

Design Build I-64 Exit 91 Interchange Improvements Augusta County, Virginia

State Project No. 0064-007-111, P101, R-201, C-501, B-627
Federal Project No. NH-064-2(152)
Contract ID Number: C00075877DB47



Statement of Qualifications



Opening Virginia's roads for tomorrow's drivers



3.2 LETTER OF SUBMITTAL

Southern Region - Richmond

Billing
12001 Guilford Road
Annapolis Junction, MD 20701

Tel: 410-792-9400
Fax: 301-953-0384

January 6, 2012

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

RE: Design-Build I-64 Exit 91 Interchange Improvements
State Project No.: 0064-007-111, P101, R201, C501, B627
Federal Project No.: NH-064-2(152) / Contract ID Number: C00075877DB47
Letter of Submittal

Dear Mr. Daoulas:

Corman Construction, Inc. (Corman) is pleased to submit 10 copies of our Statement of Qualifications and one CD-ROM containing the entire Statement of Qualifications in a single cohesive Adobe PDF file to provide design-build services for the **I-64 Exit 91 Interchange Improvements project in Augusta County, Virginia**. Corman, as the Design-Build Contractor, has a distinguished history of superior experience and success on design-build transportation projects. When combined with the expertise of our Lead Design Firm, The Louis Berger Group in association with Ammann & Whitney Consulting Engineers, Corman is uniquely qualified to provide the design-build services needed to deliver a high-quality project.

The Corman Design-Build Team confirms we have examined the RFQ and supporting information, acknowledge RFQ Questions and Answers dated 12/16/11, attended the Project Information Meeting, and visited the project site. Leading the charge, Corman appoints the following:

3.2.1 Point of Contact	3.2.2 Principal Officer Of the Legal Entity
<p>Kevin Kern, Vice President of Operations Corman Construction, Inc. 16500 Happy Hill Road Colonial Heights, VA 23834 804-520-9766-Telephone / 804-520-9810-Fax kkern@cormanconstruction.com</p>	<p>William G. Cox, President Corman Construction, Inc. 12001 Guilford Road Annapolis Junction, MD 20701 410-792-9400-Telephone / 301-953-0384-Fax bcoc@cormanconstruction.com</p>

3.2.3 Corporate Structure –Corman will be the design-build contracting entity for the **Design-Build I-64 Exit 91 Interchange Improvements** project. Corman is a corporation titled in Delaware and a wholly-owned subsidiary of CG Enterprises, Inc. and will be the sole major participant firm and responsible party to the design-build contract with the Virginia Department of Transportation. Corman will hold all financial responsibility for the contract.

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

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

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

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

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

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

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

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

3.2.6 VDOT Prequalification Certificate –Corman is pre-qualified with VDOT (Vendor Number C097) to provide Grading, Major Structures, Minor Structures and Underground Utilities. An 8 1/2 x 11 copy is in the Appendices.

3.2.7 Attached is a Surety Letter stating Corman is capable of obtaining a performance and payment bond.

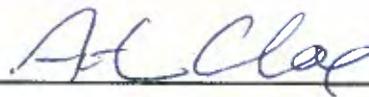
3.2.8 Commercial/Professional Registration Requirements table with supporting documentation in the Appendices:

TEAM MEMBER	3.2.8.1 SCC # TYPE/STATUS	3.2.8.2 VIRGINIA DPOR OFFICE	3.2.8.3 VIRGINIA DPOR KEY PERSONNEL & OFFICE LOCATION	3.2.8.4 VIRGINIA DPOR NON-APELSCIDLA
Corman Construction, Inc. Design-Build Contractor	F-046798-7 Incorporated Active	Board for Contractors Class A Contractors License DPOR 2701 014794A Expires 10/31/13 12001 Guilford Road Annapolis Junction, MD 20707	Peter Bernat -Design-Build Project Manager Dennis Brown Construction Manager <i>Will hold the VDOT E&S Control Contractor Certification prior to commencement of construction</i> DCR Virginia E&S Control Responsible Land Disturber #36926 Office Location 12001 Guilford Road Annapolis Junction, MD 20701	
The Louis Berger Group Lead Designer	F139367-9 Incorporated Active	Professions: Eng. DPOR 0407003926 Expires 12/31/13 801 E. Main St. Suite 500 Richmond, VA 23219	John Vandergriff, PE Design Manager DPOR 0402031149 Expires 7/31/13 Office Location 801 E. Main St. Suite 500 Richmond, VA 23219	
Ammann & Whitney Consulting Engineers, PC Designer	F-129146-9 Incorporated Active	Professions: Eng. DPOR 0410000194 Expires 2/29/12 203 E. Cary St., Suite 150 Richmond, VA 23233	Chris Adams, PE-Lead Structural Engineer DPOR 0402033017 Expires 1/31/13 Office Location	

			203 E. Cary St., Suite 150 Richmond, VA 23233
McDonough Bolyard Peck, Inc. (MBP) Quality Assurance	0351800-8 Incorporated Active	Professions: Eng. DPOR 0407002955 Expires 12/31/13 3040 Williams Dr., Ste 300 Fairfax, VA 22031 Professions: Eng. DPOR 0411000605 Expires 2/29/12 711D Fifth Street, NE Roanoke, VA 24016	Dale Grigg, Jr., PE Quality Assurance Manager DPOR 0402023310 Expires 6/30/12 Office Location 711D Fifth Street, NE Roanoke, VA 24016
EEE Consulting, Inc. Environmental Compliance	0504941-6 Incorporated Active	Professions: Eng. DPOR 0407003798 Expires 12/31/13 8525 Bell Creek Road Mechanicsville, VA 23116	Douglas Fraser, PG Environmental Compliance Mgr. DPOR 2801000707 Expires 8/31/13 Office Location 8525 Bell Creek Rd. Mechanicsville, VA 23116
Diversified Property Services, Inc. (DBE) Right-of-Way	F130410-6 Incorporated Active		Real Estate Appraiser Board Business Reg. DPOR 4008001190 Expires 11/30/12 20 E. Timonium Road Suite 111 Timonium, MD 21093
Precision Measurements, Inc. (DBE) Survey	0450436-1 Incorporated Active	Professions: LS DPOR 0407003345 Expires 12/31/13 851 Seahawk Circle Suite 103 Virginia Beach, VA 23452 Professions: LS DPOR 0411000245 1047 Technology Park Dr. Glen Allen, VA 23059	
Schnabel Engineering Consultants,	0712674-1 Incorporated Active	Professions: Eng. DPOR 0411000700 Expires 2/29/12	

Inc.		One Cary Street Richmond, VA 23220
Geotechnical So Deep, Inc.	0216275-8 Incorporated Active	Professions: Eng, LS DPOR 0407002900 Expires 12/31/13 8397 Euclid Avenue Manassas Park, VA 22111
Utility Locating		
ECS Mid- Atlantic, LLC	S-120821-6 Limited Liability Co. Active	Professions: Eng. DPOR 0411000662 Expires 2/29/12 1601 Airport Road Charlottesville, VA 22911
QC Lab		Professions: Eng. DPOR 0411000384 Expires 2/29/12 2119-D North Hamilton St. Richmond, VA 23230
Froehling & Robertson, Inc. (F&R)	0027211-2 Incorporated Active	Professions: Eng. DPOR 0411000053 Expires 2/29/12 1734 Seibel Drive NE Roanoke, VA 24012
QA Lab		Professions: Eng. DPOR 0411000052 Expires 2/29/12 6181 Rockfish Gap Tpke. Crozet, VA 22932

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

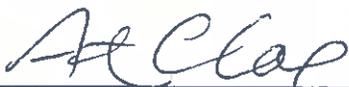


Arthur C. Cox, III, Vice President, General Manager

We present to you a design-build team equipped with the experience, knowledge, dedication, and resources to partner with the Virginia Department of Transportation in successfully delivering the I-64 Exit 91 Interchange Improvements Design-Build project.

Sincerely,

CORMAN CONSTRUCTION, INC.



Arthur C. Cox, III, Vice President, General Manager

RUTHERFOORD

A Marsh & McLennan Agency LLC Company

January 6, 2012

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

RE: Corman Construction, Inc.

