corman-E.V. Williams, a Joint Venture | **Lead Designer:** Parsons Transportation Group, Inc.

**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 Construction (C097-Active) Prequalification Certificate and E.V. Williams, Inc. (W488-Active) VDOT Prequalification evidence are in the Appendix.

**3.2.9 Surety Letters** are in the Appendix.

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

**3.2.11** Corman-E.V. Williams, a Joint Venture is committed to achieving a 12% DBE participation goal for the entire value of the contract.

We present to you a design-build team equipped with the experience, knowledge, and resources to partner with the Virginia Department of Transportation in successfully delivering the Military Highway Continuous Flow Intersection Design-Build project.

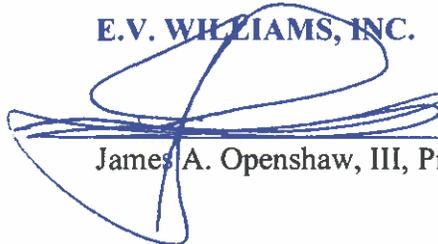
Sincerely,

**CORMAN CONSTRUCTION, INC.**



Arthur C. Cox, III, Vice President

**E.V. WILLIAMS, INC.**



James A. Openshaw, III, President



### 3.3 Team Structure

### 3.3 TEAM STRUCTURE

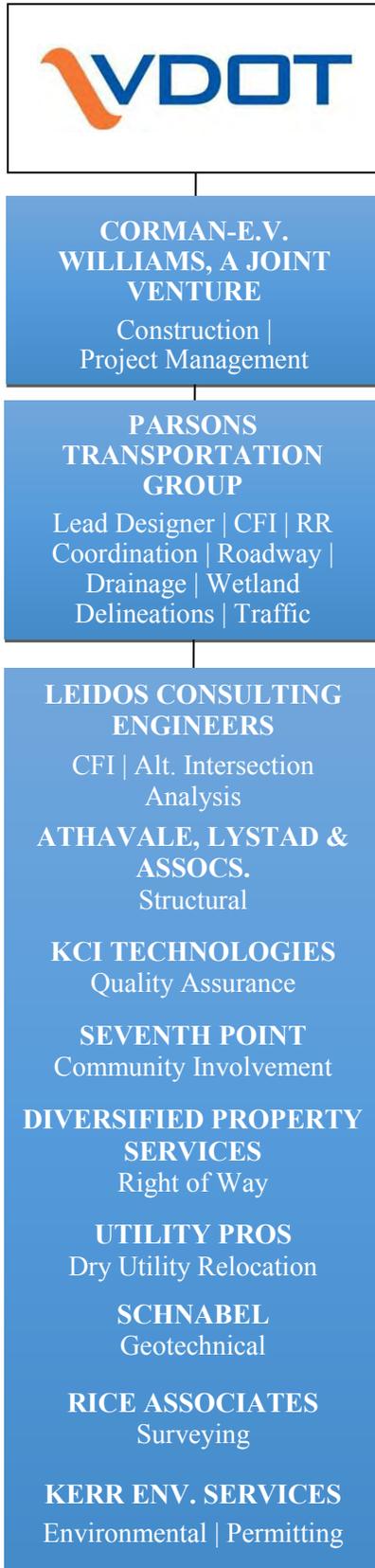


Figure 2: Corporate Organizational Chart

With a combined Design-Build portfolio of over \$1.6 billion Corman Construction (Corman) and E.V. Williams, Inc. have teamed together to form Corman-E.V. Williams, a Joint Venture (Corman-EVW JV). Together, we come to VDOT with the hands-on experience and top notch personnel it takes to execute the design and construction and manage the risks of the Military Highway Continuous Flow Intersection Design-Build project. Our two firms are no strangers to each other. Corman and E.V. Williams, Inc. are currently working together on two projects in Virginia’s Hampton Roads Region:

1. Widening 2.8 miles of Route 17 in Newport News from four to six lanes to relieve the existing nearly 37,000 ADT and accommodate the 2035 projected 59,000 ADT, including a new bridge over the Poquoson River for VDOT.
2. Reconstructing Tidewater Drive and Little Creek Intersection, including water main replacement for the City of Norfolk.

Through the years, both firms have built a solid reputation of strategically aligning with the design-build partners most suited to meet project needs and requirements. For this project, the Corman-EVW JV selected Parsons Transportation Group, Inc. (Parsons) as the Lead Designer. Parsons was specifically chosen, along with Joshua Wade, PE as the Design Manager, for their past successes working with the JV partners on the Design-Build Intercounty Connector Contracts A and B, as well as the recently completed Design-Build I-64/Route 15 project for VDOT where the team designed and constructed the first Alternative Interchange design in Virginia – A Diverging Diamond (DDI).



Figure 1: Virginia’s first Diverging Diamond Interchange constructed by Corman and designed by Parsons

With their nationwide footprint as a leader in transportation and traffic engineering, Parsons has the resources to solve any challenge. To supplement their talent pool and add to our hands-on expertise with Continuous Flow Intersections (CFIs), Leidos joins our team to provide oversight and quality control for the CFI design features. Leidos’ staff includes the leads for FHWA’s Alternative Intersections and Interchanges Group who developed initial guidance on the analysis and design of alternative configurations, including CFIs. Their experience in developing guidance on the safety, operations, and designs for CFIs will ensure an optimized CFI on Military Highway. Leidos, along with Parsons’ staff experience with Utah DOT’s CFIs and CFI Guidance Manual, will guide the development and application of the project design criteria for the first CFI in Virginia.

For the I/64/Route 15 DDI, the Corman / Parsons Team brought in national experts to perform peer reviews of the design. This integration resulted in reducing the cost and maintenance of the facility while enhancing the traffic operations of the interchange. ***We will do the same at Military Highway!***

Our team will deliver a high-quality project using an integrated team of seasoned design and construction professionals and resources and complete it within our promised budget and schedule. We confidently make this

statement as the key design and construction firms have successfully worked together on the following past design-build projects:

	Corman-EVW JV	Parsons	ALA	KCI Technology	Diversified Property	Schnabel	Utility Pros
Design-Build I-64/Route 15 DDI, Zion Crossroads, VA	✓	✓				✓	
Design-Build Route 1 Improvements at Ft. Belvoir, Lorton, VA	✓	✓	✓	✓	✓	✓	✓
Design-Build Intercounty Connector Contract A, Montgomery County, MD	✓	✓	✓	✓		✓	
Design-Build Intercounty Connector Contract B, Montgomery County, MD	✓	✓	✓	✓		✓	

Table 1: Design-build project history

### 3.3.1 Key Personnel

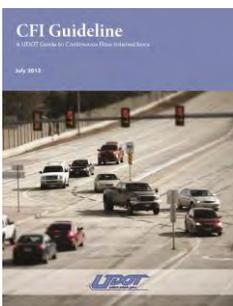
The Corman-EVW / Parsons Team has assembled highly-qualified and experienced individuals and structured them for optimal performance. Our key staff and design firms come together with a shared history of successful projects and established working relationships. These strengths will minimize VDOT’s risks and staffing requirements. Although our task leaders and technical staff are responsible for items, such as design, public involvement, and/or construction, everyone is responsible for project success. Table 2 introduces our Key Personnel with resumes in the Appendix (Attachment 3.3.1).

<b>Design-Build Project Manager (DBPM)</b>	Jo Ellen Sines, DBIA - Corman-EVW JV
<b>Quality Assurance Manager (QAM)</b>	Dow Lasitter, PE - KCI
<b>Design Manager (DM)</b>	Joshua Wade, PE - Parsons
<b>Construction Manager (CM)</b>	Kyle Kern - Corman-EVW JV
<b>Traffic Operations Designer and Manager</b>	Sunita Nadella, PE, PTOE - Parsons
<b>Lead Utility Coordination Manager</b>	Chris Morris - Corman-EVW JV

Table 2: Key Personnel

**Value-Added Staff:** In addition to the above key personnel, the Corman-EVW / Parsons Team will include the following value-added staff to deliver a quality project on time and on budget:

**DB CFI Analysis, Design and Construction Expert Panel: Brandon Cloward, PE (Parsons)** is a senior



engineer with extensive experience in the construction, operations, and design of CFIs and other highway improvement projects. *Brandon played a prominent role in developing Utah DOT’s CFI Guidelines due to his experience in planning, designing and constructing multiple alternative intersections, including multiple CFIs, such as those at 7000 South and 6200 South on Bangerter Highway in West Jordan, UT and the first CFI in Utah without bypass right turn movements at 4700 South and Bangerter in Taylorsville.*

*“Brandon played a prominent role in developing Utah DOT’s CFI guidelines due to his experience in planning, designing, and constructing multiple alternative intersections, including multiple CFIs, such as those at 7000 South and 6200 South on Bangerter Highway in West Jordan, UT and the first CFI in Utah without bypass right turn movements at 4700 South and Bangerter in Taylorsville.”*

**DB CFI Analysis, Design and Construction Expert Panel: Wendong Wang, PE (Parsons)** has over 19 years of experience, including leading the roadway design for several design-build projects. *He developed the designs for multiple alternative configuration intersections, such as the Preston Road project detailed in the Lead Designer Work History Forms.* This project included analyzing multiple configurations, including CFIs to improve operations at Prentice Road and Legacy Drive in Plano, TX. Based on the traffic operations, the Michigan Left Turn configuration was selected by the TxDOT. Wendong's experience in developing the concept, design, and construction of this project will prove invaluable to implementing Military Highway's CFI. Wendong currently works out of Parsons' Herndon, VA office and is wrapping up the design phase of the Design-Build Silver Line extension.

**Alternate Intersection Analysis: Ram Jagannathan, PE (Leidos)** is a nationally-recognized expert in traffic operations and safety of alternative intersection configurations, including CFIs. His work has included the analysis and development of guidance on CFIs used by FHWA, Utah, Texas and other state DOTs in their development of CFIs. His expertise will ensure the final designs of the CFI are optimized for operations, signal timing, and safety. He is currently Principle Investigator for Highway Capacity Manual (HCM) chapters for alternative intersections and interchanges, including CFIs and is developing FHWA's site inventory website of alternative intersections and interchanges. Ram was the principal author of FHWA's Alternative Intersections and Interchanges Report which included analyses and design guidance for CFIs, and he developed the original Alternative Intersection Selection Toolkit (AIST), re-branded as CAP-X, which has been popular with practitioners and researchers. He is also a National Highway Institute (NHI) certified instructor and has extensive experience delivering workshops, webinars, and other informational tools that are extremely valuable in educating potential facility users in future operational changes, including the public outreach required with CFIs.

**DB Alternate Intersection Analysis: Matt Myers, PE, PTOE (Leidos)** has over 23 years of leadership and field experience in traffic engineering and traffic operations. From 2000 to 2012, he was the District Traffic Engineer for the Central District of the Missouri Dept. of Transportation (MoDOT) *where he oversaw the evaluation of CFI and DDI alternatives on Stadium Boulevard in Columbus, MO.* He also oversaw the traffic engineering studies and analyses at the District.

Our CFI experts will report to the Josh Wade, our Design Manager (DM)

**DB Community Involvement: Mike Carosi (Seventh Point)** has more than 20 years of experience in public affairs, community outreach, marketing, advertising, and strategic public communications. His extensive knowledge and experience include collaboratively planning and delivering community and media relations programs associated with transportation construction and road building. His public relations portfolio includes the following VDOT Hampton Roads District projects: Hampton Roads District-Wide IV, Design-Build I-264 Pavement Rehabilitation in Virginia Beach, VA, Gilmerton Bridge in Chesapeake, VA, *Downtown/Midtown Tunnels Martin Luther King Project (with Parsons)*, Engineering Support Services for Hampton Roads District Major Projects, and I-64 Battlefield Boulevard. Mike will report to the DBPM.

**DB Dry Utility Relocations: Dale Kniffin (Utility Pros)** has over 31 years of experience in coordinating utility installations and relocations, many working for Verizon. He will be the single point of contact to coordinate utility service relocations and will work with the service providers for timely delivery. Dale also tracks milestone project dates and provides complete utility notifications while consolidating documentation tracking of service correspondence to further ensure timely service deliveries. *He has worked with Corman on the following Design-Build projects: Route 1 Improvements at Fort Belvoir, VDOT's Fall Hill Avenue and Mary Washington Boulevard Extension and VDOT's I-64 Widening and Route 623 Interchange Improvements.* Dale will report to the DM.

**DB Wet Utility Relocations: Brian Smith, PE (Parsons)** Brian has nearly 16 years of transportation and site-development engineering experience, which includes experience with highways, bridges, railroads, airfields, and commercial lots. He has been responsible for wet utility coordination and design tasks of various size and complexity, for planning documents, conceptual designs, preliminary engineering, final engineering, and construction services. Brian has compiled design plans, specifications, and cost estimates to water and sewer authorities throughout Virginia and the mid-Atlantic region for their review and approval. Brian's project experience includes design-builds, such as the CSX Virginia Avenue Tunnel Clearance project in Washington,

DC, Arlington Boulevard at Park Drive & Arlington Boulevard at Manchester Street in Arlington County, VA, and the Sycolin Road (Rt. 643) Widening in Leesburg, VA. Brian will report to the DM.

**DB Environmental | Permitting: Bob Kerr, VCPWD, RFP (Kerr Environmental Services)** has been an environmental consultant for over 25 years, 17 of which involved the Coastal Plain of Virginia and North Carolina. *Bob was Project Manager of the environmental tasks for the Joint Land Use Study, Hampton Roads Planning District Commission, US Navy, US Dept. of Defense, Cities of Virginia Beach, Chesapeake, and Norfolk, VA.* He specializes in stream and wetland mitigation, natural resources consulting, environmental contaminant studies, and permitting. He oversaw the planning and design of six wetland mitigation banks, two involving stream mitigation. Other technical responsibilities include preparing and overseeing wetland delineations, permit applications, Chesapeake Bay Preservation Act compliance, watershed assessments, NEPA documents, Phase I and II Environmental Site Assessments, Initial Abatement Measures Reports, and Virginia Stormwater Management Program Permits, inspection and compliance.

**DB  Railroad Coordination: Pat Porzillo, PE (Parsons)** is Parsons' Mid-Atlantic railroad engineering manager with 27 years of experience in maintenance and operations, planning, design, and construction of railroad infrastructure. Prior to joining Parsons, *Pat worked for Norfolk Southern for 10 years and thoroughly understands their policies, personnel, and procedures.* During his tenure there, Pat served as an engineering supervisor where he managed Federal Railroad Administration compliant track inspection programs, curve rail replacement, and joint elimination programs, as well as bridge and building maintenance and portions of their capital improvement program. Recent tasks Parsons completed for Norfolk Southern under Pat's supervision include Indiana Gateway where Parsons provided design and surveying technical support for third track design and interlocking reconfiguration resulting in capacity and reliability improvement for Norfolk Southern in their busy Hammond, IN rail corridor and Fort Wayne, IN Intermodal Terminal where Parsons provided engineering and environmental planning support to convert Norfolk Southern's "Triple Crown Roadrailer" facility into a modern intermodal facility equipped with state of the art wide gantry intermodal container cranes.



Figure 3: New railroad grade crossing on Corman's Design-build I-70 project

Pat has also developed engineering designs and work plans for Norfolk Southern, CSX, Amtrak and other railroads.

**DB Geotechnical/HAZMAT: Ed Drahos, PE (Schnabel)** has 37 years of experience, including geotechnical engineering and pavement design on VDOT projects; many in the Hampton Roads District. His experience in soft soil characterization using various methods of exploration and testing have been applied in many subsurface conditions in the Virginia coastal plain. He has evaluated and designed bridge and other structure foundations and retaining walls, evaluated slope stability, performed seismic hazard studies, calculated embankment settlement, performed pavement design and evaluation of existing pavements, and prepared earthwork design recommendations. He also performed design of new pavements and evaluation of existing pavements on several design-build projects, including the I-81 Truck Climbing Lane in Rockbridge County, and the Route 3 Widening project in Culpeper County. *Ed has recent experience evaluating embankment settlement and slope stability on several local projects, including the Martin Luther King Expressway portion of the Downtown/Midtown Tunnel project (with Parsons) where wick drains and surcharges, column supported embankments, and light-weight fill materials are currently being used. He was the Geotechnical Engineer on Corman's Design Build Route 1 Improvements project for FHWA EFLHD with Corman and Senior Reviewer on VDOT's Design-Build I-64/Route 15 DDI project with both Corman and Parsons.* He will report to Design Manager Joshua Wade, PE.

**DB Traffic Management: Krishna Potturi, PE (Parsons)** has over 12 years of experience in the design and management of roadway transportation projects. *He was one of Parsons' lead engineers who developed TMPs on VDOT's Design-Build I-64/Route 15 DDI project with Corman, Route 7/15 Bypass and Sycolin Road Overpass, I-395 HOV Ramp and Auxiliary Lane, and the Route 27/244.* Krishna is experienced in roadway, pedestrian facilities, and multi-purpose trail design; conceptual plan development for IMRs and IJR; feasibility studies and highway safety analyses; traffic engineering design (including signing, signal, pavement marking, ITS, and transportation management plans); and utility design and coordination. Krishna is one of our several MOT engineers with VDOT Advance Work Zone Traffic Control Certification.

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

**3.3.2 Organizational Chart:** The Corman-EVW / Parsons Team organizational chart on Page 8 illustrates our "chain of command" and notes key personnel team members. Solid lines identify the reporting relationships of our team members in managing, designing and constructing the project and illustrate clear reporting lines from the DBPM to the design and construction team. Dashed lines represent indirect reporting and obligations to the owner and/or corporate management. *The chart also shows that a clear separation exists between QA and construction, with no contractual relationship and no involvement in construction operations including QC inspection & testing.*

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

- Interdisciplinary design reviews prior to milestones to coordinate design disciplines
- Corman-EVW JV constructability reviews of design, especially for MOT, E&S Control, and Utility Plans
- Weekly schedule meetings to review the previous week and develop three and four-week look aheads
- Monthly scheduling meetings to review CPM progress
- Weekly foreman meetings to discuss safety, schedule, and coordination
- Morning huddles with the crews to set daily safety and production goals
- Weekly progress meetings with VDOT to review and discuss submittals and progress
- Bi-weekly contractor coordination meetings with adjacent contracts, EMS, Police, etc.
- Monthly partnering meetings with stakeholders to identify and resolve issues

**DB Design-Build Project Manager (DBPM) Jo Ellen Sines, DBIA** is responsible for overall project design, construction quality management and contract administration. She has been the DBPM on over 12 design-build projects in Virginia and Maryland. Jo Ellen will be available to the Department, has the expertise/experience to supervise and exercise control of the work, and accept responsibility for the final work product. She is VDOT's primary point of contact who will coordinate, integrate, and administrate the Corman-EVW / Parsons Team, including design, construction, quality assurance, MOT, safety, and utilities. She will supervise the Design Manager, Design/Construction Integrator, Construction, Community Involvement, and Quality Assurance Managers. Jo Ellen will be involved with preconstruction, design, construction, and punch out. She will assist with constructability reviews and safety audits, and oversee the quality management program, purchasing, and construction operations. Partnering with the Community Involvement Manager, she will be responsible for third-party communication for the Team. *Jo Ellen recently partnered with Parsons and Design Manager Joshua Wade on VDOT's recently completed Design-Build I-64 / Route 15 DDI Project.*

**DB Quality Assurance Manager (QAM) Dow Lasitter, III, PE** reports to the DBPM and will have direct, independent access to VDOT. He will ensure work is performed in conformance with contract requirements and "approved for construction" plans/specifications. Dow will be responsible for the development of and adherence to the QA Plan, QA inspection and testing of all materials used, and work performed. As an independent entity, Dow will audit and monitor Corman-EVW / Parsons Team's Construction Quality Control

Program. ***Dow can stop construction, enforce compliance with specifications, and issue and require resolution of Non-Conformance Reports (NCRs).*** He will manage the QA program, including the QA inspector and independent QA testing firm and testing technicians. ***The QA team will conduct independent and concurrent tests and analysis of the work from the construction QC team.*** Dow will maintain project quality records, and approve/submit pay estimates. He will also submit monthly written reports to VDOT's project manager and the JV's Executive Committee.

**DB** **Design Manager (DM) Joshua Wade, PE**, reports to the DBPM. Bringing over 21 years of experience, (seven years as Design Manager for design-build projects and 15 years as engineering/design manager for traditional highway and interchange projects), Josh will provide a quality product and input into the schedule, meet design milestones and interfaces. Along with the Design QC Manager, Josh will establish and oversee the QA/QC program for the pertinent disciplines involved in the design, including, review of design, working plans, shop drawings, and specifications. He will manage the design and assign resources, oversee design sub-consultants, coordinate design and review schedules, develop and implement corrective measures, if necessary, and integrate environmental compliance measures into the design. Josh will remain involved once construction starts to oversee any plan modifications and shop drawings, and review construction progress with the CM. ***Josh was the Design Manager with Corman on the recently completed Design-Build I-64/Route 15 DDI project.***

**DB** **Construction Manager Kyle Kern** has over 25 years onsite experience where he progressed from a Bridge Foreman to a Superintendent to a Sr. Superintendent on transportation projects, including design builds. He has the hands-on experience it takes to manage construction, including QC activities to ensure materials and work meet contract requirements and "approved for construction" plans/specifications. ***Kyle was a Sr. Superintendent on the Design-Build Intercounty Connector Contract A where Parsons and Josh were the Lead Designer.***

**DB** **Traffic Operations Designer and Manager Sunita Nadella, PE, PTOE** reports to DM Joshua Wade and will be responsible for traffic control system design and coordination. She has experience in integrated networks for Traffic Control signalization with communication and control links having done similar analysis and design work on many other projects, such as Design-Build I-64/Route 15 DDI project and I-395 HOV Ramp and Auxiliary Lane Widening for VDOT, as well as on the Northwest Corridor and I-5 Managed Lanes projects in Georgia.

**Lead Utility Coordination Manager Chris Morris** has been working directly with utility owners, engineers, utility location services, subcontractors and in-house construction forces overseeing utility coordination. He carries extensive experience in utility relocation/installation, including traffic signalization, water, sanitary sewer and was responsible for utility relocation and coordination with the following local utilities: Dominion Power, Virginia Natural Gas, Verizon, and Cox. For this project, he will report to the Construction Manager and will work closely with the Lead Utility Designers to ensure utility relocations occur with no unplanned interruptions.

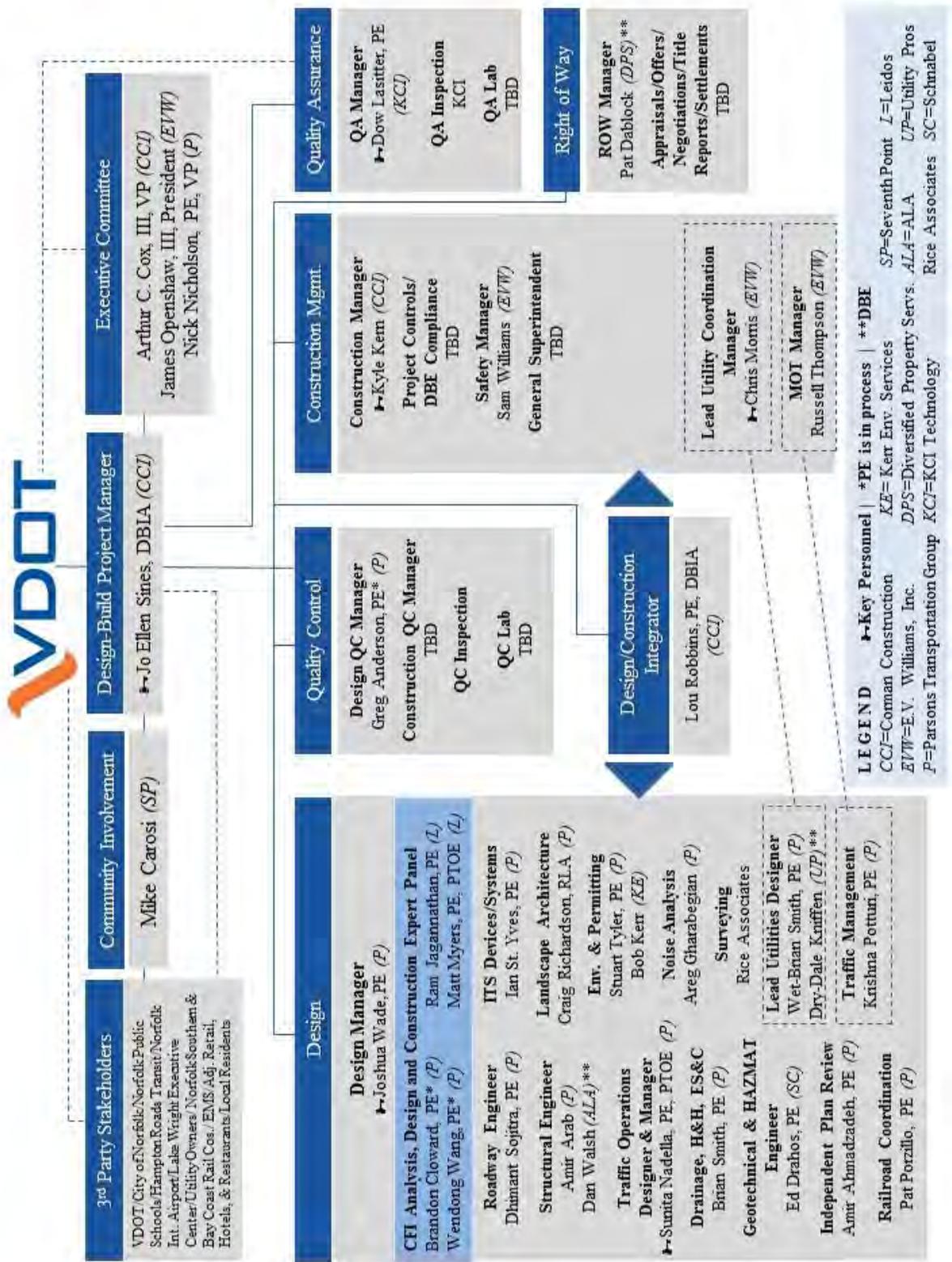


Figure 4: Corporate Organizational Chart



**Keys to Success:** The keys to success are communication and coordination between the many parties involved: Corman-EVW / Parsons Team, VDOT, review agencies, and stakeholders. This is based upon open and honest communication, frequent meetings and updates. The Corman-EVW /



### 3.4 Team Experience

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Parsons Team will have internal weekly meetings during design with key construction and design staff present. Tracking sheets will track progress of utilities, ROW, and design disciplines, as well as environmental and design approvals. Once construction starts, design participants will remain involved. Added to the weekly meetings as construction begins are the superintendents, field surveyors, MOT Manager and Construction QC Manager. Key stakeholder representatives, including Norfolk International Airport, Hampton Roads Transit, Lake Wright Executive Center, Norfolk Technical Center, utility companies, EMS responders, and others as appropriate will be invited. Monthly meetings will also be held with the Corman-EVW / Parsons Team, VDOT, QAM, stakeholders and others to enhance partnering and resolve issues quickly and efficiently.

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

The Corman-EVW / Parsons Team identified three critical project risks: **1. MOT, Including Public Outreach during Construction; 2. Utilities; and 3. Geotechnical**

Team members were selected because of their firsthand knowledge of the site and their ability to handle these and minimize VDOT/ other agency involvement. The team has effectively delivered past design-build projects together and will bring the proven management procedures learned on those projects to the Military Highway CFI project.

### 3.4 TEAM EXPERIENCE

The JV Partners and Parsons have successfully teamed on over \$1 billion of Virginia and Maryland DB projects. DBPM Jo Ellen Sines and DM Joshua Wade collaborated together on *ALL* of those assignments. E.V. Williams and Corman are currently working together on two local Hampton Roads road, utility and bridge projects. This collaboration raises the bar in terms of identifying, openly discussing, and solving issues as they arise. The team members already know each other and have trust and effective working relationships in place.

 **Corman Construction Inc. (Corman)** will serve as the JV Managing Partner. A privately-held family business since 1920, Corman is a licensed heavy civil contractor specializing in highway, bridge, restoration, and heavy utility construction. With a corporate headquarters in Annapolis Junction, MD, and offices in Chesapeake, VA, and Colonial Heights, VA, Corman prides itself as a “Best in Class” contractor where our “A” ratings confirm quality. Known for unparalleled partnering, Corman delivers projects on time and on budget without lingering disputes. We hold employee and public safety to a high standard and our 0.74 EMR validates this commitment.

Throughout the last few years, Corman received 20 local and national awards on our design-build projects. Recent honors include the local 2014 Hampton Roads Utility and Heavy Contractors Association (HRUHCA) Safety Award, 2011 Maryland Washington Minority Contractors Association Prime Contractor of the Year Award, 2013 VTCA Transportation Contractor Safety Award, and 2011 ARTBA Women Leadership in Transportation Glass Hammer Award. Corman has constructed projects in Virginia for over 30 years. We consistently earn outstanding performance ratings and hold a CQIP of 94.2, CPE of 93.52 and C-36’s in the high 90’s.

Corman is experienced with challenging MOT and utility issues and working with railroad owners. Current or immediate past VDOT Design-build projects include:

*“As the State’s first Diverging Diamond Interchange and a “Design-Build” project, Corman managed a complex design that had minimal AASHTO guidelines to follow. Despite this ambiguity, through proactive planning and proper coordination, the design submittals stayed on schedule and field changes were kept to an absolute minimum.”*

*...Laurence Farrell, PE, PM  
Former Area Construction Engineer on the  
Design-Build I-64 / Route 15 (Zion Crossroads)  
project*

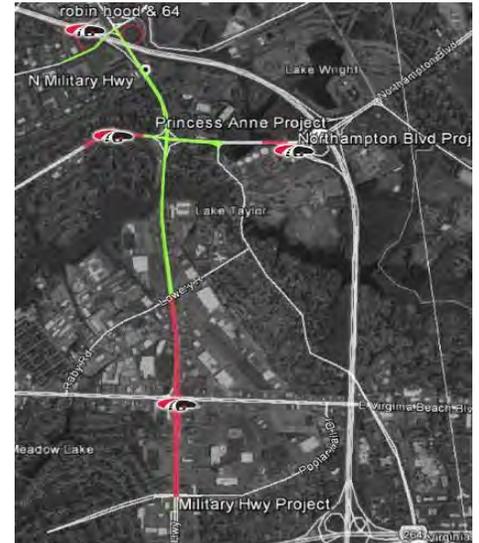
1. I-64 / Route 15 DDI, Zion Crossroads, VA
2. Fall Hill Avenue & Mary Washington Boulevard Extension, Fredericksburg, VA
3. I-64 to Route 623 Widening & Improvements, Short Pump, VA



**E. V. Williams, Inc. (EVW)** is a leading quality-focused civil contractor in the Hampton Roads VA area. Conveniently headquartered only 3.5 miles from the Military Highway project, personnel and equipment will be available quickly and efficiently to handle any situation, including emergencies. Having completed VDOT projects at the south and north project limits of Military Highway, as well as the west project limit of Princess Anne Road, coupled with a City of Norfolk project at the east project limit of Northampton Blvd., EVW intimately knows the site and its' conditions. Our local work force, knowledge of local geology and the geotechnical challenges and local experience constructing urban road widening projects with ADT's ranging 30,000-50,000, makes EVW a uniquely-qualified team member.

Local urban road widening projects with similar ADT's include:

1. Military Highway from Military Circle to Lowery Road, including the new bridge over Virginia Beach Boulevard.
2. Route 17 in Newport News with a bridge over Poquoson River (2.8 miles) with Corman.
3. Warwick Boulevard beginning at J. Clyde Morris Blvd. in Newport News. (2 miles).



*Figure 5: Past experience in project environs: Pink reflects locations of EVW's past projects; Green reflects this new Military Highway project.*

**PARSONS** **Parsons Transportation Group Inc. (Parsons)** is an *Engineering News Record Top 10 Design Firm* and has been providing consulting engineering services to public and private clients since 1944. Locally, Parsons provides over 36 years of full-service transportation consultant services experience having developed design plans throughout the commonwealth. In addition to the over 3,400 transportation experts across our firm to draw upon, Parsons has more than 125 local professionals that can be focused on this project and your needs.

Our experience includes many of the Commonwealth's high-profile projects and have recently been highlighted at VTCA and DBIA conferences, such as VDOT's Design-Build I-64 / Route 15 DDI with Corman, and the Design-Build I-395 HOV and Auxiliary Ramp Widening in Alexandria, and other regional design-build projects, including Intercounty Connector, Contracts A and B in Maryland (both with Corman).



Since the design and analysis of Continuous Flow Intersections is like our Diverging Diamond on the I-64/Route 15 Project with only limited standards and history, we have included on our Team Leidos to assist our team in correctly designing the CFI. Leidos, headquartered in Reston, VA is a FORTUNE 500® company that brings a mix of innovative technology and sector expertise to customers in national security, engineering, and health. With employees in Reston, Blacksburg, Fredericksburg, Richmond,

Virginia Beach, and other parts of Virginia, Leidos brings cutting-edge, state-of-the art engineering and technical solutions to meet their customers' transportation needs.

Leidos staff includes published national experts in the study, analysis and guidance development of alternative intersections and interchanges. Staff members have served as lead investigators, contributors, and authors of FHWA's project Developing Guidance for Equations for Alternative Intersections included in the 2015 Highway Capacity Manual and the Alternative Intersection Selection Toolkit (AIST) (re-branded as CAP-X). This federal level research and guidance development has helped shape the design requirements of CFIs across the country and will ensure an optimized and safe CFI on Military Highway. In addition, Leidos and Parsons



## 3.5 Project Risks

worked on numerous projects together nationwide, including the Woodrow Wilson Bridge for VDOT and MSHA.

## SEVENTH POINT TRANSPORTATION PR

Seventh Point Transportation PR is a certified SWaM marketing and public relations firm specializing in transportation. On behalf of VDOT, they manage results-driven public relations and community outreach programs for some of Virginia’s most complex transportation projects. We have extensive experience and understand road construction, how to mitigate motorist impact and build support. Seventh Point knows how to identify stakeholders, engage the public, create two-way communications, provide information, raise awareness, hear concerns and respond on behalf of the project owner.

Seventh Point’s past and present VDOT Hampton Roads District projects include Hampton Roads District-Wide IV, Design-Build I-264 Pavement Rehabilitation in Virginia Beach, VA, Gilmerton Bridge in Chesapeake, VA, Downtown/ Midtown Tunnels Martin Luther King Project, Engineering Support Services for Hampton Roads District Major Projects, and I-64 Battlefield Boulevard.

### 3.5 PROJECT RISKS

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

The Corman-EVW / Parsons Team employs a five-step Risk Management Approach:

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



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

#### RISK NO. 1: MAINTENANCE OF TRAFFIC, INCLUDING PUBLIC OUTREACH DURING CONSTRUCTION

The current design has major changes in the traffic pattern for Military Highway and the intersecting streets and I-64 ramps. Proposed improvements replace a congested at-grade intersection with a new Continuous Flow Intersection (CFI) at North Hampton Boulevard / Princess Anne Road intersection, road widening for approximately 1.5 miles, a new longer culvert at Broad Creek, a refurbished rail crossing of Military Highway

north of Lake Write Drive, and I-64 bridge abutment modifications on Military Highway and Robin Hood Road. Extensive ROW is required from the numerous abutting commercial establishments, as well as the need

to relocate many utilities along the alignment. These improvements require temporary travel ways, lane shifts, and restricted traffic movements during construction and create entirely new traffic patterns in the long term. *As Corman and Parsons recently successfully completed Virginia's first Diverging Diamond Interchange, we are highly qualified to design and construct the first CFI in the Commonwealth.*

**Why Critical:** ADTs in excess of 55,000 has paralyzed this section of road for years. Introducing road construction and the associated distractions will create new and additional challenges. Adding to this challenge is the fact that this section of road is a “relief” route in the event of an accident slowing traffic on I-64, exacerbating an already slow and frustrating stretch of road.

Travel way and access changes can be confusing, which increases the chances of accidents on roadways under construction. This can also be applied to the new CFI and ramp configurations to I-64. The traffic shifts to accommodate construction on Military Highway, North Hampton Boulevard, Princess Anne Road and at the existing ramp intersection can present significant challenges and confuse motorists, particularly those unfamiliar with current traffic patterns or who do not regularly drive on the corridor. These traffic pattern changes pose a significant safety issue. To clearly define the risk, the following are concerns with the current project design:

- The proposed CFI is in the same location as a traditional intersection with opposing left turn lanes in all four quadrants. These left turn lanes are being replaced with mid-block crossings and offset unopposed left turn lanes on the left side of the roadway. Adding to the complexity is the proximity of these improvements to intersecting side roads and commercial entrances on to Military Highway. Traffic needs to be shifted multiple times to install improvements with many of these shifts involving side traffic from the side entrances.
- The existing I-64 ramp on the NB side of Military Highway, abutment on the SB side of the highway and EB abutment at Robin Hood Road are being modified to increase traffic flow by installing soil nail walls and introducing a pier line in the traffic flow. These improvements could impact the traffic flow on and off the interstate. Introducing a dual lane off-ramp from I-64 to SB Military Highway also presents a potential weave issue with traffic exiting the interstate that want to cross the three through lanes on Military Highway and make the left onto Elizabeth Avenue or North Hampton Boulevard.

#### Impact:

- **Safety** – Vehicles being led into or through an active work zone must be protected from one another and from construction. Temporary traffic controls and protection measures must be in place to avoid accidents and impacts throughout construction. Residents living and shopping along the corridor will experience safety and accessibility concerns during construction. Although pedestrian and bicycle traffic is relatively minor through this section of the Military Highway corridor, safe passage must still be taken into account when developing the Transportation Management Plan (TMP).
- **Public Relations** – Residents and businesses along the corridor will be a main focus when developing the TMP and communication plan. This will ensure that the Corman-EVW / Parsons Team and project meet the needs of the community, major stakeholders, and motorists during construction. The project will require a proactive communications program that includes educating motorists about the new CFI traffic flow. Outreach and education will engage the community to raise awareness, ensure safety and develop positive public perception for the project. With less than 20 CFIs in the US, a comprehensive CFI traffic flow education program will also be required to ensure motorist, cyclist and pedestrian safety once the project is complete.