Project: RFP - Design/Build Project-I-64 Exit 91 Interchange Improvements From:
0.429 Miles West of Route 285 To: 0.438 Miles East of Route 285
Augusta County, Virginia
State Project No. 0064-007-111, P101,R-201,C-501,B-627
Federal Project No. NH-064-2(152)
Contract ID Number: C00075877DB47

It is our understanding that Corman Construction, Inc. is submitting a proposal on the referenced project. As surety for the above named Contractor, Fidelity and Deposit Company of Maryland with an A.M. Best Rating of A + and Financial Size Category of XV is capable of obtaining a 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction with a current estimate of \$37,000,000. and said bonds will cover the Project and any warranty periods on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this project.

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

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

Sincerely,



Patricia L. Lewis
Attorney-In-Fact



3.3 TEAM STRUCTURE



3.3 TEAM STRUCTURE

Introduction

Corman has the experience and personnel to effectively manage the design, construction and risks of the I-64 Exit 91 Interchange Improvements project. Corman has successfully delivered over \$1.2 billion of **Design-Build (DB)** roadway and bridge projects, including those for VDOT, DDOT, MDOT (SHA) and Montgomery County, Md. Our Route I-70 and Intercounty Connector Contracts A and B **DB** projects in Maryland, along with the Frederick Douglass Bridge **DB** project have features exactly like those of the I-64/Exit 91 Interchange project. Over our 11-year history of performing design-build work, Corman has continually exceeded owner's expectations in the on-time, on-budget delivery of high-quality projects, without any claims, while meeting some of the most strenuous environmental commitments nationally. Out of our design-build projects, \$1 billion included contractor-led quality control programs. Corman successfully built a reputable history of teaming with various lead design firms and steadily maintains protocols of managing the process and team to award winning results. On this project, we have chosen The Louis Berger Group (LBG) as the Lead Designer and Ammann & Whitney (A&W) as subconsultant to LBG to provide structural engineering services. Our firms have experience working together on conventional DBB and DB projects. Currently, Corman, LBG, and A&W are reconstructing the high-profile Lincoln Memorial Reflecting Pool in Washington, DC for the National Park Service. Ammann & Whitney provided design services for Corman on the \$34 million Frederick Douglass Bridge for DDOT and the Multi-Culvert Rehabilitation Project in Region 2 for VDOT. Both LBG and A&W hold the technical expertise to successfully engineer sound and cost effective solutions for the I-64/Exit 91 Interchange Improvements project.

3.3.1 Key Personnel

It is essential that all Corman Design-Build team members are strong advocates in the design-build delivery. Key personnel have been selected on their technical experience and ability, leadership capabilities to produce results on design-build and fast-track projects, knowledge of the physical geographic location and owner procedures and expectations. Our design team has worked throughout Virginia, including our geo-tech who has firsthand knowledge of the karst in this region. Our QAM has worked in this District and has served as QAM of four recent DB-VDOT projects. Our construction team members are results driven, have similar project experience, DB experience, along with extensive MOT and utility relocation experience. They have managed large and small teams and have in-depth experience and knowledge of managing environmental compliance.

Schedule adherence is essential to the successful implementation of DB projects. During the bidding phase of the project, our DB Team will outline the basic CPM schedule, including the breakdown of design packages and their interdependence to construction activities. Once our team is under contract for the project, our DBPM and DM will develop the project schedule, including a detailed tracking system for design packages, and hold accountability for overall schedule compliance. Both these individuals have resumes that exhibit their ability to deliver projects on time.

Corman is pleased that VDOT holds high expectations in environmental compliance and has designated the ECM as a key personnel position in the RFP. Corman has a stellar track record in environmental compliance on both our DB and DBB projects and will aggressively manage this project for success. We have selected an experienced ECM for our team that will provide a high level of oversight to the design and construction of the project. Environmental stewardship is one of our seven corporate core values at Corman. As such, we assign in-house environmental managers on each project who is tasked with maintaining compliance on-site at all times. He will establish a working relationship with the ECM to properly plan in advance of upcoming activities and will accompany the ECM on compliance inspections.



The following Corman DB Team Key Personnel resumes are provided on the Key Personnel Resume Form (Attachment 3.3.1) in the Appendices.

Design-Build Project Manager	Peter Bernat- Corman
Quality Assurance Manager	Dale Grigg, Jr., PE- MBP
Design Manager	John Vandergriff, PE- LBG
Construction Manager	Dennis Brown- Corman
Lead Structural Engineer	Chris Adams, PE -A&W
Environmental Compliance Manager	Douglas Fraser, PC- EEE

In addition to the required key personnel, the Corman DB Team has identified these other key positions: Utility Coordinator, Erosion and Sediment Control Manager, ROW Manager and Community Outreach Managers.

Utility Coordinator: Dennis Brown, CM, will fill the vital role of **Utility Coordinator (UC)** to provide utility coordination. He will oversee the development of a comprehensive utility mosaic prepared by the Lead Roadway Engineer to identify all existing utilities within the affected by the project. **So-Deep, Inc.** will provide the needed expertise to designate the existing utilities. This comprehensive plan will be utilized by the Design and Construction Team to identify the most timely and cost effective solutions for the project. Each utility owner will be contacted and brought into our team to discuss solutions and alternatives to minimize relocation efforts and maintain the project schedule. Coordination of ROW, permitting and schedule durations will be critical in each case. Once solutions are developed, time will be incorporated into the overall schedule. Dennis will manage and coordinate the work to maintain the project schedule.

Erosion and Sediment Control Manager (ESCM): – The Superintendent will hold responsibility of on-site environmental compliance for construction. As required by Corman, he will perform daily inspections of all controls and will participate with the Environmental Compliance Manager (ECM) on regular inspections.

Community Outreach Managers (Design and Construction) -Community outreach is essential to this project with the surrounding stakeholders, in particular the medical facilities, Expo Land and local trucking companies. Peter Bernat as DBPM and John Vandergriff, PE as DM will lead this effort. A comprehensive plan will be developed to include regular monthly updates, an informational website and community outreach meetings. Effective communication means are vital to keep all effected stakeholders informed of any traffic modifications or temporary closures. A comprehensive stakeholder list will be developed and maintained. Key stakeholder representatives will be invited to attend monthly partnering meetings.

ROW Task Manager: While this project has been planned for many years, the necessary right-of-way to complete the project will be the Corman DB Team’s responsibility. The time for acquisition could have a significant impact on the proposed schedule. Patricia E. Dablock and her firm Diversified Property Services, Inc. (DPS) will play an integral role in pre-construction activities by leading all elements of ROW acquisition for the Corman DB Team and subsequently the Commonwealth of Virginia. Balancing pre-construction activities such as clearing parcels is an important step in maintaining the entire project schedule. Proactively working with property owners in partnership with our design team promotes fair, equitable, and constructive negotiations. Patricia will manage all associated ROW activities for our team including: (1) appraisal, (2) independent appraisal reviews, (3) approved just compensation / offer, (4) negotiations, and (5) settlement and title services. DPS will facilitate timely and yet sensitive ROW acquisition services while maintaining the VDOT reputation as a fair and responsive adjoining property owner. Patricia will report directly to the DM.



3.3.2 Functional Relationships – Working as an Integrated Team

The design-build process unites contractor and designer in more than just a contractual relationship. It provides a means to integrate innovative design and construction techniques that lead to schedule and cost benefits. The LBG design team will interface directly with the Corman Design-Build Project Manager, Superintendent, and other construction personnel throughout the design phase and project execution. Through this process, designers and contractors benefit from creating working relationships. This integration allows us to interact and partner with VDOT and other stakeholders, streamline reviews, eliminate possible field problems during construction and deliver this project safely, as early as possible and within budget. This leadership and coordination includes the integration of the design, construction, QA/QC, safety, ROW, utility, permitting, public relations and third-party coordination into a unified, technically skilled project team.

The Corman Design-Build Team organizational chart illustrates our “chain of command” and notes key personnel team members. Lines on the organizational chart identify the reporting relationships of our team members in managing, designing and constructing the project and illustrate clear reporting lines from the Design-Build Project Manager to the design team and the construction team.