**Mitigation:** This risk can be effectively managed by first developing a detailed TMP. The Corman-EVW / Parsons Team will develop a Maintenance of Traffic (MOT) and Sequence of Construction (SOC) Plan, including a railroad crossing work plan with a major focus on the safe passage of vehicular, pedestrian, rail, and bicycle traffic and maintaining access for residents and businesses during each construction phase. The same attention will be paid to the final design of the traffic patterns. The Corman-EVW / Parsons Team will emphasize public involvement when developing the TMP and develop a defined schedule for public outreach, as detailed below. Additionally, we will systematically implement the MOT/SOC plans and clearly define traffic movements and construction phases through the road widening, rail crossing installation, bridge underpass improvements, CFI improvements, intersection and commercial entrance improvements, as well as the installation of the new box culvert at Station 125 +/- . The following are examples of implementing an effective TMP:

- Access to destination points, such as Norfolk International Airport, Booz Allen, Lake Wright Executive Center, Lake Taylor Transitional Care, Sentara Leigh Memorial Hospital, Lake Taylor Middle and High Schools, Virginia Wesleyan College, Norfolk Academy, I-64, North Hampton Blvd., Princess Anne Road, and residential neighborhoods and businesses along the Military Highway Corridor will be affected during construction of proposed improvements. Raising public awareness of traffic pattern changes will begin early on and throughout the project. The Team's mitigation strategy develops the TMP early in the design phase and will include a public outreach campaign to lay the groundwork in communicating traffic pattern and access changes. With the CFI improvements and box culvert taking place in multiple phases, the TMP must outline the steps in providing continuous traffic flow throughout the corridor during construction. Russell Thompson (MOT Manager), Krishna Potturi (TMP Manager) and Mike Carosi (Community Involvement), are the leaders who will make thousands of affected motorists aware of the impending changes and duration of potential impacts. We envision partnering with VDOT, City of Norfolk, EMS, State Police, homeowner associations and other local businesses to develop construction sequencing, MOT alternatives and suggestions which generate the most effective means of minimizing impacts and getting the word out on planned improvements.
- The Corman-EVW / Parsons Team will place temporary traffic controls to guide motorists through the construction zone and evaluate each construction phase against the MOT Plan to determine if any adjustments are needed. The temporary travel ways will need to be designed using a WB-67 design vehicle to accommodate truck traffic entering/exiting I-64 and shopping areas, as well as travelling along the Military Highway corridor. Temporary guide signs/pavement markings will be provided along the temporary travel ways and checked frequently for effectiveness and proper placement/maintenance.
- Once the project is awarded, a public information officer will manage public affairs in collaboration with, and on behalf of, VDOT and the City of Norfolk. A communications plan will be developed and submitted to VDOT and the City of Norfolk for feedback and VDOT approval. This plan will build on our past successful public relation best practices for similar projects, such as the I-64 Battlefield Boulevard and the Design-Build I-64/Route 15 DDI. For Battlefield Boulevard, our team successfully partnered with surrounding businesses and residents to deliver awareness and gained significant public support. For Design-Build I-64/Route 15 DDI, we produced an educational video and engaged with motorists and the trucking industry to teach them about the new traffic pattern. Our plan will include similar successful strategies, tactics, schedules, safety awareness program, education, PR risk assessment and mitigation plans.

*“For Design-Build I-64/Route 15 DDI, we produced an educational video and engaged with motorists and the trucking industry to teach them about the new traffic pattern.”*

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

## RISK NO. 2: UTILITIES

Several buried and overhead public and private utilities are within the project limits. The project will require utility design and relocation by public and private utility owners, such as Norfolk Utilities, Dominion Virginia Power, Cox Cable, Virginia Natural Gas, Hampton Roads Sanitation District, Adelphia Business Solutions and Verizon, and utility design reviews and approvals by those entities prior to construction and certain construction milestones.

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

**Why Critical:** VDOT and Design-Build teams have experienced issues with responses and delivery times for private utility relocations on recent projects. This often results in a direct impact to our team's schedule, costing time and money. In addition, the adjacent business will need to have their utilities maintained throughout construction to continue operations.

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

- Conflict with overhead power/lighting throughout the project
- Water main relocation at the future and existing box culverts
- Existing 48" water main under the proposed southbound lanes from Lowery Road to Lake Herbert Drive

- Existing 12” gas main under proposed shoulder of the south bound lanes at the existing box culvert and through the proposed box culvert

Delays associated with utility company designs and construction/relocations are often a critical factor on project schedules. Even though the Corman-EVW / Parsons Team may be paying for their engineering and relocation services, we are at the mercy of the utility companies for timely design and completed relocations if the utility process is not conducted properly. *This is especially important during hurricane season when utility crews are shifted from our work to emergency operations.*

**Mitigation:** Our Team consists of experienced individuals who know how to navigate utility provider procedures and work proactively to resolve issues timely. To mitigate this risk, our Team will utilize the following approach:

- Assign the responsibility to our team’s Lead Utility Coordination Manager who has extensive local experience with the project’s utility owners and “lessons learned” from past projects. Place high emphasis on close coordination with VDOT utility staff for preparation, submittal, and review of the necessary utility relocations to comply with VDOT policies and procedures.
- Our team member and dry utility consultant, Utility Pros, has on staff, past Verizon and Dominion engineers who understand the inner workings of the utilities and how to obtain and supply information to them in the format and detail they want.
- Allow sufficient design and review time for utility providers in the project schedule. Partner with providers to answer questions and facilitate their reviews where possible.
- Identify which utilities will most likely be impacted during project procurement. Include timeframes for coordination and utility designs/reviews in the baseline schedule. Show each potential utility relocation as a separate task in the Work Breakdown Structure (WBS).
- Identify required utility test holes and include as early as possible in the schedule.
- Develop mitigation strategies after project award to minimize/eliminate utility relocations. Engage utility owners early. Work closely with providers and offer recommendations / solutions where appropriate. Set schedule milestones where utility relocation decisions must be made.
- Partner with reviewing agencies and utility owners during design by setting up regular bi-weekly Utility Task Force meetings. This provides the Corman-EVW / Parsons Team constant awareness of utility company/reviewer schedules, potential issues that could result in project delays and the need for additional information/clarification to complete their designs/reviews and remain on schedule.
- Utilize DB staff for utility designs or construction activities should utility companies not have the resources to perform the work per the proposed project schedule.

**Role of VDOT and other Agencies:** None.

### RISK NO. 3: GEOTECHNICAL

The geotechnical reports included in the RFP indicate very soft gray lean and fat clays in the marsh areas and loose to medium dense sand with layers of firm clay in other areas. Pavement cores near the proposed culvert indicated surface asphalt about 12” to 14” thick. This layer of surface asphalt likely represents multiple overlays and can be an indication of roadway settlement at this location. The Pipe and Culvert Report included borings up to about 85’ deep that indicated a relatively stiff crust of soil consisting of 5’ of loose sand or firm clay, over about 65’ to 70’ of loose sand and soft clay with layers of organic clay. This area is in a marsh associated with Broad Creek. The Soil Nail Wall borings drilled from the I-64 roadway grade encountered dense sand fill to the bottom of the embankment elevation, over loose to firm natural sand. Ground water was encountered at depths of about 1’ to 10’ in the Soil Survey and Culvert and Pipe borings. Ground water depths at the Soil Nail Wall locations were at depths of about 23’ to 33’ below the I-64 roadway grade.

#### Why Critical:

- **Presence of soft, organic clay where Military Highway crosses the marsh associated with Broad Creek:** The roadway needs to be widened at this location requiring placement of fill on the north and southbound outsides. This fill will result in settlement of the soft organic clay that could require months or years to dissipate. Variable thickness of the new fill could also lead to unacceptable differential settlement. If the crust of soils above the soft organic clay is actually thinner than shown in the preliminary borings, the

culvert and storm drains may have to be supported on deep foundations. Wick drains used in conjunction with surcharging can accelerate settlement, which still could require several months waiting time for settlements to dissipate. In addition, the stability of normal 2H:1V slopes can be a problem. ***If not mitigated properly, the schedule would be affected. In addition, settlements could continue after construction completion resulting in additional cost of repairs, MOT, etc.***

→ **Presence of sand fill at the bridge abutment areas where soil nail walls are being considered:** Although this sand is dense and unsaturated, it contains a relatively small amount of fines which may not stand long enough during installation of the soil nails and shotcrete. ***Any sloughing of soils exposed during soil nail installation on eastbound Robin Hood Road could result in voids developing below the I-64 pavements. The threat of this occurring in areas where sidewalks are to be constructed is much less because excavation will be further away from the abutments.***

→ **Presence of unsuitable soils at the pavement subgrade level:** Unsuitable soils are most likely to be found in the area of the marsh where the ground surface grades are low and soft clay was encountered in the borings. ***This is critical from the standpoint of schedule and cost of mitigating the unsuitable soils.***



Figure 6: London Bridge Road under I-264 constructed by EVW and is similar to proposed EB Robin Hood Road soil nail wall.

**Impact:** Additional costs and time needed could result from the following:

- Remedial construction for excess settlement or slope instability of the roadway in the wetland/marsh area along Military Highway.
- Remedial construction or changing the approach to install soil nail walls.
- Excess unsuitable soils requiring removal or stabilization.

**Mitigation:** Includes those performed during design to reduce unknowns and to incorporate mitigation measures into the design, and those performed during construction to minimize costs and delays. Mitigation strategies are as follows:

- Perform additional borings and laboratory testing to better delineate the concerns, including undisturbed sampling and testing of clay soils to evaluate settlement.
- Cone penetrometer testing with pore-pressure dissipation testing for design of possible wick drains, and dilatometer testing to evaluate settlement and stability.
- Triaxial shear strength testing on the soils below the marsh associated with Broad Creek for slope stability analyses.
- Characterize the subsurface conditions and calculate to decide if the potential concerns are likely to occur.
- Select appropriate foundations system for the culvert.
- Include standardized remedial designs on the plans to illustrate how to mitigate impacts during construction.
- Perform quality QA/QC services to identify unsuitable situations and mitigate them.
- Monitor various aspects of construction such as embankment settlement and mitigate as needed.

During design, the team will identify issues and options to work towards an optimal solution. In addition, the Design team will be involved with the field crews during construction to ensure the mitigation built into the design is carried forward during construction.

**Role of VDOT and other Agencies:** None.



Appendix

**ATTACHMENT 3.1.2**

**Project: 0165-122-V04**

**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	16-18
<b>Acknowledgement of RFQ, Revision and/or Addenda</b>	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	19-20
<b>Letter of Submittal (on Offeror's letterhead)</b>				
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	21
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	22-34
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	35-36
Evidence of obtaining bonding	NA	Section 3.2.9	no	37-42

**ATTACHMENT 3.1.2**

**Project: 0165-122-V04**

**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	43-44
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	45-57
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	58-69
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	70-72
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	64
<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	3
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	73-74
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	75-76
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	77-78
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	79-80
Key Personnel Resume – Traffic Operations Designer and Manager	Attachment 3.3.1	Section 3.3.1.6	no	81-82
Key Personnel Resume – Lead Utility Coordination Manager	Attachment 3.3.1	Section 3.3.1.7	no	83-84

**ATTACHMENT 3.1.2**

**Project: 0165-122-V04**

**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>
Organizational chart	NA	Section 3.3.2	yes	8
Organizational chart narrative	NA	Section 3.3.2	yes	6-9
<b>Experience of Offeror's Team</b>				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	85-87
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	88-90
<b>Project Risk</b>				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	11-15

**ATTACHMENT 2.10**

**COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00001765DB81  
PROJECT NO.: 0165-122-V04

**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 12/12/2014  
(Date)
2. Cover letter of \_\_\_\_\_  
(Date)
3. Cover letter of \_\_\_\_\_  
(Date)

 _____ SIGNATURE	<u>1/29/15</u> _____ DATE
Arthur C. Cox, III _____ PRINTED NAME	Vice President _____ TITLE

**ATTACHMENT 2.10**

**COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00001765DB81  
PROJECT NO.: 0165-122-V04

**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.

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1. Cover letter of RFQ 12/12/2014  
(Date)
2. Cover letter of \_\_\_\_\_  
(Date)
3. Cover letter of \_\_\_\_\_  
(Date)

  
\_\_\_\_\_  
SIGNATURE

01/29/2015  
\_\_\_\_\_  
DATE

James A. Openshaw, III  
\_\_\_\_\_  
PRINTED NAME

President  
\_\_\_\_\_  
TITLE

**ATTACHMENT 3.2.6**

**State Project No. 0165-122-V04**

**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>
Affiliate (Parent)	CG Enterprises, Inc.	12001 Guilford Road, Annapolis Junction, MD 20701
Affiliate (Sister)	Corman Marine Construction, Inc.	711 East Ordnance Road, Suite 715, Baltimore, MD 21226
Affiliate (Joint Venture)	CK Constructors, A Joint Venture	12001 Guilford Road, Annapolis Junction, MD 20701
Affiliate (Joint Venture)	Intercounty Constructors Joint Venture	120 White Plains Road, Suite 310, Tarrytown, NY 10591
Affiliate (Joint Venture)	MD 200 Constructors, A Joint Venture	450 Dividend Drive, Peachtree City, GA 30269
Affiliate (Joint Venture)	Wagman, Corman, McLean Joint Venture	3290 North Susquehanna Trail, York, PA 17406
Affiliate (Joint Venture)	Corman-Wagman, A Joint Venture	12001 Guilford Road, Annapolis Junction, MD 20701
Affiliate (Joint Venture)	KC Constructors, A Joint Venture	1800 South Bell Street, Suite 300, Arlington, VA 22202
Parent	The Branch Group	P. O. Box 4004, Roanoke, VA 24022
Subsidiary	E. V. Williams, Inc.	925 South Military Highway, Virginia Beach, VA 23464
Subsidiary	Branch Highways, Inc.	P. O. Box 4004, Roanoke, VA 24022
Subsidiary	Branch & Associates, Inc.	P. O. Box 40051, Roanoke, VA 24022
Subsidiary	G. J. Hopkins, Inc.	P. O. Box 12467, Roanoke, VA 24025

**ATTACHMENT NO. 3.2.7(a)**

**CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS**

Project No.: 0165-122-V04

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

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

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

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

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

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

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

	1/29/15	Vice President of Corman Construction
Signature	Date	Title

Corman-E.V. Williams, a Joint Venture  
Name of Firm

**ATTACHMENT NO. 3.2.7(a)**

**CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS**

Project No.: 0165-122-V04

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

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

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

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

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

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

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

	1/29/15	Vice President
Signature	Date	Title

Corman Construction, Inc.

---

Name of Firm



**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0165-122-V04

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

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

*[Handwritten Signature]*      *1/15/2015*      *Vice President*  
Signature                      Date                      Title

*PARSONS TRANSPORTATION GROUP INC.*  
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0165-122-V04

1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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

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

      1/9/15      President  
Signature                      Date                      Title

Kerr Environmental Services  
Name of Firm

11

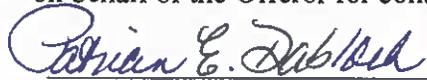
**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0165-122-V04

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
  
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

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

	1/12/2015	President
Signature	Date	Title

Diversified Property Services, Inc.

Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0165-122-V04

1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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

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



1/8/2015

Executive Vice President - Christopher Griffith, PE, CCM

Signature

Date

Title

KCI Technologies, Inc.

Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0165-122-V04

1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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

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



\_\_\_\_\_  
Signature

01.13.15

\_\_\_\_\_  
Date

Vice President Public Affairs  
Transportation Project Manager

\_\_\_\_\_  
Title

**Seventh Point Transportation PR**

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

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0165-122-V04

1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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

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

*Teroldo Iyob*                      1/7/15                      President  
Signature                      Date                      Title

Athavale, Lystad & Associates, Inc.  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0165-122-V04

1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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

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

	January 8, 2015	President
Signature	Date	Title

Rice Associates, Inc.  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0165-122-V04

1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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

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

  
Signature

1-26-15  
Date

Elizabeth Horan, Contracts Representative  
Title

Leidos, Inc.

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

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0165-122-V04

1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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

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

A.W. White      1/8/15      SVP  
Signature                      Date                      Title

Utility Professional Services, Inc.  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0165-122-V04

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
  
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

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

<u>Edward G. Draker</u>	<u>1/13/15</u>	<u>Senior Vice President</u>
Signature	Date	Title

Schnabel Engineering Consultants, Inc.  
Name of Firm



COMMONWEALTH OF VIRGINIA



# CERTIFICATE OF QUALIFICATION

## CORMAN CONSTRUCTION, INC.

Vendor Number: C097

In accordance with the Regulations of the Virginia Department of Transportation, your firm is hereby notified that the following Rating has been assigned to your firm:

**PREQUALIFIED**

Your firm specializes in the noted Classification(s):

**GRADING; MAJOR STRUCTURES; MINOR STRUCTURES; UNDERGROUND UTILITIES**

Issue Date: March 31, 2014

This Rating and Classification will Expire: March 31, 2015

Suzanne FR Lucas, State Prequalification Officer

Don E. Sillies, State Contract Officer

It is not permissible to alter this document, use after posted expiration date, or use by persons or firms other than those named on this certificate.

TRANSPORT - E22  
LSPPREQ

COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION  
PREQUALIFIED VENDORS SORTED BY VENDOR NAME  
THIS LIST INCLUDES ALL PREQUALIFIED LEVELS  
AS OF 01/09/2015  
- W -

01/09/2015  
4:35 PM  
PAGE 459

=====  
W488  
E. V. WILLIAMS, INC.  
PREQ. EXP : 10/31/2015

--PREQ ADDRESS ----- WORK CLASSES (LISTED BUT NOT LIMITED TO)  
P. O. BOX 65128 002 - GRADING  
VIRGINIA BEACH, VA 23467-5128 005 - DRAINAGE STRUCTURES  
PHONE : 757-420-1140 006 - PORTLAND CEMENT CONCRETE PAVING  
FAX : 757-420-6518 045 - UNDERGROUND UTILITIES

BUSINESS CONTACT: MILLER, DENNIS JAMES  
EMAIL: ESTIMATING@EVWILLIAMS.COM

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

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

=====  
W029  
S. L. WILLIAMSON COMPANY, INCORPORATED  
PREQ. EXP : 10/31/2015

--PREQ ADDRESS ----- WORK CLASSES (LISTED BUT NOT LIMITED TO)  
P. O. BOX 648 002 - GRADING  
CHARLOTTESVILLE, VA 22902-0648 004 - ASPHALT CONCRETE PAVING  
PHONE : 434-295-6137 005 - DRAINAGE STRUCTURES  
FAX : 434-977-7852

BUSINESS CONTACT: WILLIAMSON, BLAIR KILLEY  
EMAIL: BLAIR@SLWILLIAMSON.COM

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

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

=====



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

January 29, 2015

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

Re: Corman Construction, Inc. – Surety Qualification  
In Association with a JV Proposal with E.V. Williams, Inc.  
Design/Builder for the Military Highway Continuous Flow Intersection Project  
Project No.: 0165-122-V04 / Contract ID No.: C00001765DB81

Dear Mr. Stevenson:

As Surety for Corman Construction, Inc., Fidelity and Deposit Company of Maryland and Zurich American Insurance Company with A.M. Best Financial Strength Ratings “A+” and Financial Size Category “XV” are capable of providing 100% Performance Bond & 100% Labor and Materials Payment Bond in the anticipated amount of \$60,000,000.00 and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this project.

If Corman Construction, Inc., as a member of the Joint Venture, is short-listed and/or awarded a contract for the referenced project and requests that we provide the necessary Bid and Performance and Payment Bonds, we will be prepared to execute the bonds subject to our acceptable review of the contract terms and conditions, bond forms and any other underwriting considerations at the time of the request.

Fidelity and Deposit Company of Maryland and Zurich American Insurance Company are proud to have represented Corman Construction, Inc.’s as its surety for over twenty (20) years. Based on Corman Construction, Inc.’s financial strength and track record, we are prepared to consider jobs of \$150,000,000 single/\$400,000,000 aggregate total program.

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Robert A. Chlada", is written over a faint circular stamp.

Robert A. Chlada,  
Attorney-in-Fact



# Commonwealth of Virginia

## STATE CORPORATION COMMISSION

July 1, 2014

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

is hereby licensed to transact the business of

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

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

ID: 39306



State Corporation Commission  
Bureau of Insurance

By: *Jacqueline K. Cuffman*  
Commissioner

**FIDELITY AND DEPOSIT COMPANY**

OF MARYLAND

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

**Statement of Financial Condition  
As Of December 31, 2013**

**ASSETS**

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

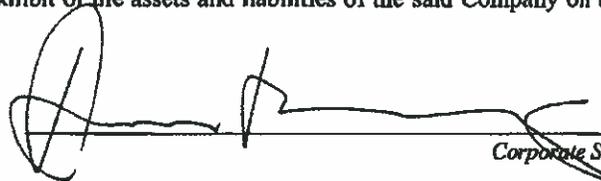
**LIABILITIES, SURPLUS AND OTHER FUNDS**

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

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

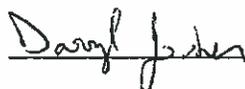
Securities carried on the basis prescribed by the National Association of Insurance Commissioners. On the basis of market quotations for all bonds and stocks owned, the Company's total admitted assets at December 31, 2013 would be \$223,222,696 and surplus as regards policyholders \$172,675,461.

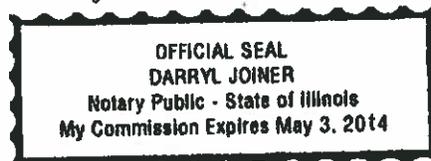
I, DENNIS F. KERRIGAN, Corporate Secretary of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing statement is a correct exhibit of the assets and liabilities of the said Company on the 31st day of December, 2013.

  
 \_\_\_\_\_  
 Corporate Secretary

State of Illinois }  
City of Schaumburg } SS:

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

  
 \_\_\_\_\_  
 Notary Public



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

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Maryland, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Maryland (herein collectively called the "Companies"), by THOMAS O. MCCLELLAN, Vice President, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint Joseph A. PIERSON, Robert A. CHLADA, Cynthla M. CHARVAT, Dennis C. OURAND, Steven A. DZURIK, JR., John J. MARKOTIC and Diane S. LOUGHRY, all of Hunt Valley, Maryland, EACH its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: any and all bonds and undertakings, and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York., the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland., and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland., in their own proper persons.

The said Vice President does hereby certify that the extract set forth on the reverse side hereof is a true copy of Article V, Section 8, of the By-Laws of said Companies, and is now in force.

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND, this 21st day of August, A.D. 2014.

ATTEST:

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



By: Eric D. Barnes  
Assistant Secretary  
Eric D. Barnes

Thomas O. McClellan  
Vice President  
Thomas O. McClellan

State of Maryland  
City of Baltimore

On this 21st day of August, A.D. 2014, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, THOMAS O. MCCLELLAN, Vice President, and ERIC D. BARNES, Assistant Secretary, of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, depose and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

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

Constance A. Dunn

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



**EXTRACT FROM BY-LAWS OF THE COMPANIES**

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

**CERTIFICATE**

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 29th day of January, 2015.



*Michael Bond*

Michael Bond, Vice President

Employee Owned



Est. 1864

10 Franklin Road, SE  
Suite 550  
Roanoke, VA 24011  
Tel (540) 343-8071  
Fax (540) 345-2958

Charlotte  
Greensboro  
Knoxville  
Lynchburg  
Nashville  
Raleigh  
Richmond

January 16, 2015

Virginia Department of Transportation  
1401 E. Broad Street  
Richmond, VA 23219

Re: E. V. Williams, Inc.  
Project: Military Highway Continuous Flow Intersection

Dear Sir or Madam:

E. V. Williams, Inc., a subsidiary of The Branch Group, Inc., has been a client of The Hartford Insurance Group for over 19 years. During that time, we have supported The Branch Group in their pursuit of projects in the \$150,000,000 range and total programs in excess of \$850,000,000.

We are prepared to provide 100% Performance and Payment Bonds on the referenced project, provided the corporation accepts an award of the contract and makes application to us on or about the time the work is to commence, and we are satisfied with the prevailing underwriting conditions, including but not limited to acceptable contract terms and job specifications, acceptable bond forms, and confirmation of full financing.

E. V. Williams, Inc.'s bonds are issued through Hartford Fire Insurance Company which is listed on the U. S. Treasury Department List and has an A. M. Best Rating of A. They are licensed to transact business in the Commonwealth of Virginia.

We recommend this contractor highly and should you have questions, please let us know.

This letter will expire one hundred and eighty (180) days from the above date.

Sincerely,

HARTFORD FIRE INSURANCE COMPANY

Theresa S. Stump  
Attorney-In-Fact

cc: E. V. Williams, Inc.  
The Hartford Insurance Group

## ATTACHMENT 3.2.10

### State Project No. 0165-122-V04

#### 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>
<b>Corman Construction</b>	F046798-7	Foreign	Active/In Good Standing	12001 Guilford Road Annapolis Junction MD 20701	Class A Contractor	2701014794	10/31/2015
<b>E.V. Williams, Inc.</b>	0478466-6	Corporation	Active/In Good Standing	925 S. Military Highway P. O. Box 65128 Va. Beach, VA 23467	Class A Contractor	2705037384	2/28/2015
<b>Parsons Transportation Group Inc.</b>	F194302-8	Foreign Corporation	Active/In Good Standing	4701 Hedgemore Drive Charlotte, NC 28209* *Address provided is of licensing contact, DPOR license is for Washington, DC headquarters	Engineering	0407006418	12/31/2015
				4701 Hedgemore Drive Charlotte, NC 28209* *Address provided is of licensing contact, DPOR license is for Fairfax, VA regional office, which recently moved to Tysons, VA	Engineering	0411001042	2/29/2016
<b>Kerr Environmental Services</b>	0578235-4	S Corp.	Active/In Good Standing	1008 Old Virginia Beach Road, Suite 200 Virginia Beach, VA 23451	Engineering	0407005065	12/31/2015
<b>Diversified Property Services</b>	F130410-6	S Corp	Active/In Good Standing	20 E Timonium Road Suite 111 Timonium, MD 21093	Real Estate Appraiser Board Appraisal Business Registration	4008 001190	11/30/2016

**ATTACHMENT 3.2.10**

**State Project No. 0165-122-V04**

**SCC and DPOR Information**

<b>KCI Technologies</b>	F059869-0	Foreign	Active/In Good Standing	6802 Paragon Place Suite 410 Richmond, VA 23230	Engineering	0411000938	2/29/2016
<b>Seventh Point, Inc.</b>	0267541-1	Corporation	Active/In Good Standing	N/A	N/A	N/A	N/A
<b>Athavale, Lystad &amp; Assocs., Inc. (ALA)</b>	F060584-2	Corporation	Active/In Good Standing	8180 Greensboro Drive, # 550 McLean, VA 22102	Engineering	0407002804	12/31/2015
<b>Rice Associates</b>	0331662-7	Corporation	Active/In Good Standing	3145 Virginia Beach Blvd., Suite 103 Virginia Beach, VA 23452	Land Surveying	0411000877	2/29/2016
<b>Leidos Consulting Engineers, Inc.</b>	F121441-2	Foreign	Active/In Good Standing	2020 Kraft Dr., Suite 2000 Blacksburg, VA 24060	APELSCIDLA	0411000780 (in renewal process)	2/29/2016
<b>Utility Pros</b>	0588987-8	Corporation	Active/In Good Standing	P.O. Box 923 Colonial Beach, VA 22443	Engineering	0407005942	12/31/2015
<b>Schnabel Engineering Consultants</b>	0712674-1	Corporation	Active, In Good Standing	9800 JEB Stuart Pkwy. Suite 100 Glen Allen, VA 23059	Engineering	0411000700	2/29/2016

**DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)**

<b>Business Name</b>	<b>Individual's Name</b>	<b>Office Location Where Professional Services will be Provided (City/State)</b>	<b>Individual's DPOR Address</b>	<b>DPOR Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
<b>Parsons Transportation Group</b>	Joshua Wade, PE	Tysons, VA	43346 Riverpoint Drive Leesburg, VA 20176	PE	0402032924	1/31/2017
<b>KCI Technologies</b>	M. Dow Lasitter, III, PE	Richmond, VA 23230	8605 Oakcroft Drive Richmond, VA 23229	PE	0402043482	5/31/2015
<b>Parsons Transportation Group</b>	Sunita Nadella, PE, PTOE	Tysons, VA	2950 Kaylyssa Court Marietta, GA 30062	PE	0402053066	9/30/2016

An ALERT to Virginia Corporations Regarding Solicitations from VIRGINIA COUNCIL OF CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website

C



CISM0180

CORPORATE DATA INQUIRY

01/15/15

10:41:21

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

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

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

CITY: GLEN ALLEN STATE : VA ZIP: 23060  
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143  
 ACCEPTED AR#: 214 17 5971 DATE: 12/22/14 HENRICO COUNTY  
 CURRENT AR#: 214 17 5971 DATE: 12/22/14 STATUS: A ASSESSMENT INDICATOR: 0  

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	100.00					1,000

(Screen Id:/Corp\_Data\_Inquiry)

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Virginia



CISM0180

CORPORATE DATA INQUIRY

01/14/15

11:55:22

CORP ID: 0478466 - 6 STATUS: 00 ACTIVE STATUS DATE: 03/07/13  
CORP NAME: WILLIAMS, INC., E. V.

DATE OF CERTIFICATE: 01/27/1997 PERIOD OF DURATION: INDUSTRY CODE: 00  
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK  
MERGER IND: CONVERSION/DOMESTICATION IND:  
GOOD STANDING IND: Y MONITOR INDICATOR:  
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
R/A NAME: MELANIE F WHEELER

STREET: 442 RUTHERFORD AVE NE AR RTN MAIL:

CITY: ROANOKE STATE : VA ZIP: 24016  
R/A STATUS: 2 OFFICER EFF. DATE: 01/11/08 LOC : 217  
ACCEPTED AR#: 214 02 8763 DATE: 01/27/14 ROANOKE CITY  
CURRENT AR#: 214 02 8763 DATE: 01/27/14 STATUS: A ASSESSMENT INDICATOR: 0  
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
15 100.00 100.00 5,000

(Screen Id:/Corp\_Data\_Inquiry)

# Commonwealth of Virginia



## State Corporation Commission

### CERTIFICATE OF GOOD STANDING

*I Certify the Following from the Records of the Commission:*

That E. V. WILLIAMS, INC. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is January 27, 1997;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:  
January 14, 2015*

*Joel H. Peck*

*Joel H. Peck, Clerk of the Commission*

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Commonwealth of Virginia  
State Corporation Commission

C

Vir

CISM0180

CORPORATE DATA INQUIRY

01/21/15

15:06:58

CORP ID: F194302 - 8 STATUS: 00 ACTIVE STATUS DATE: 10/08/13  
CORP NAME: PARSONS TRANSPORTATION GROUP INC.

DATE OF CERTIFICATE: 10/08/2013 PERIOD OF DURATION: INDUSTRY CODE: 00  
STATE OF INCORPORATION: IL ILLINOIS STOCK INDICATOR: S STOCK  
MERGER IND: CONVERSION/DOMESTICATION IND:  
GOOD STANDING IND: Y MONITOR INDICATOR:  
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX ROAD, SUITE 285

AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060  
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143  
ACCEPTED AR#: 214 15 2462 DATE: 10/23/14 HENRICO COUNTY  
CURRENT AR#: 214 15 2462 DATE: 10/23/14 STATUS: A ASSESSMENT INDICATOR: 0  
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
14 100.00 100.00 CR 500

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CORPORATE DATA INQUIRY

01/21/15

15:18:16

CORP ID: 0578235 - 4 STATUS: 00 ACTIVE STATUS DATE: 06/04/07  
 CORP NAME: KERR ENVIRONMENTAL SERVICES CORP.

DATE OF CERTIFICATE: 05/28/2002 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: MARK R BAUMGARTNER

STREET: PENDER & COWARD PC AR RTN MAIL:  
 222 CENTRAL PARK AVE STE 400

CITY: VIRGINIA BEACH STATE : VA ZIP: 23462 3026

R/A STATUS: 4 ATTORNEY EFF. DATE: 03/22/12 LOC : 228

ACCEPTED AR#: 214 06 2784 DATE: 04/02/14 VIRGINIA BEACH

CURRENT AR#: 214 06 2784 DATE: 04/02/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	100.00					5,000

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CORPORATE DATA INQUIRY

01/21/15

16:00:01

CORP ID: F130410 - 6 STATUS: 00 ACTIVE STATUS DATE: 07/01/09  
 CORP NAME: **DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC. (UNINCORPORATED)**  
**SED IN VA BY: DIVERSIFIED PROPERTY SERVICES, INC.)**

DATE OF CERTIFICATE: 08/05/1997 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: BRENDAN R HANTZES

STREET: 3771 VERMACCHIA DR AR RTN MAIL:

CITY: CHANTILLY STATE : VA ZIP: 20151  
 R/A STATUS: 2 OFFICER EFF. DATE: 08/09/02 LOC : 129  
 ACCEPTED AR#: 214 11 7551 DATE: 08/07/14 FAIRFAX COUNTY  
 CURRENT AR#: 214 11 7551 DATE: 08/07/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	100.00					5,000

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(Screen Id:/Corp\_Data\_Inquiry)



Commonwealth of Virginia  
State Corporation Commission

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CISM0180

CORPORATE DATA INQUIRY

01/08/15

11:41:20

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

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

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

CITY: RICHMOND STATE : VA ZIP: 23219

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

ACCEPTED AR#: 214 17 7020 DATE: 12/29/14 RICHMOND CITY

CURRENT AR#: 214 17 7020 DATE: 12/29/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	100.00					1,000

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Commonwealth of Virginia  
State Corporation Commission

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CISM0180

CORPORATE DATA INQUIRY

01/15/15

09:30:27

CORP ID: 0267541 - 1 STATUS: 00 ACTIVE STATUS DATE: 04/17/06  
CORP NAME: Seventh Point, Inc.

DATE OF CERTIFICATE: 03/04/1985 PERIOD OF DURATION: INDUSTRY CODE: 00  
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK  
MERGER IND: CONVERSION/DOMESTICATION IND:  
GOOD STANDING IND: Y MONITOR INDICATOR:  
CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:  
R/A NAME: ALBERT H POOLE

STREET: 4705 COLUMBUS ST

AR RTN MAIL:

CITY: VIRGINIA BEACH STATE : VA ZIP: 23462 6749  
R/A STATUS: 4 ATTORNEY EFF. DATE: 03/24/98 LOC : 228  
ACCEPTED AR#: 214 04 7752 DATE: 03/07/14 VIRGINIA BEACH  
CURRENT AR#: 214 04 7752 DATE: 03/07/14 STATUS: A ASSESSMENT INDICATOR: 0  
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
15 100.00 100.00 3,000

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Commonwealth of Virginia  
State Corporation Commission

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CISM0180

CORPORATE DATA INQUIRY

01/21/15

16:26:14

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

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

STREET: 1900 GALLOWS RD STE 700

AR RTN MAIL:

CITY: TYSONS CORNER STATE : VA ZIP: 22182  
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 09/01/12 LOC : 129  
ACCEPTED AR#: 214 03 4212 DATE: 02/06/14 FAIRFAX COUNTY  
CURRENT AR#: 214 03 4212 DATE: 02/06/14 STATUS: A ASSESSMENT INDICATOR: 0  
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
15 100.00 100.00 1,000

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CORPORATE DATA INQUIRY

01/21/15

16:29:35

CORP ID: 0331662 - 7 STATUS: 00 ACTIVE STATUS DATE: 12/15/88  
 CORP NAME: RICE ASSOCIATES, INC.

DATE OF CERTIFICATE: 12/15/1988 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 150.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: DAVID F RICE III

STREET: 10661 GASKINS WAY

AR RTN MAIL:

CITY: MANASSAS STATE : VA ZIP: 20109  
 R/A STATUS: 2 OFFICER EFF. DATE: 11/11/14 LOC : 176  
 ACCEPTED AR#: 214 17 8173 DATE: 01/05/15 PRINCE WILLIAM  
 CURRENT AR#: 214 17 8173 DATE: 01/05/15 STATUS: A ASSESSMENT INDICATOR: 0  
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
 14 430.00 60,000

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CISM0180

CORPORATE DATA INQUIRY

01/27/15  
20:29:01

CORP ID: F121441 - 2 STATUS: 00 ACTIVE STATUS DATE: 06/12/97  
 CORP NAME: Leidos Consulting Engineers, Inc.

DATE OF CERTIFICATE: 05/11/1995 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: CA CALIFORNIA STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: CT CORPORATION SYSTEM

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

CITY: GLEN ALLEN STATE : VA ZIP: 23060  
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143  
 ACCEPTED AR#: 214 52 1901 DATE: 04/26/14 HENRICO COUNTY  
 CURRENT AR#: 214 52 1901 DATE: 04/26/14 STATUS: A ASSESSMENT INDICATOR: 0  
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
 14 100.00 100

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C



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CISM0180

CORPORATE DATA INQUIRY

01/21/15

16:37:49

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

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

STREET: 390 SHORE DRIVE  
 P.O. BOX 923

AR RTN MAIL:

CITY: COLONIAL BEACH STATE : VA ZIP: 22443  
 R/A STATUS: 2 OFFICER EFF. DATE: 07/16/13 LOC : 196  
 ACCEPTED AR#: 214 16 0263 DATE: 11/04/14 WESTMORELAND CO  
 CURRENT AR#: 214 16 0263 DATE: 11/04/14 STATUS: A ASSESSMENT INDICATOR: 0  

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	100.00					100

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CORPORATE DATA INQUIRY

01/21/15

16:18:33

CORP ID: 0712674 - 1 STATUS: 00 ACTIVE STATUS DATE: 08/12/09  
 CORP NAME: Schnabel Engineering Consultants, Inc.