Design-Build Project Manager (DBPM) Peter Bernat has full and complete authority of all design and construction matters for the Corman team. He is responsible for managing the overall project from start to completion; is VDOT’s primary point of contact throughout the project and responsible for all contract management. As DBPM, Peter has full responsibility for coordination, integration and direction of the entire design-build team, including design, construction, quality assurance, environmental compliance, safety, right-of-way, and utilities. He will supervise the Design Manager, Construction Manager, Safety Manager and Quality Assurance Manager throughout the project. He will be involved with the project starting with preconstruction, through design, construction and completion and will assist the designers with constructability reviews, oversee the quality management program and construction operations. He will be responsible for community outreach and third party communication for the DB team.

Quality Assurance Manager (QAM) Dale Grigg, Jr., PE reports directly to the DBPM and specifically to avoid any conflict of interest with other team members and will have direct access to VDOT. He will ensure work is performed in conformance with contract requirements and “*approved for construction*” plans and specifications. He will be responsible for development and adherence to the QA/QC Plan, QA inspection and testing of all materials used and work performed, including monitoring Corman’s Quality Control Program. He will have the ability to stop construction, enforce compliance with all specifications, issue and require resolution of all Non-Conformance Reports (NCRs). He will manage all aspects of the QA program including the QA inspector and independent QA testing firm and testing technicians. The QA team will conduct separate and concurrent tests and analysis of the work with the construction quality control team. He will maintain project quality records and approve and submit pay estimates.

Design Manager (DM) John Vandergriff, PE will report directly to the DBPM. He will be responsible for providing a quality product, providing input into the project schedule and meeting all design milestones and interface with the QA Design Manager. John is responsible for assuring all design work is performed in accordance with current policies, procedures, and guidelines. He will manage all aspects of design including roadway, structural, hydraulic, environmental, permitting, traffic, ROW, and geotechnical. He will assign resources as needed, oversee design sub-consultants, coordinate design and review schedules, develop and implement corrective measures if necessary, and ensure environmental compliance measures are integrated into the design. John will maintain involvement in the project once construction begins to provide oversee any plan modifications and review construction activities with the CM as work progresses. John will also serve on the community outreach team and assist the DBPM accordingly in that role.



Construction Manager (CM) Dennis Brown will report directly to the DBPM and will supervise and manage all aspects of construction and the Quality Control process for the Corman team and maintain the project schedule. Dennis will be assigned to this project and be on-site full time for the duration of construction. He will play a key role in constructability reviews for all aspects of design. He will hold the critical assignment of Utility Coordinator and manage the utility location process and direct the work with So-Deep as the utility mosaic is developed. He will work with the DB team to develop the necessary utility relocations, interface with utility representatives and coordinate directly with the ROW Manager to prioritize and schedule the acquisition process. He will coordinate with the QC Manager, Project Engineers and Superintendent to ensure all materials and work are in accordance with the approved plans and Contract Documents. Dennis will coordinate with the DM during construction for any plan revisions and review of construction activities. As CM, Dennis will coordinate with the ECM and supervise the Superintendent who will serve as the on-site ESCM.

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

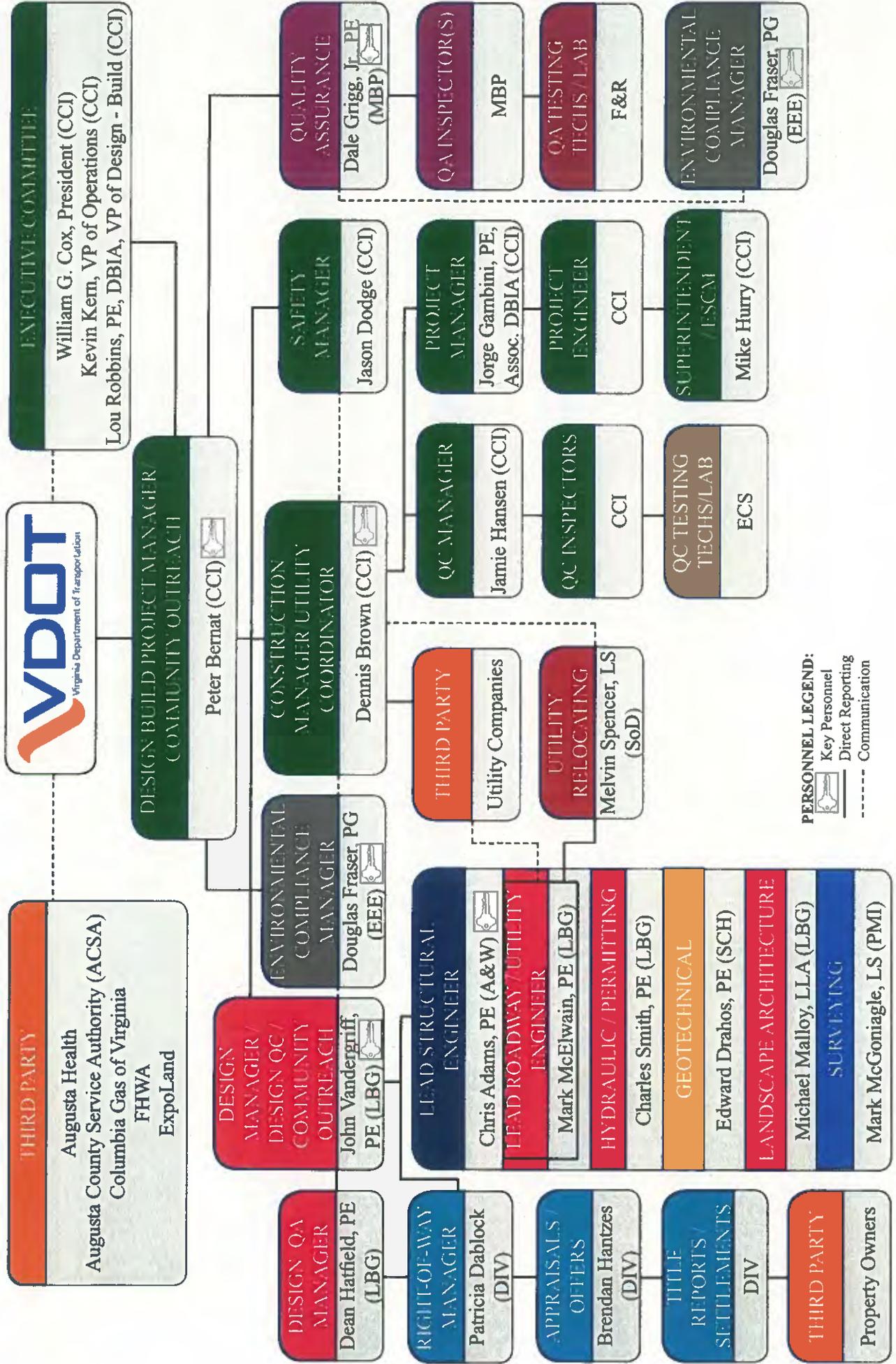
Environmental Compliance Manager (ECM) Douglas Fraser reports to the DBPM. His primary function is to provide assurance that all environmental commitments are met on the project. Doug will be involved with the Corman DB team during design development and review all packages prior to submission to verify that all commitments have been incorporated. He will provide oversight during construction and perform formal compliance inspections of the site and provide compliance documentation to the QAM. He will work proactively with the design and construction team on advance planning and any plan modifications.

Dean Hatfield, PE Design QA Manager / Design Technical Advisor reports within the design team structure to the DM. Dean will implement the internal design quality assurance plan ensuring the design team complies with internal quality control requirements and associated project technical requirements. Dean's +25 year career in DB and DBB transportation projects affords the team an excellent technical resource; as such, he will aid the DM and the design team as a technical advisor, as needed. Dean leads the southern region of LBG as Transportation Director in charge of all regional human and corporate resources.

Jamie Hansen QC Manager will report to the CM. Jamie will manage and coordinate all QC activities separate from the QA team. The QC Manager will coordinate the third-party QC testing lab and testing technicians. Jamie has extensive DB experience with QC programs and will coordinate with QAM during develop of the QA/QC program. Jamie will attend weekly two-week look-ahead meetings and keep abreast of the overall project schedule for accurate scheduling of inspection staff.

Safety Manager Jason Dodge reports directly to the DBPM. Jason will provide regular oversight of plans and field activities to provide a safe environment for VDOT, construction workers and the traveling public. Jason will provide all needed safety training for the project and aid in developing a job-specific safety plan to address unique project hazards that will enhance our standard Corman policies, including subcontractor protocols. Jason has the authority to stop work.