DATE OF CERTIFICATE: 08/12/2009 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: CT CORPORATION SYSTEM

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

CITY: GLEN ALLEN STATE : VA ZIP: 23060  
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143  
 ACCEPTED AR#: 214 10 8962 DATE: 07/22/14 HENRICO COUNTY  
 CURRENT AR#: 214 10 8962 DATE: 07/22/14 STATUS: A ASSESSMENT INDICATOR: 0  
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
 14 130.00 10,000

(Screen Id:/Corp\_Data\_Inquiry)

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

**EXPIRES ON  
10-31-2015**

**NUMBER  
2701014794**

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

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

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



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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**COMMONWEALTH OF VIRGINIA  
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CONTRACTOR**

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

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

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

101010



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

**EXPIRES ON**  
02-28-2015

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

**NUMBER**  
2705037384

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

EV WILLIAMS INC  
925 SOUTH MILITARY HWY  
PO BOX 65128  
VIRGINIA BEACH, VA 23467-5128



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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

\*CLASSIFICATIONS\* H/H  
NUMBER: 2705037384 EXPIRES: 02-28-2015

EV WILLIAMS INC  
925 SOUTH MILITARY HWY  
PO BOX 65128  
VIRGINIA BEACH, VA 23467-5128



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COMMONWEALTH OF VIRGINIA**

EXPIRES ON  
12-31-2015

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

NUMBER  
0407006418

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

PROFESSIONS: ENG

PARSONS TRANSPORTATION GROUP INC  
ATTN: LICENSING  
4701 HEDGEMORE DRIVE  
CHARLOTTE, NC 28209



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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**COMMONWEALTH OF VIRGINIA**

BOARD FOR APPELSCIDLA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407006418 EXPIRES: 12-31-2015  
PROFESSIONS: ENG  
PARSONS TRANSPORTATION GROUP INC  
ATTN: LICENSING  
4701 HEDGEMORE DRIVE  
CHARLOTTE, NC 28209



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COMMONWEALTH OF VIRGINIA**

**EXPIRES ON**  
02-29-2016

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

**NUMBER**  
0411001042

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

**PROFESSIONS: ENG**

**PARSONS TRANSPORTATION GROUP INC  
ATTN: LICENSING  
4701 HEDGEMORE DRIVE  
CHARLOTTE, NC 28209**



*Nick A. Christner*  
Nick A. Christner, Interim Director

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**COMMONWEALTH OF VIRGINIA**

**BOARD FOR APPLSCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411001042 EXPIRES: 02-29-2016  
PROFESSIONS: ENG  
PARSONS TRANSPORTATION GROUP INC  
ATTN: LICENSING  
4701 HEDGEMORE DRIVE  
CHARLOTTE, NC 28209**



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

EXPIRES ON  
12-31-2015

NUMBER  
0407005065

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

**PROFESSIONS: ENG**

**KERR ENVIRONMENTAL SERVICES CORP  
1008 OLD VIRGINIA BEACH RD  
STE 200  
VIRGINIA BEACH, VA 23451**



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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**COMMONWEALTH OF VIRGINIA**

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

**BOARD FOR APELSCIDLA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407005065 EXPIRES: 12-31-2015  
PROFESSIONS: ENG  
KERR ENVIRONMENTAL SERVICES CORP  
1008 OLD VIRGINIA BEACH RD  
STE 200  
VIRGINIA BEACH, VA 23451**



(PbL)

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

**EXPIRES ON  
11-30-2016**

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

**NUMBER  
4008001190**

**REAL ESTATE APPRAISER BOARD  
APPRAISAL BUSINESS REGISTRATION**

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



*Jay W. DeBoer*  
Jay W. DeBoer, Director

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**COMMONWEALTH OF VIRGINIA**  
REAL ESTATE APPRAISER BOARD  
APPRAISAL BUSINESS REGISTRATION  
NUMBER: 4008001190 EXPIRES: 11-30-2016

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



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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON

02-29-2016

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

NUMBER

0411000938

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

PROFESSIONS: ENG

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



*Nick A. Christner*  
Nick A. Christner, Interim Director

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AND LANDSCAPE ARCHITECTS  
BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG

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



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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ATHAVALLE, LYSTAD & ASSOCIATES

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

PROFESSIONS: LS

RICE ASSOCIATES INC  
3145 VIRGINIA BEACH BLVD  
SUITE 103  
VIRGINIA BEACH, VA 23452



*Nick A. Christner*  
Nick A. Christner, Interim Director

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**COMMONWEALTH OF VIRGINIA**  
BOARD FOR APELSCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000877 EXPIRES: 02-29-2016

PROFESSIONS: LS  
RICE ASSOCIATES INC  
3145 VIRGINIA BEACH BLVD  
SUITE 103  
VIRGINIA BEACH, VA 23452



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# DPOR License Lookup License Number

## 0411000780

**Name**

LEIDOS CONSULTING ENGINEERS INC

**License Number**

0411000780

**License Description**

Business Entity Branch Office Registration

**Business Type**

Corporation

**Rank**

Business Entity Branch Office

**Address**

2020 KRAFT DRIVE SUITE 2000, BLACKSBURG, VA 24060

**Initial Certification Date**

2011-01-12

**Expiration Date**

2016-02-29

**Related Licenses**

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402038982 (LicenseDetail?l=0402038982)	KATZ, BRYAN JEFFREY	Professional Engineer License	Engineering	2016-01-31

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**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION**

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EXPIRES ON  
12-31-2015

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0407005942

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AND LANDSCAPE ARCHITECTS  
BUSINESS ENTITY REGISTRATION  
PROFESSIONS: ENG

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



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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BUSINESS ENTITY BRANCH OFFICE REGISTRATION**

**PROFESSIONS: ENG**

**SCHNABEL ENGINEERING CONSULTANTS, INC  
9800 JEB STUART PKWY  
STE 100  
GLEN ALLEN, VA 23059**



*Jay W. DeBoer*  
Jay W. DeBoer, Director

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**COMMONWEALTH OF VIRGINIA**

**BOARD FOR APESCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
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**PROFESSIONS: ENG  
SCHNABEL ENGINEERING CONSULTANTS, INC  
9800 JEB STUART PKWY  
STE 100  
GLEN ALLEN, VA 23059**



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Telephone: (804) 367-8500

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

JOSHUA SHEPPARD WADE  
43346 RIVERPOINT DRIVE  
LEESBURG, VA 20176



*Jan W. DeBoer*  
Jan W. DeBoer, Director

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BOARD FOR APELSCIDLA  
PROFESSIONAL ENGINEER LICENSE  
NUMBER: 0402032924 EXPIRES: 01-31-2017



JOSHUA SHEPPARD WADE  
43346 RIVERPOINT DRIVE  
LEESBURG, VA 20176

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COMMONWEALTH OF VIRGINIA**

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

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05-31-2015

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0402043482

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AND LANDSCAPE ARCHITECTS  
PROFESSIONAL ENGINEER LICENSE**

**M DOW LASITTER III  
8605 OAKCROFT DR  
RICHMOND, VA 23229**



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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

SUNITA V NADELLA  
2950 KAYLYSSA CT  
MARIETTA, GA 30062



*James W. DeBorja*  
Jay W. DeBorja, Director

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**COMMONWEALTH OF VIRGINIA**

BOARD FOR APELSCIDLA  
PROFESSIONAL ENGINEER LICENSE  
NUMBER: 0402053066 EXPIRES: 09-30-2016

SUNITA V NADELLA  
2950 KAYLYSSA CT  
MARIETTA, GA 30062



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**ATTACHMENT 3.3.1  
KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>			
a. Name & Title:	<b>Jo Ellen Sines -Vice President Project Development</b>		
b. Project Assignment:	<b>Design-Build Project Manager</b>		
c. Name of Firm with which you are now associated:	<b>Corman Construction, Inc.</b>		
d. Years experience: With this Firm <u>34</u> Years With Other Firms <u>1</u> Year	Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):		
	<b>Vice President of Project Development/Sr. Project Manager.....Corman Construction</b>		<b>2006-Present</b>
	Jo Ellen manages highway, bridge and utility construction, cost control, schedule compliance (integrating design and construction), procurement and corporate resources. She is a member of senior management concentrating in innovating contracting with 11 Design-Build projects totaling over \$1.2 Billion, which have been completed on schedule and on budget.		
	<b>Sr. Project Manager/Operations Manager.....Corman Construction</b>		<b>2003-2006</b>
	Provided project oversight, including scheduling, cost control, and planning to identify and mitigate potential delays resulting from design and/or constructability issues that kept projects on track.		
	<b>Project Manager/Engineer.....Corman Construction</b>		<b>1994-2003</b>
	Assigned to heavy highway, bridge and utility projects.		
	<b>Associations/Organizations: VTCA Design-Build Committee, DBIA Mid-Atlantic Region, ARTBA Women Leaders Council, NAWIC, ACI, MAE (Board Member), MTBMA (Board Member) and TRIP (Board Member).</b>		
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	<b>University of Pittsburgh, PA / BS / 1980 / Civil Engineering / Structures</b>		
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	<b>2009 / Design-Build Institute of America (DBIA) / #D651 2009 / Virginia Erosion &amp; Sediment Control DCR Responsible Land Disturber / 31792</b>		
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<ol style="list-style-type: none"> <li><i>Note your specific responsibilities and authorities for each project, not those of the firm.</i></li> <li><i>Note whether experience is with current firm or with other firm.</i></li> <li><i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i></li> </ol> <p><b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b></p>		
Project Name:	<b>DB</b> Design-Build Intercounty Connector Contract A, Montgomery County, MD	Dates:	<b>Jan. 2006-Feb. 2011</b>
Project Role:	<b>Vice President of Project Development</b>	With Current Firm?	<b>Yes</b>
	<p><b>Vice President of Project Development</b> for this \$483.4 million 7.2 miles controlled-access six-lane divided highway with 18 steel girder or precast concrete girder bridges, 630,000 SY HMA pavement which encompassed new access ramps to two major interchanges, MOT and community outreach to 10,000 residents surrounding the corridor. Motorists enter and exit through three interchanges. Jo Ellen steered the project team during preconstruction and procurement by assembling a qualified and experienced team. She was instrumental in forming the environmental team and developing the environmental stewardship program. Jo Ellen also provided management oversight and partnering, supervised project staffing, quality-control program development, and JV monthly/quarterly reviews. <b>Client/Owner: Maryland State Highway Administration</b></p> <p><b>Relevancy: Design-Build, roadway/interchange construction, 18 bridges, onsite coordination with CSX railroad, 400,000 SF sound walls, coordinated utilities with 10 different utility companies and utility relocations were completed at 106 locations, MOT, quality control, public/community outreach. Team member Joshua Wade and Parsons were the Design Lead.</b></p>		
Project Name:	<b>DB</b> Design-Build I-64/Route 15 (Zion Crossroads), Louisa County, VA	Dates:	<b>Sept. 2012-2014</b>
Project Role:	<b>Design-Build Project Manager</b>	With Current Firm?	<b>Yes</b>
	<p>This \$6.8 Million project improves the I-64 Interchange on Route 15 at Zion Crossroads and reconstructs the 0.49 mile stretch of Route 15, improving the Route 15 and Spring Creek Parkway intersection and realigning the existing standard diamond interchange into a Diverging Diamond Interchange (DDI), which is the first one in Virginia. By briefly shifting vehicles to the opposite side of the road, this innovative interchange design eliminates traditional left turns that must cross oncoming traffic. It improves safety by reducing the number of spots where vehicles can collide and handles more than 600 left turns per hour; twice the capacity of a conventional interchange. As <b>Design-Build Project Manager</b>, Jo Ellen was responsible for the design and construction from procurement to completion, assisted in preparing the schedule (integrates design and construction), oversaw construction, and provided construction management expertise and project management, including public relations, and led teams in partnering. Jo Ellen led preconstruction design and procurement which included innovative solutions to the interchange configuration. She developed/coordinated/reviewed designs with design and permitting partner and oversaw permitting, ROW, and utility relocations.</p>		

She led developing and construction phasing, design deliverable schedule and integration of the design and construction schedule. She oversaw the QA/QC program and participated in conflict resolution, risk management, subcontractor qualifications and solicitation/evaluates bids, conducted progress meetings and documented lessons learned. Jo Ellen managed the budget, worked with planning, zoning and building departments and other authorities for approvals and permits; and reviewed construction plans, coordinated drawings for accuracy and value engineering **Client/Owner: Virginia Department of Transportation**

**Relevancy: VDOT Design-Build, first alternative design Intersection in VA, roadway construction, ROW, utility relocations/coordination, MOT, and public relations/community outreach. Team member Joshua Wade was the Design Manager and Parsons was the Lead Design Firm.**

Project Name: **DB** Design-Build I-70 Phase 2D Frederick, MD Dates: Sept. 2010-Aug. 2014

Project Role: Design-Build Project Manager With Current Firm? Yes

As **Design-Build Project Manager**, Jo Ellen was responsible for the design and construction from procurement to completion for this \$37.5 Million project that designs/reconstructs/widens a two-mile section of dual-divided I-70. Reconfigured on- and off-ramps as dedicated lanes to maintain flow from exiting and merging traffic, constructed two new intersection traffic signals, local road reconstruction, and replaced two bridges. Constructed two new CSX/MARC commuter railroad crossings at an intersection and an access road along the tracks. The project eliminated 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. Jo Ellen worked with the design and permitting team developing/coordinating/reviewing designs, developed procurement approaches (including erosion & sediment control), managed the design team during preparation for bid, assisted in determining extent of exploration, integrated job team and participated in plan development, in-house, client and agency reviews, assisted in preparing the schedule (integrated design and construction), oversaw construction, provided construction management expertise and project management, including public relations, and led teams in environmental stewardship programs and partnering. **Client/Owner: Maryland State Highway Administration**

**Relevancy: Design-Build, constructed commuter railroad crossings and coordination, replaced two bridges, utility relocations/coordination, extensive MOT, public relations, and improves safety and efficiency. Team Member Kyle Kern was the Construction Manager.**

Project Name: **DB** Design-Build I-64 & Route 623 Widening & Improvements, Short Pump, VA Dates: Oct. 2013-Present (Substantial Completion Nov. 2015)

Project Role: Design-Build Project Manager With Current Firm? Yes

This \$33.2 Million project widens I-64 from a four-lane to a six lane divided freeway, including additional through lanes constructed to the inside of I-64 in both directions. Interchange improvements include upgrading a traffic signal and widening WB and EB ramps. As **Design-Build Project Manager**, Jo Ellen is responsible for the design and construction from procurement to completion. She manages the design team during preparation for bid, assists in determining extent of exploration, integrates job team, and participates in plan development, in-house, client and agency reviews, assists in preparing the schedule (integrates design and construction), oversees construction, provides project management, including public relations, and leads teams in environmental stewardship programs and partnering. **Client/Owner: Virginia Department of Transportation**

**Relevancy: VDOT Design-Build, roadway construction, bridge, public relations, and utilities.**

Project Name: **DB** Design-Build MD Route 216 US 29 to I-95, Howard County, MD Dates: Sept. 2002-June 2005

Project Role: Design-Build Project Manager With Current Firm? Yes

Design/construction of a 2-mile realignment of MD 216 as a dual-divided highway with 2 signalized intersections, a new off-ramp from I-95 to MD 216 on the heavily-traveled section of I-95 between Baltimore and Washington, DC, roadway reconstruction, utility coordination, installation/relocation of electric, water sewer, gas, fiber optic, and cabling, E&SC, storm drainage, signing, striping, signals and lighting. As **Design-Build Project Manager**, Jo Ellen was responsible for integrating the job team for this \$21.1 Million project. She led preconstruction design and procurement, developed/coordinated/reviewed designs with design and permitting partner, partnered with the Project Management Team on innovative solutions, including bifurcating east and westbound roadways to reduce earthwork), established design-build procedures, oversaw construction, phasing and partnering, assisted in the integrated design and construction schedule and design deliverable schedule. She worked with staff on project management, including planning, QC scheduling and cost management, developed procurement approaches and was responsible for design and construction. **Client/Owner: Maryland State Highway Administration**

**Relevancy: Design-Build, roadway construction, MOT, and utility relocation/coordination.**

\*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: <b>M. Dow Lasitter III, PE - Sr. Construction Manager</b>			
b. Project Assignment: <b>Quality Assurance Manager</b>			
c. Name of Firm with which you are now associated: <b>KCI Technologies, Inc.</b>			
d. Years experience: With this Firm <u>2</u> Years With Other Firms <u>14</u> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):			
<b>Sr. Construction Manager.....KCI Technologies, Inc., Richmond, VA</b>		<b>2013 to Present</b>	
Responsible for construction project management and inspection specializing in QA / QC. VDOT experience ranges from providing geotechnical engineering services to QAM and Independent Assurance Manager, all requiring knowing VDOT Standards for Design-Build, Road and Bridge Specifications and Virginia Test Methods. Dow is certified in all of VDOT's materials testing requirements.			
<b>Construction Services Manager.....S&amp;ME, Inc., Richmond, VA</b>		<b>2007-2012</b>	
Responsible for management, coordination and oversight of materials testing and construction inspections services for projects throughout Virginia. He provided QA/QC/IA inspection and project management services. QAM for several VDOT road and bridge projects allowing him to become experienced in DB process, VDOT Road & Bridge Specifications and Virginia Test Method (VTM) procedures.			
<b>Branch Manager..... S&amp;ME, Inc., Fayetteville, NC</b>		<b>2004-2007</b>	
<b>Construction Services Professional.....S&amp;ME, Inc., Raleigh, NC</b>		<b>2001-2004</b>	
<b>Construction Inspector and Materials Technician...Professional Service Industries, Inc. (PSI), Denver, CO</b>		<b>1998-1999</b>	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>North Carolina State University, Raleigh, NC/BS/1998/Biological &amp; Agricultural Engineering</b> <b>North Carolina State University, Raleigh, NC/Diploma/2011/Construction Management</b> <b>University of Richmond, Richmond, VA/M-MBA/2009</b>			
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>2007/Professional Engineer/Geotechnical/VA #43482</b>			
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b> Dow specializes in QA/QC inspections, construction materials testing, Geotechnical engineering, foundation design and construction management for transportation and infrastructure projects. He brings QAM DB experience utilizing VDOT's Minimum Requirements for QA/QC on Design/Build and PPTA projects, in addition to the VDOT Road and Bridge Specifications and Virginia Test Methods.			
Project Name:	 <b>Design-Build Multiple Bridge Superstructure Replacement, VDOT Region II, VA</b>	Dates:	<b>Summer 2012 to Jan. 2013</b>
Project Role:	<b>Quality Assurance Manager</b>	With Current Firm?	<b>No</b>
This \$10.8 Million project constructed 12 new bridge superstructures throughout Lynchburg and Salem Districts to improve efficiency of the roadway and traffic safety. The new superstructures consisted of three steel girder/concrete cast-in-place deck bridges over a controlled access highway (Route 29), with the remaining eight bridges on secondary roadways. The secondary road superstructures included five concrete voided slabs decks, one steel truss with cast-in-place concrete deck, one glue-laminated timber structure, and one SS-8 steel girder and timber deck. MOT included closed detour routes and staged construction. The varying types of structures provided experience and familiarity with a wide range of bridge designs. Dow's duties included review/implementation of the project's construction <i>Quality Assurance/Quality Control Management Plan</i> , coordination and performance of QA Inspections, QC Inspections, management and review of QA and QC testing, QA/QC Inspection reports, construction material quantities, material certifications, and project's <i>Materials Notebook</i> . He provided contract administration duties, such as reviewing/approving Contractor pay requests to confirm work items and materials were in conformance with contract requirements, provided on-site evaluations and field recommendations to the Contractor for repair of observed structural deficiencies and issuing non-conformance reports, requests for information and oversaw implementation of the corrective action. <b>Client/Owner: Triplett King &amp; Associates/VDOT</b>			
<b>Relevancy: Design-Build, roadway, bridge, TMP, ROW, utility relocation/coordination, QA/QC, improves safety and efficiency.</b>			

Project Name:	 Design-Build Route 609 Bridge Replacement, Matthews County, VA	Dates:	2008
Project Role:	Quality Assurance Manager	With Current Firm?	No

This \$1.6-million project was the complete replacement of an existing bridge, including abutments, foundations and bridge deck. Dow managed, coordinated, and performed QA field inspection and construction materials testing of E&S controls, MOT, aggregate base, asphalt, driven pipe-pile foundations, reinforcing steel, cast-in-place concrete, decking and bolted structural steel connections. He was responsible for review of Daily Inspection Reports, tracking RFIs, non-conformance reports, material quantity and certification records (for the Materials Notebook), reviewing submittals, and ensuring that E&SC Inspections take place as required.

**Client/Owner: Volkert Inc./VDOT**

**Relevancy: Design-Build, roadway, bridge, TMP, QA/QC, improves safety and efficiency.**

Project Name:	 Design-Build Route 619 Roadway Improvements, Sussex County, VA	Dates:	June 2007 - May 2008
Project Role:	Quality Assurance Manager	With Current Firm?	No

Dow was the **Quality Assurance Manager** and Lead Geotechnical Engineer during the \$1.2 Million relocation and construction of approximately 1.2 miles of new asphalt-paved roadway constructed per VDOT *Road and Bridge Specifications*. He oversaw QA/QC inspections, material testing of soil, concrete, aggregate base and asphalt, Contractor's MOT, environmental controls, survey, utility relocation, roadway layout and construction methods. Dow worked closely with the Owner's representative to provide recommendations for under-drain placement to alleviate near-surface water and repair of soft/unsuitable subgrades for support of pavements. He monitored additional work resulting from contract changes, documenting Contractor efforts, labor, work quality and additional materials to verify change-order pay requests. Dow worked closely with the Owner during project close-out to provide "punch-list" inspections, material certifications, QA/QC reports, daily logs and other relevant documents. **Client/Owner: Iluka Mining Company/VDOT**

**Relevancy: Design-Build, roadway, TMP, utility relocation/coordination, QA/QC, improves safety and efficiency**

Project Name:	 Design-Build I-895 Richmond Airport Connector, Richmond, VA	Dates:	Summer 2009 - Summer 2011
Project Role:	Independent Quality Assurance Manager	With Current Firm?	No

**Independent Quality Assurance Manager** for the Design-Build Team providing Independent Assurance (IA) materials testing and IA Inspections utilizing VDOT's Minimum Requirements for QA/QC on Design-Build projects during construction of the Airport Connector Road from the Pocahontas Parkway (I-895) to South Airport Drive at Richmond International Airport. This \$60 Million project consisted of approximately 5,000' of new four-lane divided highway with a new 4-lane bridge over CSX Railroad. The bridge included construction of pre-cast panel retaining walls that provided grade separation for the approaches. The bridge superstructure consisted of abutments supported by driven piles, pre-cast concrete girders with cast-in-place concrete bridge deck. IA services included reinforcing steel, concrete, soil, aggregate and asphalt testing and inspection. **Client/Owner: Louis Berger, Inc./VDOT**

**Relevancy: Design-Build, roadway, bridge, utility relocation/coordination, QA/QC, improves safety and efficiency**

Project Name:	 Design-Build US-1 Widening, Ft. Belvoir, VA	Dates:	March 2014 - Present
Project Role:	Independent Quality Assurance Manager	With Current Firm?	Yes

This \$70 Million project includes design and construction in accordance with FHWA and VDOT standards, widening—from four to six lanes—3.5 miles of U.S. Route 1 from Telegraph Road north to Mount Vernon Memorial Highway and the addition of left and right turn lanes; a multi-use trail, sidewalk, bicycle accommodations, sound walls, drainage and utility relocation and improvements. Retaining walls will be required at several locations to accommodate grade changes and reduce excavation. Extensive outreach is required as this project required coordination with the Dept. of Defense, Fairfax County Dept. of Public Works, VDOT, EFLHD, and the National Historic Trust as part of the project aligns with protected property under Section 106 of the National Historic Preservation Act. KCI is providing a team of IA Inspectors to monitor and oversee compliance with the contract requirements, including traffic control, environmental controls, layout, construction methods, and materials. Dow oversees IA staff that includes part-time presence on site to review of Daily Inspection Reports (DIRs), construction issues and resolution of same. He informs the Client of possible constructive changes and recommending technical solutions; assisting the staff in performing independent estimates, precondition surveys, material submittal and testing procedure reviews as well as measuring material quantities used and updating the project Materials Notebook. **Client/Owner: FHWA/VDOT**

**Relevancy: Design-Build, roadway, bridge, TMP, noise walls, ROW, utility relocation/coordination, QA/QC, improves safety and efficiency. Corman is the Lead Design Build Contractor**

\*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:	Joshua Wade, PE, Principal Project Manager		
b. Project Assignment:	Design Manager		
c. Name of Firm with which you are now associated:	Parsons Transportation Group, Inc.		
d. Years experience: With this Firm <u>20</u> Years With Other Firms <u>0</u> Year	Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):		
<b>Principal Project Manager/Design Director.....Parsons Transportation Group, Inc.</b>		<b>1994-Present</b>	
Joshua has been employed by Parsons for his entire career. Over the past 15 years, he has been the design manager for multiple projects and managed the Virginia design efforts working extensively with Corman. These include the projects shown below and other relevant efforts, including operational improvement projects, such as leading the engineering on the City Line Road project in the Hampton Roads District and alternative configuration analyses, such as those done for VDOT's I-64/Route 15 (Zion Crossroads) Interchange Improvement project with Corman.			
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	<b>University of Maryland University College, Adelphi, MD/MBA/2009/Business Administration</b> <b>University of Maryland, College Park, MD/BS/1993/Civil Engineering</b>		
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	<b>1999 / Professional Engineer/Virginia/#0402032924</b> <b>1999 / Professional Engineer/Maryland/#24467</b>		
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<ol style="list-style-type: none"> <li><i>Note your specific responsibilities and authorities for each project, not those of the firm.</i></li> <li><i>Note whether experience is with current firm or with other firm.</i></li> <li><i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i></li> </ol> <p><b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b></p>		
Project Name:	<b>DB</b> Design-Build Intercounty Connector Contract B, Montgomery County, MD	Dates:	<b>2008-2011(Substantial Complete)</b>
Project Role:	<b>Design Manager</b>	With Current Firm?	<b>Yes</b>
<p>As <b>Design Manager</b>, Josh was responsible for the design efforts of this \$560 Million project consisting of approximately 7 miles of new, controlled access, six-lane tolled roadway and two interchanges: ICC/MD 182 and ICC/MD 650. The MD 650 interchange included a SPUI configuration to reduce impacts on neighboring properties, improve operations along MD 650, and accommodate many utilities in the vicinity. Work also included utility protection designs, relocation and improvements of state and local roads, intersection improvements and structures over major streams. There was pavement design; utility relocations; bridges; retaining walls; noise walls; earth berms; drainage facilities; landscaping; signing, signals, lighting, and pavement markings; tolling infrastructure; ITS devices; public relations support; and environmental compliance. The project had extensive MOT, Communication and QC plans. Josh worked closely with Corman (who was part of the contractor JV), and took a hands-on approach, got involved and oversaw design. He assisted in developing the project schedule, reviewed daily progress, and ensured successful project completion, on time and under budget. His hands-on, team-building approach to the project management ensured full involvement, from the client to each discipline, which resulted in a team atmosphere. This team process, whereby voices were heard and viewpoints involved in early planning and design reviews, meant that, in the end, all designs were the best they could be, reducing impacts and maintaining the schedule and budget. <b>Client/Owner: Maryland State Highway Administration</b></p> <p><b>Relevancy: Design-Build with Corman, many of the same discipline leads, several new and modified intersections, similar widening experience along Route 29, Layhill Road and MD 650, alternative geometric configuration, a SPUI at MD 650, all intersections were interconnected to the control center, MD 650 had many utility conflicts that required planning, relocations or avoidance designs.</b></p>			
Project Name:	<b>DB</b> Design-Build I-64/Route 15 (Zion Crossroads) Interchange Improvements, Louisa County, VA	Dates:	<b>2012-2014</b>
Project Role:	<b>Design Manager</b>	With Current Firm?	<b>Yes</b>

The purpose of this \$6.8 Million project was to improve traffic operations and increase safety at the interchange with I-64 and signals along Route 15 while improving access to the adjacent businesses and land uses. Improvements consisted of a conversion of the interchange configuration from a standard diamond to a diverging diamond interchange (DDI). As **Design Manager**, Joshua worked closely with Corman and was responsible for the design efforts. Parsons' winning concept modified the RFP concept plans and improved maintenance, safety, and operations further while reducing overall costs and construction time. This project is relevant to the Military Highway CFI Project since the DDI configuration is close in operations to the CFI and much of the same guidance and analysis are required. The Zion Crossroads project, per VDOT staff, shows Parsons' and Josh's "resourcefulness in the fact that no true design standards exist for these alternative interchanges." For the Military Highway CFI project, a similar innovative approach will be needed to address the operational issues and minimize impacts to the neighboring businesses and travelling public at this location. This project team also included many of the same design and construction leads so the relationships built will continue to serve VDOT and the project well. **Client/Owner: Virginia Department of Transportation**

**Relevancy: VDOT Design-Build with Corman, many utility conflicts avoided through design, similar MOT scheme, alternative configuration without accepted AASHTO or State standards requiring national expertise, public involvement program developed to educate and build public acceptance.**

Project Name:	 <b>Design-Build I-395 HOV Ramp at Seminary Road with I-395 NB Auxiliary Lane Extension, Alexandria, VA</b>	Dates:	<b>2012-Present</b>
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Project Role:	<b>Design Manager</b>	With Current Firm?	<b>Yes</b>
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As **Design Manager**, Josh is responsible for the design efforts of this \$55.4 Million project whose purpose is to improve traffic operations and increase safety for HOV and transit users working at or near the Mark Center, a new BRAC-related DOD facility, as well as ramp and pedestrian improvements to mitigate impacts of the additional DOD staff on the surrounding neighborhoods and businesses. The project includes a new reversible HOV ramp on I-395, a new pedestrian bridge across I-395, and widening of an existing mainline bridge on I-395. Though the project is not yet completely constructed, the design phase is completed and the majority of the construction will be completed prior to the anticipated NTP for the Military Highway CFI project. This is similar to the Military Highway project since it is in a developed urban corridor, adjacent to significant retail businesses, includes a complex configuration that had to be analyzed, had significant coordination with the locality, businesses and residential neighborhoods, widening of a major roadway and has a significant MOT. In leading all design efforts, Josh guided the team through a successful and completed design phase that included challenges, such as unknown utilities, significant MOT and public outreach. He also oversaw design efforts for the acceleration of the project, such as the design of a tower crane pad, reduced phase MOT and alternative wall design and construction techniques. **Client/Owner: Virginia Dept. of Transportation**

**Relevancy: VDOT Design-Build, interconnected ITS elements and signals, widening of a major roadway, multiple utilities that required avoidance or relocation plans, major existing culvert.**

Project Name:	<b>Woodrow Wilson Memorial Bridge, Alexandria, VA</b>	Dates:	<b>Sept. -Dec. 2007</b>
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Project Role:	<b>Lead Engineer</b>	With Current Firm?	<b>Yes</b>
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The monumental \$680 million Woodrow Wilson Bridge project on the Capital Beltway eliminates one of the nation's worst bottlenecks. Parsons performed all phases of work for the design of this bridge. Initial work included early studies and environmental documentation. Then as a result of winning a blind design competition, Parsons was selected as the prime consultant for the final design to construct the bridge. The bridge separated local and express lanes. The project included extensive MOT to coordinate with the adjacent interchange improvements along the approaches to the bridge, utility relocation and a significant communications and public outreach plan. Parsons achievements have been recognized through 22 awards. Josh was **Lead Engineer** for the preliminary engineering and NEPA phases, contributed to the winning design competition entry, and served as a QC reviewer during the bridge's final design. **Client/Owner: Virginia Dept. of Transportation**

**Relevancy: VDOT project, many signals requiring modification or development, including interconnections, extensive public outreach.**

\*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 – Sr. Superintendent		
b. Project Assignment:	Construction Manager		
c. Name of Firm with which you are now associated:	Corman Construction, Inc.		
d. Years experience: With this Firm <u>25</u> Years With Other Firms <u>0</u> Years	Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):		
	<b>Bridge Foreman / Superintendent / Sr. Superintendent/ Construction Manager.....Corman Construction 1995-Present</b> Kyle's onsite experience led to progressing roles where he supervises complex roadway and bridge projects with many crews and subcontractor / supplier coordination. Corman recognized his expertise and promoted him to a Bridge Foreman in 1995, a Superintendent in 1998, and a Sr. Superintendent / Construction Manager in 2009.		
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	N/A		
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	<b>2014 / VDOT Erosion &amp; Sediment Control Contractor Certification / #1-06762</b> <b>2014 / Virginia Erosion &amp; Sediment Control Responsible Land Disturber / #42214</b>		
g. Document the extent and depth of your experience and qualifications relevant to the Project.	1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b>		
Project Name:	 Design-Build Intercounty Connector Contract A, Montgomery County, MD	Dates:	Sept 2007 – Dec 2010
Project Role:	Sr. Superintendent/Deputy CM	With Current Firm?	Yes
As <b>Sr. Superintendent / Deputy CM</b> for this \$483.4 million 7.2 miles controlled-access six-lane divided highway with 18 steel girder or precast concrete girder bridges, 630,000 SY HMA pavement which encompassed new access ramps to two major interchanges, MOT and community outreach to 10,000 residents surrounding the corridor. Motorists enter and exit through three interchanges. Kyle oversaw up to 14 bridge crews and reviewed the quality control check point procedures with QC / QA team for specification compliance. He was responsible for Bridges 16 and 17, a 600' deck over structure with retaining walls and a signature arch structure spanning Rock Creek. Kyle developed work plans that comply with contract specifications, oversaw material procurement and supplier coordination, reviewed the schedule with management teams, advised / directed field crews, and scheduled / managed subcontractors, construction, equipment, safety, and quality control. He coordinated field activities with the Quality Control team and inspected construction for compliance and schedule adherence. <b>Client/Owner: Maryland State Highway Administration</b> <b>Relevancy: Design-Build, roadway/interchange construction, 18 bridges, onsite coordination with CSX railroad, 400,000 SF sound walls, coordinated utilities with 10 different utility companies and utility relocations were completed at 106 locations, MOT, quality control, public/community outreach. Team member Joshua Wade and Parsons were the Design Lead.</b>			
Project Name:	Route 1 Tie In to Woodrow Wilson Bridge Urban Deck, VA-4, Alexandria, VA	Dates:	2005 - April 2008
Project Role:	Sr. Superintendent/Construction Manager	With Current Firm?	Yes

As **Sr. Superintendent / Construction Manager** for this \$62.7 Million, two-phased, roadway and bridge demolition/reconstruction project, including one mile reconstruction of Washington Street (George Washington Parkway) and widened ½ mile of the I-495 Beltway. Kyle oversaw reconstruction of Washington Street, the I-495 widening, weekend beltway shutdowns for the traffic switches, many lane closures, coordinated with adjacent projects, and oversaw eight bridge and sub-grade crews and up to two utility crews. He developed work plans that comply with contract specifications, oversaw material procurement and supplier coordination, reviewed the schedule with management teams, advised / directed field crews, and scheduled / managed subcontractors, construction, equipment, safety, and quality control. He coordinated field activities with the Quality Control team and inspected construction for compliance and schedule adherence. *Kyle received a VDOT Commissioner's Award for Outstanding Achievement.* **Client/Owner: Virginia Department of Transportation**

**Relevancy: Design-Build elements (ground and surface-mounted noise walls), bridge construction, utility relocations/coordination, pre- and post-construction surveys, MOT, and public relations/community outreach.**

Project Name: **DB** Design-Build I-70 Phase 2D, Frederick, MD Dates: **June 2012 – Nov 2013**

Project Role: **Construction Manager** With Current Firm? **Yes**

As **Construction Manager**, Kyle oversaw roadway widening on South Street, lane closures, traffic switches and bridge construction for this \$37.5 Million project that designs / reconstructs / widens a two-mile section of dual-divided I-70. Reconfigured on- and off-ramps as dedicated lanes to maintain flow from exiting and merging traffic, constructed two new intersection traffic signals, local road reconstruction, and replaced two bridges. Constructed two new CSX/MARC commuter railroad crossings at an intersection and an access road along the tracks. The project eliminated 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. Kyle developed work plans that comply with contract specifications, oversaw material procurement and supplier coordination, reviewed the schedule with management teams, advised / directed field crews, and scheduled / managed subcontractors, construction, equipment, safety, and quality control. He coordinated field activities with the Quality Control team and inspected construction for compliance and schedule adherence. **Client/Owner: Maryland State Highway Administration**

**Relevancy: Design-Build, constructed commuter railroad crossings and coordination, utility relocations, bridges, MOT, improves safety and efficiency. Team Member Jo Ellen Sines was the DBPM.**

Project Name: **US 29 & East Randolph Road / Cherry Hill Road, Burtonsville, MD** Dates: **Dec 2002 – Sept. 2005**

Project Role: **Construction Manager** With Current Firm? **Yes**

As **Construction Manager**, Kyle developed work plans that comply with contract specifications, oversaw material procurement and supplier coordination, reviewed the schedule with management teams, advised / directed field crews, and scheduled / managed subcontractors, construction, equipment, safety, and quality control. He coordinated field activities with the Quality Control team and inspected construction for compliance and schedule adherence. This \$19 Million project was a single-point urban diamond-grade separated interchange at the intersection of US 29 with East Randolph Road with "diamond" ramps running along both sides of US 29 to carry traffic between US 29 and East Randolph Road/Cherry Hill Road, realignment of US 29, a major North/South route connecting Baltimore and Washington Beltways, to improve the curvature along mainline, and widening of East Randolph Road/Cherry Hill Road to accommodate turning and bicycle-compatible outside lanes. The objective was to eliminate the at-grade intersection at Cherry Hill/East Randolph Road and US Route 29. To accomplish this, there was nine phases of Maintenance of Traffic with 13 different traffic patterns. **Client/Owner: Maryland State Highway Administration**