3.3.2 TEAM ORGANIZATIONAL CHART



COMPANY LEGEND:
 (CCI) - Corman Construction
 (LBG) - The Louis Berger Group

(A&W) - Ammann & Whitney
 (SoD) - So Deep
 (ECS) - ECS Mid-Atlantic, LLC
 (F&R) - Froehling & Robertson, Inc.

(PMI) - Precision Measurements
 (EEE) - EEE Consulting
 (SCH) - Schnabel Engineering
 (MBP) - McDonough Bolyard Peck
 (DIV) - Diversified Properties Services

(THIRD PARTY AGENCIES)
 (DIV) - Diversified Properties Services

PERSONNEL LEGEND:
 Key Personnel
 Direct Reporting
 Communication



3.4 TEAM EXPERIENCE



3.4 TEAM EXPERIENCE

Introduction

The Corman Design-Build Team is comprised of “*results-driven*” firms and skilled key personnel. As the Offeror and Design-Build Contractor, **Corman Construction, Inc.** brings to the table over 90 years experience in heavy highway construction with more than 12 years in design-build projects. **The Louis Berger Group, Inc.** has over 58 years experience in transportation design, been practicing design-build for 17 years, and holds a TOP TEN transportation engineering firm position by *Engineering News Record*. As a major sub-consultant to Berger, **Ammann & Whitney**, with over 63 years experience and an active leader in Virginia’s Bridge Engineering community, and 18 years DB experience, will provide bridge design services. Throughout our professional history with VDOT, our firms hold outstanding performance credentials. We will demonstrate our abilities and commitment to deliver quality projects through our project experience, performance ratings and a sampling of awards received. We practice sound engineering and project management to deliver award winning projects time and time again. The Corman DB Team will apply these successful practices and principles to the I-64 at Exit 91 project to deliver VDOT a high quality project, on-time and on-budget.

Corman has successfully delivered over \$1.2 billion of Design-Build (DB) roadway and bridge projects, over the past 12 years while exceeding owner’s expectations in the on-time, on-budget delivery of high-quality projects, without any claims, while meeting some of the most strenuous environmental commitments nationally. We have established procedures for managing utility relocations, community outreach, ROW acquisitions, coordination with stakeholders and all aspects of environmental compliance and permitting. Corman has successfully built a reputable history of teaming with various lead design firms and steadily maintains protocols of managing the process and team to award winning results. When teaming, we screen and select partners based on their strengths and specific project requirements. Demanding high performance, Corman utilizes “over the shoulder” reviews to expedite design and minimize constructability issues. Our design-build expertise works in sync with the designers’ vision and innovation to deliver top tier award-winning projects on time and on budget. Integration of the team members is the backbone of well organized and driven teams and we accomplish that by integrating the team early, setting up task forces teams, having regular weekly design working meetings and co-location design build coordinators into the designer’s office early in the project.



Corman Construction will serve as General Contractor for this project. A privately-held family business founded in 1920, Corman is a licensed heavy civil contractor specializing in highway, bridge, restoration, and heavy utility construction throughout the Mid-Atlantic Region with current annual revenues of \$180M and a roster of over 550 employees. Corman’s corporate headquarters is in Annapolis Junction, Maryland with a fully-staffed regional office near Richmond, Virginia. Corman prides itself as a “*Best in Class*” contractor where our “A” ratings by all owners we work for validate the quality we deliver. As a leader in Environmental Stewardship, Corman holds an impressive record of compliance ratings. Known for its unparalleled partnering, Corman consistently delivers projects on time and on budget without lingering disputes. Nothing is more important than the safety of our employees and the public and Corman holds an impressive EMR of 0.71 to validate its performance. In the past few years, we have earned *18 local and national awards on 4 of our design-build projects*. In addition, we have a portfolio of other awards earned including the *2011 Maryland Washington Minority Contractors Association Prime Contractor of the Year Award, 2010 VTCA Transportation Contractor Safety Award, and 2011 ARTBA Women Leadership in Transportation Glass Hammer Award* that validate our tenacity to succeed in all we do.

Corman has completed many projects of similar scope and complexity to this project. Included in the appendices are work history forms for projects: Telegraph Road, Woodrow Wilson Bridge VA-4 and Frederick Douglas Bridge. In addition we highlight the following:



MD 30 Hampstead Bypass - \$43M – Design Build – MDOT - Awarded under Best Value provisions and was first DB for SHA to include structure design. 4.5 mile new 2 lane bypass with 4 bridges. 22 design packages to advance work by obtaining MDE permits faster. Work included rock and earth excavation, 3 roundabouts, signalizations, roadway widening, utility coordination, and an extensive environmental scope. Earned 7 awards including a *National DBIA Excellence Award*, and *MDQI Green and Environmental Awards*.

I-70 Widening and Bridge Replacement- \$35M – Design Build – MDOT - Awarded under Best Value provisions for widening of 1 mile and replacement of dual bridges over South St. and MTA. Project involves karst therefore requiring lined ditches & ponds and grouting operations. Project currently under construction.

Region 2 Multiple Culvert Rehab - \$3.3 M – Design Build - VDOT – A&W Lead Designer - Since this was a structure replacement, our contract did not include ROW acquisition. DB Team overcame ROW challenges with innovative designs, delivered the project on-time and on budget.

Md. 216 - \$21 M – Design Build – MDOT – Construction of a 2 mile realignment of MD 216 as dual-divided highway with 167,000 SF of noise walls. Project was divided into 3 phases and 6 design packages to allow for overlap of design/construction. Work included roadway widening and construction, coordination with stakeholders, extensive utility relocation work, community outreach, MOT, environmental, and signalization. DB Team developed a plan to bifurcate the proposed MD 216 roadway in order to balance the earthwork, that cut months off the schedule and yielded an environmental benefit by reducing impact to wetlands and buffers while also reducing heavy-equipment traffic through adjacent neighborhoods. Project received environmental incentives and won two MDQI Excellence Awards for Partnering and Major Roadway.

Samford Road - \$6.4M – Design Build - MDOT - Construction of a new interchange for a new access point to NSA at the entrance to Ft. Meade Army Base. Work included a flyover bridge with MSE architectural approach roadways, roadway widening of Route 32, utility relocations, public outreach, MOT. Staggered design packages to allow early construction, earned maximum early completion incentive bonus, and MDQI Awards of Excellence in Partnering and Major Roadway.

ICC – Contracts A and B - \$467 M and \$556 M – Design Build – MDOT – Awarded under Best Value provisions and included stringent environmental compliance requirements. Work consisted of 14 miles of 6 lane toll highway including numerous tie-ins to existing roadways, 28 bridges including a deck-over, SPUI, and 5 long span bridges over environmentally sensitive areas. Extensive earthwork, utility relocations and community outreach added to the many challenges of the projects. Both projects included contractor led QC programs and they recently finished on-time and on-budget.

MD 210 – \$44M – Design Bid Build – MDOT - Reconstruction of the MD 210 Interchange on the Capital Beltway involving bridge replacement over active traffic, roadway widening and reconstruction, new ramps, retaining walls, coordination with stakeholders and adjacent contracts, extensive MOT, and public outreach. Corman revised the MOT phasing to eliminate phases and detours that assisted with accommodating traffic flow. The project received MDQI awards of Excellence in Partnering, Structure and Major Roadway.

From a best-value standpoint, Corman earned exceedingly high scores on design-build technical proposals in the environmental category with its proposed plans and teams. And, just as promised, we delivered excellent results. The table below reflects our average environmental compliance scores on recent DB projects:

EROSION SEDIMENT CONTROL QUALITY ASSURANCE RATINGS - PAST PERFORMANCE

	SCORE	PROJECT STATUS
Design/Build I-70 Phase 2D	97%	On-going
Design-Build Intercounty Connector B	91%	Completed 2011
Design-Build Intercounty Connector A	92%	Completed 2011
Design Build MD 30 Hampstead Bypass	98%	Completed 2009
Design-Build Bel Air Streetscape	94%	Completed 2008



Corman continually earns high ratings with the Virginia and Maryland Departments of Transportation:

- Past 10 years Corman has maintained “A” ratings with Maryland State Highway Administration
- VDOT – CQIP Score – Latest three scores: 9/3/08 – 97.3; 6/23/10 – 93.0; 5/20/11 – 94.2
- VDOT - Current CPE Score – 94.3
- VDOT C-36 – Averages in the high 90’s

Owner Testimonials

VDOT - Telegraph Road: \$236 million Telegraph Road project on the Capital Beltway at the Woodrow Wilson Bridge - VDOT quote from VDOT PM, Jalal Masumi in reference to CQIP review of the project where it received a high mark of 95.3%. *Scoring 95.3% for a project of the enormity and complexity of our VB 236 contract [the largest VDOT construction contract awarded to-date] is a truly significant positive achievement. It reflects our meeting the partnering mission statement commitments. I would like to extend my sincere appreciation to the VDOT/PCC/CKC partnership team for their steadfastness and resolve. I congratulate the team for having met the challenges in achieving this score, and thank them again. Let’s keep up the good work.*

VDOT – VA-4: As a testament to the Corman quality value we include an excerpt from the VDOT C-36 Final Performance Report dated 6/19/08 from the VA-4, Virginia Tie-in to the WWB: *“Corman Construction has consistently been ahead of their schedule. The contractor has proposed and VDOT has accepted two Value Engineering Proposals that have resulted in monetary savings. The Contractor overcame a major delay when vibrations resulting from installation of shoring, caused ceilings to collapse in adjacent apartment buildings. The delay to pile driving operations was almost three months due to this event. Corman was back on their original schedule within six months. This review reflects final evaluation of the contractor for his performance on this project. Corman Construction, Inc. provided an impressive and outstanding performance in the execution of contract work. Corman’s record of environmental compliance and safety topped those of other VDOT contractors working on WWB. There were only two NOI’s in the four-year life of the project that were addressed soon after onset. The courtesy, dedication, reliability and professionalism of contractor personnel score high marks. Corman management demonstrated partnering in candor and truthfully. VDOT/PCC construction management team appreciates and values this partnership.”*



The Louis Berger Group, Inc. (LBG) was founded by Dr. Louis Berger in 1953, and has grown into a recognized worldwide leader in the consulting field employing over 4,500 personnel world-wide. By drawing upon the experience, skills, and versatility of its staff, LBG has built a reputation for delivering outstanding quality projects coupled with an on-time and on-budget performance. LBG has serviced projects in Virginia for over 20 years primarily out of their Richmond office and has worked in nearly every county in the State focused on delivering transportation infrastructure projects (both design and construction management), transportation planning, and environmental services. LBG’s transportation section stands as one of the most potent and capable disciplines delivering both DB and DBB projects and has provided DB services in the transportation sector for seven years domestically and 17 years internationally.

Recent work with the Maine DOT, specifically the I-295 Connector Design-Build Project Connector Road Bridge received awards including the *“Build Maine Award” as well as finishing first in the ACEC’s National Engineering Excellence Award competition.* This project was completed with no extensions, despite increases in project scope. A successful international design-build portfolio has allowed LBG’s US opportunities to benefit from the many lessons learned. LBG is applying those lessons learned on projects from New England through Pennsylvania to South Carolina as well as opportunities in California. For any DB project, the design phase is both complex and crucial and effective management of personnel and resources is important to deliver this phase of the



project ahead of or on schedule. LBG has learned that fully integrated design with the contractor providing “over the shoulder” reviews facilitates creativity and innovation among designers.

LBG was awarded the 2005 Engineering Excellence GRAND AWARD by the ACEC for the U.S. Route 58, Danville Bypass, in Pittsylvania County, Virginia for excellence establishing the creation and enhancement of a modern, safe, and efficient highway system connecting the most southwestern and southeastern portions of the Commonwealth. The project included fourteen bridges and an estimated construction cost of \$97 Million. LBG has received the Grand Conceptor Award given by the ACEC of PA for the Trenton-Morrisville Toll Bridge Rehabilitation, a project addressing necessary structural repairs and increased capacity on an intermodal crossing without diverting traffic, completed under budget and ahead of schedule.

LBG continues to hold high marks from VDOT on consultant performance reports. All projects listed involved John Vandergriff in either position of Project Manager or Discipline Manager.

PROJECT	REPORT DATE	SCORE
Telegraph Road – Rte. 611 Widen to 4-Lanes	6/10/11	4.0
Huguenot Bridge Replacement	7/16/10	4.17
Widening of Route 50 from Rte. 28 to Poland Road	3/16/10	4.0
Intersection Improvements Rte. 29/Gallows Road	2/28/10	4.06

Owner (VDOT) Remarks from Consultant Performance Reports:

VDOT – US 29 / Gallows Road - 12/06/10 – *LBG is working with NOVA on Route 29/Gallows Road project, one of the complicated projects in our District. They understand VDOT process and help us very effectively to complete the construction plan for advanced waterline and roadway improvement work. We look forward to working with them in the future on more projects.*

VDOT - US 50 Lee Jackson - *The LBG has been very cooperative in working with the department while the project delivery method was unexpectedly changed to a design build project. LBG’s flexibility and knowledge of VDOT process assisted the Department develop its goals and schedule for this revised method. They have been proactive in ensuring that their required deliverables be met on time and with the high quality that the Department has become accustomed to receiving. I look forward to continuing work with the LBG and am confident that together we will develop a good work product.*

It is with confidence that the Corman DB Team intends to deliver our standard *high* level of service on the I-64 at Exit 91 project in Fishersville, Va.

3.4.2 Subconsultants and/or Major Subcontractors

Selecting the “right” sub-consultants and subcontractors to support the team is essential. The DB Team includes firms selected for their *proven* past work history and experience. We base our selection:

- proven experience
- performance evaluations
- technical capabilities of proposed personnel
- previous working relationships
- knowledge of the geographic site, such as the Geo-tech firm
- proximity to the jobsite, such as the testing labs





Ammann & Whitney (A&W), founded in 1946, is known for its engineering excellence and is consistently recognized for its technical innovation, integrity and achievement. The firm has been an active leader in Virginia's Bridge Engineering community for over 12 years and has designed projects such as the Huguenot Memorial Bridge and the Rt. 58 Bridges over the Middle Fork of the Holston River as well as the rehabilitation or repair of over 100 of Virginia's bridges. A&W routinely performs construction engineering services for some of the most challenging structural engineering projects in the region, including the Superstructure Replacement of I-64 over the ACCA rail yard and the Frederick Douglass Bridge in Washington, DC, the latter which was prepared for Corman. Recently completed was the DB Region 2 Multiple Culvert project for Corman as the Lead Design Firm.



Right-of-Way (ROW) - Operating since 1988, **Diversified Property Services**, a DBE firm and VDOT prequalified ROW contracting consultant, brings a uniquely comprehensive and coordinated approach to ROW and Land Acquisition to our team. Their experienced staff, possess technical skills as well as the more difficult "people skills" that can make all the difference in the successful completion of a ROW project. Diversified has a track record of providing exceptional service, performed on time, within budget, on projects such as the Route 657/Centreville Road Improvements, Atlantic Blvd. Extension, Pacific Blvd. Widening, and Route 28 Corridor Improvements.



EEE Consulting, Inc.
Environmental, Engineering and Educational Solutions

Environmental Compliance - EEE Consulting, Inc. (3e) is a small business that specializes in environmental engineering, environmental studies, planning and environmental education with offices located in Richmond, Blacksburg and Virginia Beach. EEE's transportation experience includes a number of DB and PPTA contracts, and locally administered projects with 12 local governments and contracts with VDOA, VDOT, VDRPT, WMATA, NCDOT, STB, and FTA including two staff members who worked in VDOT's Environmental Division. EEE will provide independent environmental compliance for the project. Current staff of 43 includes 4 PE's, 5 PG's, Certified Planners, Professional Wetland Scientists, industrial hygienists, and environmental scientists including two staff members who worked in VDOT's Environmental Division.



Survey - Precision Measurements, Inc. (PMI), a DBE and SWAM firm, will provide surveying services. PMI is a full service land surveying firm with 4 locations throughout Virginia. Resources for this project will come from the Richmond and Chantilly offices located within 2-3 hours from the project. Possessing years of VDOT experience and currently working on six of VDOT's Annual Land Surveying Contracts, PMI is familiar with VDOT requirements and specifications.