**Relevancy: Roadway/interchange construction, two new bridges, MOT, and utility relocations.**

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

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

Current Assignments	Role	Anticipated Duration
Tidewater Drive & Little Creek Road Reconstruction, Norfolk, VA	Sr. Superintendent/ Construction Manager	Feb. 2014-Feb. 2015

**ATTACHMENT 3.3.1  
KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title:	<b>Sunita Nadella, PE, PTOE, Principal Engineer</b>
b. Project Assignment:	<b>Traffic Operations Designer and Manager</b>
c. Name of Firm with which you are now associated:	<b>Parsons Transportation Group, Inc.</b>
d. Years experience: With this Firm <u>3</u> Years With Other Firms <u>11</u> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):	
<b>Principal Engineer.....Parsons Transportation Group, Inc. 2011-Present</b> Sunita leads the traffic engineering team and has been the lead traffic engineer for multiple projects and several traffic engineering and planning on-call services contracts. These efforts included the projects shown below, as well as other relevant efforts, such as operational improvement and planning projects.	
<b>Sr. Project Manager.....LAI Engineering 2008-2011</b> Sunita led several traffic engineering, planning and on-call services contracts. She led the traffic engineering team and had contracts with local agencies, as well as military bases to conduct traffic engineering services and comprehensive plans. She was responsible for traffic signal design, installation and timing for several corridors in City of Marietta and City of Stone Mountain.	
<b>Project Manager.....Southeastern Engineering Inc. (SEI) 2006 to 2008</b> Sunita led several traffic engineering projects which included, IMR/IJR, corridor studies, traffic operational studies, signal design and timing projects and comprehensive transportation plans.	
<b>Traffic Engineer.....URS Corp. 2002 to 2006</b> Sunita was involved in several traffic studies and signal design projects. She was involved in I-75 Tift County interchange upgrades project which included five interchange modification reports, in signal timing projects for the local community improvement districts (CIDs), and in timing several corridors, some of which included up to 32 intersections.	
<b>Staff Engineer..... MACTEC 2001 to 2002</b> Sunita as the staff engineer at MACTEC (LAW PCS at that time) was involved in FHWA Long-Term Pavement Performance (LTPP) project responsible for traffic data collection, WIM and ESAI calculations and was involved in data processing for pavement design calculations.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>Ohio University, Athens, OH/MS/2001/Civil Engineering</b> <b>Osmania University, India/BE/1998/Civil Engineering</b>	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>2014   Professional Engineer   Virginia   No. 0402053066</b> <b>2007   Professional Engineer   Alabama   No. 29170</b> <b>2008   Professional Engineer   Georgia   No. 033094</b> <b>2012   Professional Engineer   North Carolina   No. 038771</b>	
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b>	
Project Name:	<b>DB Design-Build I-64/Route 15 (Zion Crossroads) Interchange Improvement, Louisa County, VA</b> Dates: <b>2012-2014</b>
Project Role:	<b>Lead Traffic Engineer</b> With Current Firm? <b>Yes</b>
The purpose of this \$6.8 Million project was to improve traffic operations and increase safety at the interchange with I-64 and signals along Route 15 while improving access to the adjacent businesses and land uses. Improvements consisted of a conversion of the interchange configuration from a standard diamond to a diverging diamond interchange (DDI). As the <b>Lead Traffic Engineer</b> , Sunita was involved in utilizing the existing approved VISSIM model and revised it to evaluate proposed changes to the design of the approved diverging diamond design for the interchange. Changes to the approved design included the replacement of dual free-flowing right turning lanes from the ramps with signalized dual right turn lanes (no RTOR) while maintaining same or better LOS for	

all approaches. VISSIM results utilized included intersection delay and LOS, approach delay and LOS as well as queue lengths on approaches. Simulation video was also created for public information meetings. Sunita oversaw the development of the signal timings in Synchro/Simtraffic for all the different stages of MOT plans for construction and the final time-of-day (TOD) signal plans for the DDI and its adjacent intersections. She worked closely with the DOT and contractor for the effective monitoring of signals and fine tuning of clearance timings at different stages of construction with applicable varying speed limits to provide a safe and effective movement of traffic through the interchange during construction. **Client/Owner: Virginia Department of Transportation**

**Relevancy: VDOT Design-Build with Corman, alternative intersections for the DDI, VMS and DMS MOT usage, interconnected signals used to maximize levels of service.**

Project Name:	<b>DB</b> Design-Build I-395 HOV Ramp at Seminary Road with I-395 NB Auxiliary Lane Extension, Alexandria, VA	Dates:	2012-Present
Project Role:	Lead Traffic Engineer	With Current Firm?	Yes

The purpose of this \$55.4 Million project is to improve traffic operations and increase safety for HOV and transit users working at or near the Mark Center, a new BRAC-related DOD facility, as well as ramp and pedestrian improvements to mitigate impacts of the additional DOD staff on the surrounding neighborhoods and businesses. The project includes a new reversible HOV ramp on I-395, a new pedestrian bridge across I-395, and widening of an existing mainline bridge on I-395. Though the project is not yet completely constructed, the design phase is completed and the majority of the construction will be completed prior to the anticipated NTP for the Military Highway CFI project. This is similar to the Military Highway project since it is in a developed urban corridor, adjacent to significant retail businesses, includes a complex configuration that had to be analyzed, had significant coordination with the locality, businesses and residential neighborhoods, widening of a major roadway and has a significant MOT. Sunita, as the **Traffic Lead**, oversaw revising an existing VISSIM model to analyze proposed traffic management options during the construction phase. VISSIM results utilized include intersection delay and LOS, approach delay and LOS, as well as queue lengths on approaches and freeway density and LOS. **Client/Owner: Virginia Dept. of Transportation**

**Relevancy: VDOT Design-Build, interconnected ITS elements and signals, widening of a major roadway, similar MOT.**

Project Name:	<b>DB</b> Design-Build Northwest Corridor Project, Cobb & Cherokee Counties, GA	Dates:	2013-Present
Project Role:	Lead Traffic Engineer	With Current Firm?	Yes

Parsons is lead designer for the largest transportation project in GA. The \$599 Million design-build-finance project includes 29.7 miles of reversible toll lanes along I-75 and I-575 in metropolitan Atlanta. Sunita, as the **Traffic Lead**, oversaw simulation analyses of design alternatives and MOT plans for using VISSIM and CORSIM. Weave, merge and diverge analyses for the alternative managed lane entrances and slip ramp designs. Simulation videos were also created for visualization of design operational performance. Other responsibilities include preparing signing and marking plans; traffic capacity and signal analyses using HCM methodologies and SYNCHRO, as well preparing revised traffic study and any applicable IMR/IJR reports. Sunita is also responsible for signal design and interconnect design to integrate newly built managed lanes reversible ramps to the existing signal systems along the corridor. She will be developing timing plans for the arterials with managed lanes entrances during construction phase and at the opening of the project. **Client/Owner: Archer Western / GDOT**

**Relevancy: Signal analysis throughout the corridor, interconnected signal design, signal timing optimization and installation.**

Project Name:	I-75 Managed Lanes Improvements Environmental Documentation, Henry & Clayton Counties, GA	Dates:	2011-2014
Project Role:	Lead Traffic Engineer	With Current Firm?	Yes

The \$20 Million, 17-mile project included re-design and evaluation of 9 interchanges from SR 54 to SR 155, including the I-75 and I-675 system-to-system interchange. The project work investigated the possibility of adding HOV lanes on both sides of I-75 and investigating the possibility of adding truck lanes to the corridor. Sunita led the VISSIM simulation analyses of existing conditions, future no-build conditions and the proposed alternative conditions. A VISSIM model including I-75 mainline, interchanges, as well as signalized and un-signalized intersections along the cross roads within the project logical termini was created and calibrated to existing conditions for both peak periods. These models were then used as base for the future year no-build and build analyses. The model covered a total of 20 miles along I-75 and included 29 signalized intersections. For the future years, optimized signal timings from SYNCHRO were verified and refined in VISSIM. VISSIM results utilized included the density, travel times and delays for segments along the corridor. **Client/Owner: GDOT**

**Relevancy: Signalized intersection modeling and development, corridor-wide analyses and traffic modeling and optimization.**

\*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>				
<b>a.</b>	<b>Name &amp; Title:</b>	<b>Christopher M. Morris – Superintendent/Utility Coordinator</b>		
<b>b.</b>	<b>Project Assignment:</b>	<b>Utility Coordination Manager</b>		
<b>c.</b>	<b>Name of Firm with which you are now associated:</b>	<b>E. V. Williams, Inc.</b>		
<b>e.</b>	<b>Years experience: With this Firm <u>3</u> Years With Other Firms <u>20</u> Years</b>			
	Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):			
	<b>Utility Coordinator / Superintendent.....E.V. Williams, Inc.</b>	<b>2012-Present</b>		
	Chris was hired as a Utility Coordinator for the \$189 Million roadway project for the City of Chesapeake, Dominion Boulevard. Promoted to Superintendent/Utility Coordinator for VDOT roadway project, Route 17, York County, VA, \$25 Million. Efficient relocation of private and public utilities are critical on these high-profile urban road widening projects.			
	<b>Managing Foreman.....R.R. Baker Infrastructure</b>	<b>2006-2012</b>		
	Chris was responsible for roadway and utility construction. Installation of sanitary sewer, storm sewer drain systems, potable water main, reuse water main, grading and final dress, and erosion control. He was also foreman for traffic control, slope drain installation, and bridge approach, grading of bridge approaches, and slopes. Relocation adjustments and replacements of existing utilities. Installation of electrical and telecommunication ductwork with encasement. Launching and receiving installation stations for sludge main.			
	<b>Project Manager..... ADB Utility Contractors</b>	<b>2002-2004</b>		
	Chris oversaw Florida public utilities for Northeast Florida, including rebuilding power systems, maintaining power, new build construction and Jacksonville Electric Authority projects. Rebuilding underground infrastructure, water and sewer projects. Also, was Manager for ADB horizontal directional drill teams.			
	<b>Project Engineer ..... Hartco Cable</b>	<b>1998-2002</b>		
	Horizontal directional boring for underground utilities including cable TV, telephone, electrical mainlines, and multiple ducts for fiber rings. Responsible for crews and production of project. Billing and bidding estimations, contract negotiations and training of operators, foreman, locators and CDL drivers.			
<b>f.</b>	<b>Education: Name &amp; Location of Institution(s)/Degree(s)/Year/Specialization: N/A</b>			
<b>g.</b>	<b>Active Registration: Year First Registered/ Discipline/VA Registration #:</b>			
	<b>American Traffic Safety Services. Advanced Work Zone Certification.</b>			
	<b>Dept. of Environmental Protection Storm Water Erosion &amp; Sanitation Control #26212</b>			
	<b>Confined Entry Space Training.</b>			
	<b>Trench/Shoring/Excavation Certified.</b>			
	<b>LEAP, Leadership Education Advancement Placement</b>			
<b>h.</b>	<b>Document the extent and depth of your experience and qualifications relevant to the Project.</b>			
	1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i>			
	2. <i>Note whether experience is with current firm or with other firm.</i>			
	3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i>			
	<b>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</b>			
	<b>Project Name:</b>	<b>Route 17, Dominion Blvd. Project Chesapeake, VA</b>	<b>Dates:</b>	<b>June 2012 - July 2014</b>
	<b>Project Role:</b>	<b>Construction Superintendent / Utility Coordination</b>	<b>With Current Firm?</b>	<b>Yes</b>

This \$187 Million project installed over 15 miles of public utilities, including 35,000 LF of storm drain, 22,000 LF sanitary and 22,000 LF of water lines in conjunction with an active contract to relocate the existing utilities. With an existing utility relocation contract behind schedule, the owner issued a contract for the project. Chris, fulfilling the full-time positions for a **“Monitoring and Utility Coordinator**, ensured no utility work would impact the project, which included roadway and bridge improvements along Dominion Boulevard / US 17 from 0.22 miles south of Cedar Road to the I-64/I-464/Oak Grove Connector Interchange, for approximately 3.8 miles. He oversaw storm, sanitary and water main installation and coordinated protection, relocation/installation of new public and private utilities. Chris managed our extensive pot-hole program to verify horizontal and vertical locations of existing utilities, oversaw data retrieved from potholing being installed into our 3D model of the project showing anticipated subsurface construction to identify conflicts and then worked with Utilities and Design Engineers to cost effectively resolve conflicts. Utility Owners included Hampton Roads Sanitation District, VDOT Lighting, VDOT Smart Traffic Coordination, City of Chesapeake, Dominion Virginia Power, Cox Cable, Virginia Natural Gas, Columbia Gas, Verizon South, and Verizon. **Client/Owner: City of Chesapeake**

**Relevancy:** *Coordinated utility work with local utility owners and local businesses.*

Project Name:	Route 13 Project, York County VA,	Dates:	July 2014 - Current
Project Role:	Construction Superintendent / Utility Coordination	With Current Firm?	Yes

As **Construction Superintendent/Utility Coordination**, Chris is in charge of this \$25 Million urban road widening project. He coordinates installing new water-mains (9,300 LF) and storm drainage (32,000 LF) with local utility owners, including Virginia Dominion Power, Cox Cable, Virginia Natural Gas, Newport News Water Works Newport News Public Works for sanitary sewer, and signalization, as well as VDOT for street lighting. **Client/Owner: Virginia Dept. of Transportation**

**Relevancy:** *Coordination/installation of utilities in conjunction with local businesses and stakeholders. Project has in excess of 55,000 ADT counts in some portions, extensive MOT that must be coordinated with utility relocations/installations to ensure continuity of service to many retail clients.*

Project Name:	Jacksonville Electrical Authority (JEA) Jacksonville, Florida	Dates:	2006 - 2012
Project Role:	Utility Construction Manager	With Current Firm?	No

Chris was responsible for the \$50 Million multiple utility installations/relocations within the City of Jacksonville. Stakeholders included Florida Power and Light, Comcast, AT&T, Peoples Gas, and FDOT, including installation of electrical and telecommunication ductwork with encasement. He worked with Florida Public Utility to coordinate area water main installation/relocation and the City of Jacksonville for lighting and signals. This was critical to facilitate installation of sanitary sewer, storm sewer drain systems, potable water main and reuse water main work prior to grading and final dress. Chris also oversaw relocation adjustments and replacements of existing utilities, traffic control, slope drain installation, and bridge approach, grading of bridge approaches, and slopes. **Client/Owner: Jacksonville Electrical Authority**

**Relevancy:** *Coordination and Installation of all Utilities in conjunction with Local Businesses and Stakeholders.*

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Design-Build I-70 Phase 2D  Frederick, MD	AECOM	Maryland State Highway Administration John Huchrowski Assistant District Engineer -Construction Phone: 301-624-8201 jhuchrowski@sha.state.md.us	07/2013	08/2014 <i>(Owner approved time extensions)</i>	\$35,443	\$37,549 <i>(Owner Directed Change Orders)</i>	\$37,549

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.



*I-70 roadway reconstruction*

**CORMAN'S ROLE**

As Design-Builder and Lead Constructor, Corman was responsible for design and construction, including highways and four ramps, bridge construction, track crossings, MOT, structural concrete, environmental permits and protection, public relations, utility coordination/relocations, and stormwater management facilities. Heavily traveled section of I-70 with 2007 ADT of 85,000 and design requirements of 116,900 ADT for 2030. We collaborated with the designer maximizing efficiency in design applications and construction means and methods, breaking the design into eight packages for overlap of design and construction. Corman self-performed 60% of the work.

**TRACK WORK:** Two new track crossings were designed and installed on active MTA rail line. Corman installed rebar on the east and west sides of the track and monitored horizontal and vertical movements during drilling and pile driving operations.

**PROJECT FEATURES/NARRATIVE**

This project designs/reconstructs/widens a two-mile section of dual-divided I-70 and realignment and reconstruction of four ramps. Removed and constructed two new CSXT / MARC commuter railroad crossings, including crossing/railroad signals, an access road along the tracks, and relocated the LaFarge Quarry entrance and entrance signal. Since Corman drove foundation H-piles adjacent to the railroad right-of-way, the railroad was surveyed and monitored for movement before and after each activity.

Replaced two narrow bridges on I-70 over South Street and MTA MARC Line and the retaining wall adjacent to the historic Hoke / Grove site, an access road along the tracks, relocated the LaFarge Quarry entrance and entrance signal, and removed / constructed two new CSXT / MARC commuter railroad crossings. Completed the new full depth paving section of Monocacy Boulevard (total length approximately 290 LF.

Third-party coordination included two MTA railroad track crossings involving automatic crossing protection systems with crossing arms and signals, utility relocations, coordination of design and construction with FAA/adjacent airport, and MOT with local community and commuters.

The project included two new signalization intersections, 100,000 tons of asphalt paving, 100,000 CY earthwork, 40,000 CY rock excavation, 30,000 LF of underdrain, 10,000 LF storm drainage encased in flowable fill, lined ditches, geogrid layer of all roadway sections, 5,000 CY structural concrete, 5 cantilever and 2 overhead signs, ITS facilities, guardrail and rumble strips.

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.

**SCOPE AND COMPLEXITY SIMILARITIES**

- Removed/constructed two new railroad crossings, including crossing/railroad signals
- Design-Build
- Two new bridges; both over a railroad Line
- Utility relocations/coordination
- MOT
- Public relations
- Improves safety & efficiency

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE**

Project had an overall environmental compliance score of 94%. Project maintained "A" ratings in environmental, MOT, contractor performance, and SHA QA E&S inspections.

*"Corman is a superior contractor, they have a strong commitment to safety and environmental compliance. Their personnel are knowledgeable and committed to the partnering process and concept.".....Ross Clingan comment on the SHA Annual Contractor Evaluation*

**AWARDS**

- 2013 Maryland Chapter American Concrete Institute Concrete Award –Honorable Mention

**TEAMING EXPERIENCE**

- Proposed DBPM Jo Ellen Sines, DBIA was the DBPM
- Proposed CM Kyle Kern was the CM



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

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Design-Build Intercounty Connector Contract A (ICC-A) Montgomery County, MD	Parsons Transportation Group/Jacobs	Maryland State Highway Administration Mark Coblantz -Director 443-572-5222 / 443-844-9886 -Cell MCoblantz@sha.state.md.us	08/2010	02/2011	\$463,885	\$483,409 (Changes due to scope of work, price adjustments & incentive payments)	\$483,409

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



**PROJECT FEATURES/NARRATIVE**

7.2 miles controlled-access six-lane divided highway with 18 steel girder or precast concrete girder bridges, 630,000 SY HMA pavement which encompassed new access ramps to two major interchanges, 400,000 SF sound walls, MOT, Intelligent Transportation Systems (ITS), and community outreach to 10,000 residents surrounding the corridor. Maintained traffic during multiple-phased construction of a new interchange at I-370, and constructed a new interchange at ICC-A and MD 97 (major access road into Washington, DC) while maintaining traffic.

ICC-A was lowered below existing grade, making the highway less visible and intrusive in the surrounding community. Ramps were constructed and tie in a heavily-travelled thoroughfare to existing local roads. The design-build team also re-designed the MAR Interchange from a three-level to a two-level eliminating retaining walls and saving the owner millions of dollars long-term.