Quality Assurance - MBP is ideally suited to fulfill the Quality Assurance role on this project. MBP has been continuously working on CEI, QC and QA assignments for VDOT for nearly 20 years. MBP has developed a thorough knowledge of VDOT construction practices, policies and procedures through its work in every VDOT district in the Commonwealth and has been recognized for the high quality of its CEI work through honors such as the VDOT Commissioner's Award for Outstanding Achievement and the Construction Management Association of America's project achievement awards. MBP has successfully completed quality assurance on multiple DB projects in Virginia including those worked jointly with LBG and A&W. MBP has an unmatched knowledge of VDOT's QAQC procedures, and in fact assisted VDOT's Innovative Project Delivery office in developing the *Minimum Requirements for QA & QC on DB & PPTA Projects* document that is in use on all VDOT DB projects today.



Geo-Technical Services - Schnabel Engineering, a nationally-recognized firm of more than 55 years, is a premier provider of geo-tech engineering services. Schnabel will provide specialized services including geotechnical & geo-structural engineering and geophysical & geosciences services. Schnabel has seven branch offices located throughout Virginia resulting in a portfolio of extensive experience with the local soil and bedrock conditions throughout the state. Schnabel will provide an engineering analysis and design program using field and laboratory data collected during subsurface exploration to develop cost-effective, safe designs for the geotechnical elements of project.



Utility Locating - So-Deep, Inc., a Virginia corporation, founded the underground utility designating and locating profession in 1981 and eventually coined the new service subsurface utility engineering (SUE). In 1985, the very first statewide SUE contract was awarded to So-Deep, Inc. and they have been providing VDOT with on-time, quality services since that time. So-Deep's continuing innovations in subsurface utility engineering effectively set the standard for the profession. So-Deep has been providing SUE services to LBG and A&W for well over 5 years.

Inter-relationships

Corman and associated team member firms have a history of projects for VDOT and their reputations are well known among VDOT personnel. While teaming has occurred over the past ten years, listed below is a brief synopsis of recent and current working relationships among the firms.

- Lincoln Memorial Reflecting Pool - Washington, D.C. (active) — Corman, LBG, A&W, MBP
- Fredrick Douglas Bridge (recently completed) – Washington, D.C. — Corman, A&W
- Huguenot Memorial Bridge Replacement (active) – Richmond, VA — A&W, LBG, MBP
- 344 Various Projects Over 7 years (active)– Statewide VA – F&R, LBG
- ARRA Culvert D-B (recently completed) – Various Location VA — Corman, A&W, F&R
- 46 Various Projects Over 8 years (active) – Statewide VA — LBG, EEE
- 608 over I-95 and Cross Town Tunnel (recently completed) – VA — Corman, F&R
- Hull Street/Hey Road (active) – Richmond, VA — LBG, PMI
- US 50 Lee Jackson (DBB, DB Support) (active) – Fairfax County, VA — LBG, A&W
- US 29 Gallows Road (active) – Fairfax County, VA — LBG, So-Deep
- 895 Airport Connector (DB IA) (recently completed) – Henrico County, VA — LBG, Schnabel, MBP
- Mayo Bridge (active) – Richmond, VA — A&W, LBG, Schnabel
- Land Ports of Entry Homeland Security – Nationwide — LBG, MBP
- Various Projects – Nationwide — A&W, LBG (A&W is a former subsidiary of LBG)
- Various National Park Service Construction Management Projects - Nationwide — LBG, MBP

Additional working relationships:

- A&W was the Lead Designer for Corman on VDOT Multiple Culvert \$3.3M, DB Project and provided construction engineering for Corman on \$34M, DB project, Frederick Douglass Bridge.
- Corman has repeatedly worked with Schnabel. Recently on Hampstead Bypass, ICC A, and ICC B. A&W have also worked with Schnabel on projects such as Mayo Bridge Study and Dulles Airport.
- F&R has provided laboratory services to Corman on projects, such as Rte. 608 Bridge over I-95, DB Multiple Culvert Rehab, and Cross Town Tunnel.
- ECS has provided QC services to Corman on projects, such as WWB VA-4, Korah 3, and Timsbury Wastewater Pump Station.



3.5 PROJECT RISK



3.5 PROJECT RISK

Introduction

The Corman DB Team comprehensively investigated the project for critical risk elements within a range of disciplines, activities, functions, and roles and breaks them down into these three critical risk categories:

Critical Risk #1: Pre-construction

Critical Risk #2: Technical Criteria

Critical Risk #3: Construction

Critical Risk #1 Pre-construction

Prior to roadway and bridge operations and excluding design engineering, our design-build team completes many activities ranging from public involvement through right-of-way acquisition through utility relocation, thereby “clearing” the project site for road and bridge construction.

Public and Private Utility Relocations and Right-of-Way Acquisition- Publically and privately-owned utilities introduce stakeholders into the project team. These utilities are not owned by the project owner and are not always relocated by the design-build team. The Corman DB Team will identify and discover all the critical utility conflicts early with team member So Deep’s assistance and then coordinate relocation design and construction to keep the project on schedule. Relocating utilities may require additional right-of-way utility easements.

Adhering to specific workflow for critical Right-of-Way (ROW) acquisition is required – appraisals, review appraisals, negotiations and closings all take time, and several portions of these activities require long set durations and VDOT’s input. Included with the ROW acquisitions are easements that may be needed for utility relocations beyond the easements for fee ROW for road and bridge construction. These easements are largely dependent on the private or public owner’s desires for their utility and further complicate the schedule.

Mitigation - Our team recognizes that a private utility owner will not assume the schedule risk for the project. However, our team can promote seamless utility relocation and ROW acquisition by:

1. Louis Berger will depict all existing utilities, coordinate utility relocation designs, and depict as-built utility relocations on the cross sections in conjunction with proposed pavement, storm sewer, and bridge designs.
2. Corman will lead utility relocation construction efforts. Corman self-performs various utility work, such as water and sewer relocations. The relocation work will be coordinated by our experienced design-build Utility Manager.
3. Diversified Property Services will provide early input into design approaches with respect to property negotiations and identify design aspects which may complicate negotiations. The Corman DB Team will make property impacts palatable within the confines of technical criteria, engineering judgment, and constructability.

Critical Risk #2 Technical Criteria

Evaluating and solving project specific technical criteria questions with the owner and regulating agencies (with Direct Federal Oversight) will be a “Critical risk” with regard to Stormwater Management treatment and preservation of possible threatened and endangered species.



Stormwater Management (SWM) Technical Criteria - The Corman DB Team will investigate SWM risks. It will be key to concur on the technical criteria interpretation and implementation. A series of critical determinations and concurrence is needed early in project design.

Does VDOT concur with the findings regarding SWM water quality and quantity retention requirements?

We asked the following questions during the Q&A period of this solicitation:

Will VDOT require using IIM-LD-195.7 to satisfy SWM requirements on the project?

- a. Will VDOT allow using either the Performance-based or Technology-based criteria from Sections 5.4.3 and 5.4.4 or will VDOT instruct the contractor which to use on the project?
- b. Will the “total” post development impervious area in Section 5.4.4.2 include both existing and proposed impervious cover for computing the required water quality volume for any required BMP using the technology based criteria?

VDOT Response: Currently VDOT requires the use of IIM-LD-195.7 to satisfy the requirements of Stormwater Management. Stormwater requirements will be provided in the RFP.

Mitigation - Using the Technology-Based Criteria methods, we will analyze the Pre & Post Construction Percent Impervious Cover of the Site to determine if any water quality BMP's are required. Initial computations indicate that no water quality BMP's are required. This determination greatly reduces the risk associated with the water quality requirements of SWM, but will require concurrence by VDOT.

With regard to water quantity BMP's, we will analyze Goose Creek, downstream of the project, to determine if the project will contribute towards stream channel erosion and flooding. Both sets of criteria are governed by MS-19.

We will complete an in depth hydraulic analysis to check flow rates, velocities, and depths to determine if water quantity treatment is needed. Being able to detain the 2-year post development storm to reduce the increased flow rates back to pre-development conditions will help mitigate critical risks associated with erosion and flooding concerns and adhere to MS-19 requirements.

If BMP's are needed to mitigate flooding or stream channel erosion, an extended detention basin may allow stormwater to be held and released at reduced flow rates while providing some water quality control. The basin size will depend on the amount of storage and type of principal spillway needed to reduce the post development flow rate to non-flooding, non-erosive levels. The layout will be shaped to fit within the existing topography as long as the hydrology is acceptable.

Due to the very real need of having to purchase right-of-way from private landowners to accommodate a BMP device as large as a basin, a handful of locations should be investigated to determine the best place for a basin. There may be enough space to construct a basin in currently owned VDOT right-of-way within the interchange. Care will be taken to eliminate the possibility of having multiple detention basins to achieve the desired detention.

Direct Federal Oversight of Technical Criteria - Federal Highway Administration (FHWA) is a major stakeholder. The Corman DB Team acknowledges FHWA will have direct oversight of the project which poses a technical criteria risk. Our team will identify certain technical criteria that may cause a delay for our final construction plans and mitigate solutions during the FHWA/VDOT/Corman reviews. One example may include discussing the lane drops on the I-64 / Route 285 Interchange ramps – and the distance to accomplish this lane drop or turning movement queue lengths.



Threatened or Endangered Species Technical Criteria - The Corman DB Team acknowledges the presence of Madison Cave Isopod within the project area. Interpretation within the environmental regulatory community and VDOT with regard to this species may prove a technical criteria risk. As per the Categorical Exclusion document, *“The species of concern at this site include the Madison Cave Isopod and Amphipod which have been documented in caves or springs in close proximity to the project. Both DCR and the Department of Game and Inland Fisheries agree that if strict erosion and sediment controls are followed and if stormwater basins are designed for use in karst, the potential for impact to the species is low. No Karst features have been documented in the project limits.”*

The Corman DB Team will define the agreed upon methods for designing and constructing SWM facilities within Karst materials if encountered. Corman is uniquely qualified to mitigate the potential sinkhole risk that may occur in Karst materials. We will work to mitigate this risk by combining our technical resources in design and permitting with our understanding of construction means and methods. Items considered early in project development may include dye tracing of groundwater, dye tracing or tracking of surface water flows, mapping of known caves/caverns near the project site, and using specific geotextiles in sediment basins or SWM ponds to prevent infiltration.

Critical Risk #3 Construction

The Corman DB Team acknowledges the critical risk aspect of this particular interchange with respect to the Augusta Medical Center / Augusta Health, ExpoLand, and nearby trucking operations. We understand the importance of properly and safely maintaining traffic flows through the interchange during construction all while ensuring and providing VDOT with a *superior and seamlessly upgraded final interchange and improvements to Route 285, Route 935 Expo Road, Route 636 & 640 Goose Creek Road.*

Pavement Replacement Gore Areas/Interim Grade Tie-in - The RFQ plans indicate that the ramps will have a full depth section added and existing pavement will be replaced for each of the four gore areas where the ramps are interfaced back to I-64. Although all four ramps have multiple lanes along the majority of the ramp length, the convergence and divergence at I-64 is a single lane only, and includes full depth replacement. Properly phasing work for a seamless transition from existing pavement to the new pavement sections while maintaining traffic at the I-64 interface will be key to our construction operations. The proposed Route 285 / Ramp intersections are essentially in the same general location as well, and must be operational during construction.

Mitigation - Details of the intersection will be addressed during design coordination reviews between designers and the construction team to foresee and eliminate future construction field problems that would cause unsafe conditions, traffic congestion, and delays and risks to the traveling public. We will coordinate and plan detailed traffic shifts to minimize shutdowns for bridge girders erection during off-peak hours.

The depiction, location, type, and depth of temporary pavements needed at the I-64 interface will be developed and traffic volumes will be assessed at interim phases. The Corman DB Team will develop a delay analysis and queue length determination for the interim and final conditions for each construction phase. It is these results that will steer our design approach to blend our construction operations. Our experienced proactive outreach team will coordinate with VDOT and ensure public involvement with all third-party stakeholders.



Final Interchange Upgrades – Since The Corman DB Team understands VDOT’s concerns with upgrading an existing interchange, we will ensure that existing grades, ditch lines, pavements, curb lines, sidewalks, driveways, entrances, shared use paths, drainage systems, and signals are seamlessly tied and blended together with the overlays, upgrades, local road widening, reconstruction work, I-64 interstate ramp widening, and bridge improvements. This sets the stage for us to deliver a superior final product to VDOT, Augusta County, and all neighboring third party stakeholders.

The Corman DB Team took a step further in our investigation and explored these other areas for potential risks

Insufficient Exiting Major Crossing Culvert Capacity –Louis Berger performed conceptual drainage analysis and determined the existing culverts were of sufficient capacity to lengthen the major crossing culverts as planned by the owner.

Impacts to National Registry Property –Louis Berger reviewed the available information regarding this resource and determined the impacts and associated mitigation to this parcel is a risk, but not a critical risk. Louis Berger has served as VDOT’s cultural resource on-call consultant and is well equipped to handle this risk.

Overall Earthwork / Grading – Corman reviewed the available information and determined the amount of borrow and location of borrow sites within prudent distance is an important element, but is not a critical risk.

General Strategy of Constructability – Corman, Louis Berger, and Ammann & Whitney reviewed the documents provided and determined the overarching approach to phased construction is sound and the overall strategy is not a critical risk.

Long-Term Interchange Operational Capacity – Louis Berger explored the concept of diamond interchange for long-term viability and capacity for the project site, noting the sub-standard left turn lane storage on Route 285, the critical I-64 crossing link, for the area, and the adjacent pro-development zoning for the land surrounding this critical north south link. Louis Berger concluded that this risk aspect had been identified and explored by the owner, and although a concern was vetted by the owner, this risk was not deemed critical to the Corman DB Team.

Type B Structure - The Corman DB Team reviewed the information made available and determined the lead paint concerns of the existing structure over I-64 may be mitigated appropriately and therefore was not critical to the project.



APPENDICES



ATTACHMENT 3.1.2

0064-007-111, P101, R201, C501, B627

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	Appendices
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendices
Letter of Submittal (on Offeror's letterhead)				
Offeror's point of contact information	NA	Section 3.2.1	yes	1
Authorized Representative's signature	NA	Section 3.2.1	yes	4
Principal officer information	NA	Section 3.2.2	yes	1
Offeror's Corporate Structure	NA	Section 3.2.3	yes	1
Affiliated/subsidiary companies	NA	Section 3.2.4	yes	1-2
Debarment forms	Attachment 3.2.5(a) Attachment 3.2.5(b)	Section 3.2.5	no	Appendices
Offeror's VDOT prequalification evidence	NA	Section 3.2.6	no	Appendices
Evidence of obtaining bonding	NA	Section 3.2.7	yes	5
Professional Services Evidence				
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.8	no	Appendices

ATTACHMENT 3.1.2

0064-007-111, P101, R201, C501, B627

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
SCC Registration	NA	Section 3.2.8.1	yes	2-4
DPOR Registration (Offices)	NA	Section 3.2.8.2	yes	2-4
DPOR Registration (Key Personnel)	NA	Section 3.2.8.3	yes	2-4
DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.8.4	yes	2-4
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.9	yes	4
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	7
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendices
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendices
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendices
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendices
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.5	no	Appendices
Key Personnel Resume – Environmental Manager	Attachment 3.3.1	Section 3.3.1.6	no	Appendices
Organizational chart	NA	Section 3.3.2	yes	10
Organizational chart narrative	NA	Section 3.3.2	yes	8-9
Experience of Offeror's Team				

ATTACHMENT 3.1.2

0064-007-111, P101, R201, C501, B627

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendices
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendices
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	17-20

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

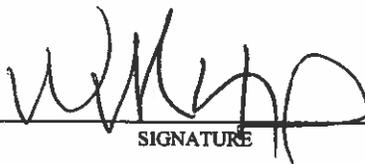
RFQ NO. C00075877DB47
PROJECT NO.: 0064-007-111, P101, R-201, C-501, B-627

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 11/03/2011
(Date)
2. Cover letter of RFQ Questions & Answers 12/16/11
(Date)
3. Cover letter of _____
(Date)