A three-phase interior and exterior substructure and superstructure widening of an existing steel girder bridge on I-370 was constructed over a CSX rail. Bridge and bridge foundation construction was within the railroad right-of-way. Traffic was shifted for the bridge to remain open during construction and an access road was constructed along the railroad to access the bridge construction. There was on-site coordination with CSX flagman for construction, along with design submissions for review/ approval from CSX and their consultant.

Coordinated with over 10 utility companies where utility relocations were completed at 106 locations, including water, sewer, power/electrical, cable lines, and fiber optic (underground and overhead). Also coordinated/ relocated critical transmission lines for Columbia and Williams Gas. We worked outside normal timeframes, especially when doing tie-ins. The sewer work at two major stream crossings with impending stream closure deadlines necessitated working 24/7 with adverse ground conditions (water running in). Many relocations involved elaborate, complex and extensive piping design, coordination, and construction. Some complexities included working around stringent MOT time limits for lane closures and coordinating with many utility owners in highly-congested areas. Stakeholders were brought together early, including permitting agencies, ICC, the owner, and the design-build team.

**SCOPE AND COMPLEXITY SIMILARITIES**

- Design-Build
- Roadway/interchange construction
- 18 bridges
- Onsite coordination with CSX railroad
- Coordinated utilities with 10 utility companies and utility relocations were completed at 106 locations
- MOT on numerous adjacent and intersecting Urban Arterials
- Quality control
- Extensive Public/community outreach

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE**

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

**AWARDS**

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

**TEAMING EXPERIENCE**

- Proposed DBPM Jo Ellen Sines, DBIA was the VP of Project Management
- Proposed CM Kyle Kern was the Superintendent / Deputy CM
- Parsons was the Lead Designer – Josh Wade was the Assistant DM
- KCI was a subcontractor to Parsons
- ALA performed bridge/structural design
- Schnabel performed geotechnical engineering undersubcontract to Parsons



**CORMAN'S ROLE**

Joint Venture Prime Design-Build Contractor Partner with joint and several liability. We provided the full-time Construction Manager, plus a share of full-time engineers, managers, foremen, superintendents and crews. The joint venture operates as an individual unit with employees of all JV team members working together. Our senior management staff participated in JV operations and our engineering and management staff worked as an integrated team with our JV partners.

Corman performed bridge construction, including foundations, substructures and superstructures, ranging from steel or concrete girders, concrete arch bridge and deckover (top down construction) structure, erosion and sediment control, utility construction, roadwork, and MOT. As Design Builder, we secured all permits.

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

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Design-Build Route 13/158  Gates & Hertford Counties, NC	Rummel, Klepper & Kahl, LLP	North Carolina Dept. of Transportation Project Manager: Scott Emory Phone: 252 332-4514 seamory@ncdot.gov	12/2014	05/2015 (NCDOT Extended Roadway 3,700/lf & Contract 6 months)	\$54,500	\$56,000 (Owner extended project by 0.7mi)	\$56,000

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.



*GPS Machine Controlled Equipment*

**E. V. WILLIAMS ROLE**

As the Design-Build General Contractor, E. V. Williams was the team leader with 100% responsibility for design and construction, ROW acquisition, permits, Transportation Management Plan (TMP) development, roadway, drainage and MOT plans, Quality Control, public relations/outreach, site survey, utility verification, utility design and relocations, erosion and sediment control, stormwater management, lighting, signage, road markings, signal installation, and safety of site workers and motorists.

**PROJECT FEATURES/NARRATIVE**

This project widens US 13/US 158 from US 158/NC45 near Winton to the US 158 Bypass in Tarheel. Improvements include 7.1 miles of four-

lane divided facility, bridges, and constructed an interchange at US 158/NC 45. Similar to the Military Highway project, this project maintained traffic volumes while reconfiguring a high-volume intersection.

**SCOPE & COMPLEXITY SIMILARITIES**

Major challenges in the design and construction was temporary lane and traffic configurations while constructing grade separations and maintaining drainage. Other similar items were safe egress and ingress of construction equipment while performing the undercut, roadway stabilization, utility installation & relocation and traffic signalization. With areas of poor soil conditions, the E. V. Williams team utilized geo-fabrics, geo-grids and stone stabilization methods to minimize undercutting in areas where conflict could arise around existing utilities. Similar to Military Highway project, this project reconfigured an existing interchange to reduce traffic congestion and increase safety, educating users of the new traffic patterns, and maintenance of continuous traffic while extensive improvements were made in the main travel lanes of existing arterials. The following are additional similarities:

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

The E. V. Williams Team proposed an Alternative Technical Concept (ATC) that reconfigured the 45 over 158 interchange. This modification flipped the configuration so that the mainline overpassed Route 45. This improved the traffic movement and exceeded the RFP requirements. Additional benefits included utilizing a proposed ramp to accommodate temporary traffic. This reduced the allowed temporary RFP closures to zero (0).

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE & SUCCESSFUL DELIVERY**

The E.V. Williams Team added value to the project by improving the sight distance and increasing the design speed by adjusting the vertical and horizontal curves and did not require additional ROW. We were required to minimize the impact to a Historical District. We successfully completed all ROW acquisitions on over 70 different parcels without delay to any construction activities.

**Innovation:** During the RFP phase, the EVW Team identified problems associated with locating the new roadway to the west of the existing road per the RFP. Field exploration by our staff found unsuitable organic material extended well under the existing roadway and slope on the west side. On the east side, we found that proper undercutting and replacement with good embankment had already been accomplished. We also determined that the Department owned ROW on the east side of the roadway. Adding further complication to the west side expansion was the presence of a 12" gas main, which runs parallel and within the NCDOT ROW in this area. We developed an ATC to construct the project on a different alignment. This innovation saved the Department \$5 Million directly on undercutting and ROW and an additional \$3 Million by avoiding relocating the existing 12" gas main in its current location crossing the Chowan River. It also reduced the construction schedule by six months. *Because of EVW cost-effective handling of the project and excellent working relationship, NCDOT added .7 of a mile to the project limits under this contract improving service for the traveling public.*



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

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

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
I-64 / Route 15 (Zion Crossroads) Interchange Improvements Design-Build  Louisa County, VA	Corman Construction	Virginia Department of Transportation 540-829-7500 (Culpeper Main Line) Project Manager: Greg Cooley Phone: 434-906-7979 (cell) Gregory.Cooley@vdot.virginia.gov	April 2014	April 2014	\$6,883	\$6,883	\$923

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.



*First Diverging Diamond In Virginia!*

**PARSONS'S ROLE**

Parsons was the **Lead Designer** to design and construct improvements to the Route 15 and I-64 interchange in Louisa County, VA. Parsons was responsible for all components of roadway design, 3D modeling, traffic analysis, drainage design, geotechnical investigations, signing and lighting, the development of a traffic management plan (TMP), and other related work. Parsons was also responsible for public involvement for this project. As-Built of the project were formally accepted by VDOT on August 18, 2014. The design work on this contract was completed in Parsons Tysons, VA Office.

**PROJECT FEATURES/NARRATIVE**

This project improved traffic operations and safety by converting the existing standard diamond interchange into a diverging diamond interchange (DDI) and by improving the Route 15 and Spring Creek Parkway intersection. This is the first DDI in the commonwealth of Virginia. The project included important land use access throughout the area. Parsons' innovative redesign of the Virginia Department of Transportation's (VDOT) initial concept further improved safety while reducing maintenance costs, the number of maintenance-of-traffic (MOT) phases, overall costs, and the construction schedule.

**SCOPE AND COMPLEXITY SIMILARITIES**

- Design-build project for VDOT
- Same designer and contractor (Corman)
- Innovative intersection design
- Divided roadway
- Multiple MOT phases
- Public involvement with stakeholders, including adjacent landowners important for continued safe and efficient access through the site. This included the explanation of the new configuration and traffic operations to users and acceptance of the new configuration.
- Included the development of design guidelines for an alternative configuration without existing standards.
- Local business communication and access plans reduced potential impacts to the distribution center and retail businesses along the corridor.

**DESIGN INNOVATIONS**

- This is the first DDI in Virginia and therefore required the development of design guidelines based on other DOT experience and Parsons experience designing alternative configurations across the US and internationally.
- The interchange conversion requires a unique TMP and MOT development.

**LESSONS LEARNED**

- Construction drawings on this VDOT design-build project will be directly relatable.
- The public relations task will be very similar, in that there was significant coordination with the local businesses to ensure minimal impacts to their operations including the extensive operations performed by the Walmart Distribution Center. This effort also included explaining construction phase configurations, detours and final configuration to the professional drivers as well as the general public (nearby residences and communities and travelling public) to ensure smooth traffic operations during all phases of the project and to help the users of the facility understand the final configuration and travel paths to be put in place.
- The QC program, based on and in conformance with our ISO certification, will be applied to the development of the design QC for Military Highway Continuous Flow Intersection project.
- Utility impacts were reviewed early with input from VDOT and the owners to allow for further refinement of the improvements, reduce conflicts, schedule work to minimize impacts to the schedule and remove the activities from the critical path.

*"This design shows resourcefulness in the fact that no true design standards exist for these interchanges"*  
 - VDOT Reviewer

- Utility impacts were reviewed early with input from VDOT and the owners to allow for further refinement of the improvements, reduce conflicts, schedule work to minimize impacts to the schedule and remove the activities from the critical path.
- Parsons lessons learned database detailing the experience of Parsons across the globe allowed for quick, efficient access to past experience on similar projects and our virtual office space including video conferencing allowed for full incorporation and involvement of innovative experts in the area of alternative configurations and geometrics without the expense and delays of travelling.

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE**

- The project opened to traffic on February 21, 2014 and accepted by VDOT on April 15, both dates per contract.
- The winning bid was 15% lower than the next lowest bid

**AWARDS**

- 2014 ACEC/MW Engineering Excellence Award -Honor Award

**TEAMING EXPERIENCE**

- Proposed DBPM Jo Ellen Sines, DBIA was the VP of Project Management
- Proposed Design Manager Josh Wade was the Design Manager
- Proposed Design QC Manager Greg Anderson was the Design QA/QC Manager
- Proposed Traffic Operations Designer & Manager Sunita Nadella was the Lead Traffic Operations Designer and Engineer

*"I answered a lot of questions and concerns from residents during construction. All of the benefits of the DDI that VDOT promised have come true and the phone calls have gone away. Thank you."*  
 - Dick Havasy,  
 Louisa County Board of Supervisors

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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 Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Design-Build Intercounty Connector Contract B  Montgomery County, MD	MD200 Constructors, a JV (A joint venture between Kiewit, <b>Corman</b> and GA&FC Wagman)	Maryland State Highway Administration 301-586-9267 Project Manager: Mark Coblentz Phone: 443-844-9886 (cell) MCoblentz@iccproject.com	11/2011	11/2011	\$560,000	\$560,000	\$40,900

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



*ICC-B Longmead Crossing Drive Overpass (Over the ICC) and Roundabout*

**PARSONS'S ROLE**

Parsons served as **Lead Designer** for Segment B of the Intercounty Connector (ICC). The project was performed on an accelerated schedule through a design-build delivery process. Parsons' offices in Beltsville and Rockville, Maryland, performed the design work.

Parsons was responsible for the overall design of this toll road, including ITS, electronic toll collection (ETC), traffic signals, signing and pavement marking, more than 80 acres of reforestation, hiker and biker trails, and the relocation of six side roads. The project requirements called for numerous environmental protections, mitigations, and construction methods. As the lead designer, Parsons designed and met these stringent environmental requirements and developed several innovative designs to minimize impacts to the surrounding environment. What resulted from the work of more than 150 designers is a successful and environmentally friendly roadway project that was designed under challenging conditions, within a condensed schedule.

**PROJECT FEATURES/NARRATIVE**

The 6.9-mile project consisted of a six-lane, controlled-access toll road, including a diamond interchange, a single-point interchange, and 10 new bridges. Other project features included traffic signals, signing and pavement marking, stream restoration, more than 80 acres of reforestation, miles of hiker and biker trails along the roadway, and the relocation of six side roads.

The project also had extensive ITS components including integration with the existing administration's Authority Operations Center (AOC) and Coordinated Highways Action Response Team (CHART) program and closed-circuit television (CCTV), dynamic message signs (DMS), highway advisory radio (HAR), road weather information system (RWIS), fiber-optic communications, telephone communications, electrical services, and other improvements to provide a fully functioning ITS.

Several new intersections were added along with modifications to 5 intersections to accommodate the new traffic patterns. In addition, signals and construction activities were coordinated with several bus routes, new and existing, to optimize and accommodate transit service through the area.

The project requirements called for numerous environmental protections, mitigations, and construction methods. As the lead designer, Parsons designed and met these stringent environmental requirements and developed several innovative designs to minimize impacts to the surrounding environment. What resulted from the work of more than 150 designers is a successful and environmentally friendly roadway project that was designed under challenging conditions, within a condensed schedule.

The project called for development of plans to not preclude the ultimate improvements of Maryland Route 28, a major roadway going through the corridor with long range plans for improvements.

**SCOPE AND COMPLEXITY SIMILARITIES**

- Design-Build
- Same Contractor and Lead Designer
- Time of year restrictions on construction activities
- Stormwater management/drainage systems
- Designs accommodated the future improvements to Maryland Route 28
- 64,000 SF retaining and MSE walls
- 455,000 SY HMA pavement which encompassed new access ramps to two major interchanges
- Geotechnical Borings and Engineering for bridge piers and SWM facilities

- Traffic Control / Maintenance of Traffic including for work in major roadway medians and innovative changes to RFP MOT plans allowing for safer conditions and reduced pattern changes
- Existing roundabout interaction and modifications at Longmead Crossing Drive
- Transit element including bus route coordination
- Lighting/signalization and intersection improvements/modifications
- Intelligent Transportation Systems
- Public Relations –Community outreach to nearby residents and HOA's.
- Utility Coordination/Relocations –Coordinated with over 12 utility companies and completed relocations at over 100 locations, including water, sewer, power/electrical, cable, and fiber optic, underground and overhead
- Adjacent project coordination
- QA / QC –A dedicated Quality Control Team was assigned to QA / QC duties

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE**

Project earned "A" cumulative ratings on over 150 E&S control inspections. Design, construction, and program management was assessed by MSHA where contract conformance was scored using a quality oversight database. The project ended with the project team earning a 95% conformance rating and meeting all key project goals. ICC-B was successfully completed on schedule and on budget.

**AWARDS**

- 2013 ENR (Mid-Atlantic Division) Best Project –Transportation
- 2012 ARTBA Globe Environmental Award –Major Highway
- 2012 MdQI Silver Partnering Award

**TEAMING EXPERIENCE**

- Proposed DBPM Jo Ellen Sines, DBIA was the VP of Project Management
- Proposed Design Manager Josh Wade was the Design Manager
- Proposed Design QC Manager Greg Anderson was the Design QA/QC Manager
- Athavale Lystad and Assocs. performed the bridge/structural design

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

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

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Preston Road Intersection Improvements  Plano, TX	McMahon Contracting	City of Plano Mr. Gerald Cosgrove, P.E. (972) 941-7152 phone (972) 941-7397 fax geraldc@plano.gov	7/2010	7/2010	\$2,000	\$2,000	\$341

**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.**

**PROJECT FEATURES/NARRATIVE**

The intersection at Preston Road (SH 289) and Legacy Drive sees over 79,000 vehicles pass through daily with the majority being commuter traffic. Both Legacy Drive and Preston Road are six-lane divided arterial roads with adjacent land use consisting of major retail centers, multi-family dwellings, and major medical facilities. The situation is very similar to the current conditions at Military Highway and Princess Anne Road.

The intersection received a fair share of complaints from road users who cited their frustration with excessive traffic congestion, delays, long lines of waiting traffic, and traffic collisions. City staff spent an inordinate amount of time and maintenance budget on the previous intersection trying to improve safety and operations. This included retimes of the signal every three years with periodic verification that signal displays, pavement markings, and traffic safety signs are clearly visible.

Parsons was tasked by the City of Plano, in coordination with TxDOT, to analyze various options to improve the operations through configuration changes. The detailed traffic study showed that conventional intersection designs would not improve the situation. Therefore Parsons used VISSIM to simulate various alternative designs to improve the intersection from its previous traditional intersection configuration. Several unconventional designs were developed and tested, including a **Continuous Flow Intersection**, Single Point Urban Interchange, and Median Left-Turns (“Michigan Left-Turns”). Based on the analysis of delay and queuing and a benefit-to-cost comparison among the alternatives, a form of Median Left-Turns was recommended.

The intersection improvements include adding through lanes and turn lanes, adding far-side U-turn lanes, stormwater drainage and utility adjustment, signal relocations, illumination relocations, and completion of environmental assessments. Preston Road (SH 289) is a TxDOT facility and the project involves federal funds; therefore, the project will be designed in accordance with TxDOT standards and procedures.

Utility work including relocating Oncor UG line, TWC UG line, new and relocated gas valves and several fire hydrants.

Each of the 3 intersections had an SSR (Spread Spectrum Radio) and SSR Antenna for communication with each other. The primary intersection included an interconnect to the main control center.

**SCOPE AND COMPLEXITY SIMILARITIES**

- Traffic Alternatives Analysis, Modeling Simulations & Traffic Control Design
- Environmental Analysis
- Plans, Specifications and Cost Estimates
- Signal Timing Plan and Field Timing Optimization
- Utility Relocation
- Public Involvement and Outreach

**LESSON LEARNED**

- Public Acceptance – For projects that include changes to configurations such as this, especially brand new configurations, the travelling public including professional drivers need to be educated prior to the configuration switch. This needs to be done to teach future users what to expect, how to navigate the new improvement, the benefits of the change and to build acceptance of the changes. Without this, even the best improvements can result in public discontent and disapproval of the improvements. Without this type of outreach effort you can see comments such as those made by Plano City Councilwoman Andre Davidson, “It’s like you are in a foreign land. You have no idea what to do.”

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE**

- Upon opening, traffic operations and levels of services were greatly improved as was predicted in the concept analyses, comparisons and modeling.

**VALUE TO THE MILITARY HIGHWAY PROJECT**

- Traffic Control / Maintenance of Traffic
- Lighting/signalization and intersection improvements/modifications
- Public Relations –Community outreach to nearby residents and businesses.
- Utility Coordination/Relocations –Coordinated with over XX utility companies and completed relocations at over 100 locations, including water, sewer, electrical, cable, and fiber optic, underground and overhead

**TEAMING EXPERIENCE**

- Wendong Wang served as the design project manager and will assist the Military Highway Continuous Flow Intersection team on the Peer Review Team.

*The First Michigan U-Turn Intersection in Texas*

**PARSONS’S ROLE**

Parsons was selected by the City of Plano to develop and evaluate alternative intersection configurations for the Preston Road (SH 289) at Legacy Drive intersection. Parsons completed the Alternatives Analysis, the schematics and an Environmental Assessment (EA) of the recommended alternative. Following the EA, Parsons completed the plans, specifications, and estimates (PS&E) for the project. Parsons’ responsibilities included determining design year turning movements, analyzing various alternative intersection designs using microscopic simulation, developing cost estimates, recommending a lane configuration, preparing signal timing plans, and preparing schematic and final PS&E for the recommended improvements. The design and construction support for this project was completed from our Dallas, TX office.

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