 1-5-2012
SIGNATURE DATE

Attachment 3.3.1

Key Personnel Resumes

with applicable DPOR Licenses

Design-Build Project Manager –Peter Bernat

Quality Assurance Manager –Dale Grigg, Jr., PE

Design Manager –John Vandergriff, PE

Construction Manager –Robert “Dennis” Brown

Lead Structural Engineer –Chris Adams, PE

Environmental Compliance Manager –Doug Fraser, PG

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Peter Bernat - Sr. Project Manager
b. Project Assignment:	Design-Build Project Manager
c. Name of Firm with which you are now associated:	Corman Construction, Inc.
d. Years experience: With this Firm <u>21</u> Years With Other Firms <u>1</u> Year	
Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	
Sr. Project Manager.....Corman Construction	2005-Present
Peter's assignments include large-scale DB and DBB transportation infrastructures and fast-track bridges where he tackles projects with a proactive management approach leading to successful completion. Strong attributes include scheduling, cost control, and planning future work to identify and mitigate potential delays resulting from design and/or constructability issues that kept projects on track.	
Project Manager.....Corman Construction	1998-2005
Assigned to various VDOT projects, including Route 7 over Route 50 at Seven Corners in Falls Church, I-95 at Walthall Interchange and Chippenham Parkway in Chesterfield, where he supervised engineers on all aspects of construction.	
Sr. Project Engineer.....Corman Construction	1993-1997
Peter was responsible for all aspects of project management including cost control, projection analysis, scheduling, subcontractor coordination, public relations, submittals, material procurement and owner relations for various bridge and water main projects.	
e. Education: Name & Location/Degree(s)/Year/Specialization:	
University of Texas/1989-1990/Civil Engineering Major	
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	
2011/VDOT Erosion & Sediment Control Contractor Certification/#5454C	
g. Document the extent and depth of experience and qualifications relevant to the Project.	
1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i>	
2. <i>Note whether experience is with current firm or with other firm.</i>	
3. <i>Provide beginning and end dates for each assignment.</i>	
(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)	
Project Name: I-95 Telegraph Road Interchange Improvement, Alexandria, Virginia	
Name of Firm: Corman Construction, Inc.	
Start Date: Dec. 2007 End Date: Ongoing	
Project Role/Responsibilities: As Sr. Project Manager for this \$236.3 Million fast-track joint venture project consisting of reconstructing the Telegraph Road Interchange, widening/reconstruction of approx. 2.5 miles I-95/I-495 and includes 11 ramps and bridges, Peter Bernat oversees 14 engineers, a jobsite workforce of over 200 and 39 subcontractors. At project start, he developed an organizational structure assigning specific work segments to engineers and daily, weekly and monthly planning and coordination meetings were established for team collaboration. Peter works with superintendents to schedule work and coordinates/supervises field operations. He coordinates weekly progress meetings with the owner, meetings on Maintenance of Traffic, scheduling and lane closures, and coordinated with the other Woodrow Wilson Bridge projects. Peter is the primary conduit of information to PCC, the GEC for the extensive public relations outreach program. He oversees development of approved Traffic Control Plans (TCP) for the detours, lane closures, and traffic switches, daily MOT checks to ensure signage, roadway, and traffic control devices are accurate per TCP and VA WAPM, implementation of multi-phase traffic switches for bridges on Telegraph Road with minimal impacts, scheduling off-peak lane closures and works with local jurisdictions to coordinate around local special events. Peter's team developed a comprehensive environmental compliance plan which includes a SPPP Plan, weekly Rain Event Reports with JV team and Owner input, ensuring foreman and superintendents are E&S trained, managing daily E&S checks, and works with Owner to develop work plans for construction near/in Cameron Run (environmentally-sensitive waterway). Peter assigned specific	

coordination efforts and chaired coordination meetings with VDOT and utilities. At the start of the project, Peter was instrumental in developing alternate schedules and work areas that kept the project on track when it was discovered utilities were relocated into the path of proposed work. He notified about possible utility conflicts, proposed new work/field operations, coordinated between operations/staff and utility contractors working in the area, coordinated with utility owners, and coordinated/managed utility subcontractors. Project has met all six milestones and is on schedule to finish early.

Owner: Virginia Dept. of Transportation

Project Name: Woodrow Wilson Bridge MD 210, MB-3, Oxon Hill, Maryland

Name of Firm: Corman Construction, Inc.

Start Date: May 2005

End Date: Dec. 2007

Project Role/Responsibilities: As Sr. Project Manager for this \$44.6 Million Interchange project which constructed part of the Woodrow Wilson Bridge Corridor Project and included ramps, excavation, utility relocations, and realignment/ transformation of the Oxon Hill Road/MD 210 Intersection into a grade-separated interchange, Peter oversaw the project from start to finish. He managed engineers, collaborated with superintendents to schedule work and supervised the MOT plan, which was revised to eliminate phases and detours that accommodated traffic flow on the congested interchanges. He successfully coordinated with all other contracts and conducted organizational meetings for construction, MOT, scheduling, lane closures, etc. Project received MDQI Awards of Excellence in Partnering, Structure and Major Roadway.

Owner: Maryland Dept. of Transportation

Project Name: Design-Build MD Route 216 US 29 to I-95, Laurel, Maryland

Name of Firm: Corman Construction, Inc.

Start Date: Oct. 2002

End Date: 2004

Project Role/Responsibilities: As Project Manager for this \$21.1 Million design/construction of a two-mile realignment of MD 216 as a dual-divided highway with two signalized intersections, a new I-95 off-ramp and roadway reconstruction, Peter supervised engineers, directed construction and ensured the project was completed per contract requirements. With his 24/7 dedication, Pete spearheaded successful partnering on the project. Peter also served as Design-Build Coordinator with our design team partner and owner, Public Relations Coordinator for the design-build team, and was the spokesperson at community meetings. Peter worked with all levels of design development and was intimately involved in the permitting process with designer and MDE. Together with lead design firm, they developed a plan to bifurcate the proposed MD 216 roadway in order to balance the earthwork, that cut months off the schedule and yielded an environmental benefit by reducing impacts to wetlands and buffers while also reducing heavy-equipment traffic through adjacent neighborhoods. Unparalleled partnering was essential and contributed to effective communication with all involved, specifically outside utility companies, homeowners, and various agencies. This effort yielded successful results as the project was completed on-time and under budget and received MDQI Awards of Excellence in Partnering and Major Roadway.

Owner: Maryland Dept. of Transportation

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **Dale Grigg, Jr., PE, Branch Manager**

b. Project Assignment: **Quality Assurance Manager**

c. Name of Firm with which you are now associated: **MBP**

d. Years Experience: With this firm: **<1 years** With other firms: **36 years**

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

MBP - 4/2011 – Present, Branch Manager: Mr. Grigg has more than 36 years of construction experience, including contract administration, program management, construction management, quality assurance and quality control. His expertise is in heavy highway and bridge construction; construction materials; and road, bridge, and pavement design. His experience includes scheduling, budgeting, constructibility reviews, value engineering, partnering facilitation, utility coordination and negotiating.

NXL - 1/2008 – 4/2011, Director of Construction Management

VDOT- 6/1976 – 12/2007, Assistant Resident Engineer, District Materials Engineer, District Construction Engineer, Acting District Administrator

e. Education: Name & Location/Degree(s)/Year/Specialization:

Virginia Polytechnic Institute and State University (Virginia Tech)/BS/ 1976/ Civil Engineering

f. Active Registration: Year First Registered/Discipline/VA Registration #:

1992/Civil Engineering/Professional Engineer/0402023310

g. Document the extent and depth of experience and qualifications relevant to the Project.

1. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*
2. *Note whether experience is with current firm or with other firm.*
3. *Provide beginning and end dates for each assignment.*

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

Project: **I-81 Operational Improvements Design-Build , Salem District, VA**

Name of Firm: **NXL**

Start Date: **2010** Finish Date: **2011**

Project Role: **Quality Assurance Manager (QAM)**

Responsibilities: **As Quality Assurance Manager, prepared the project's QA/QC plan; performed QA testing and inspection in accordance with VDOT's design-build guidelines; prepared, maintained, and submitted associated project documentation including diaries, EEO, ARRA, materials notebook/documentation, as-built sketches, and monthly pay documents, including verifying and approving monthly pay packages; and prepared and submitted final records. The project involved the construction of a parallel truck climbing lane including drainage and roadway shoulder improvements, retaining walls, and the replacement of three bridges. As QAM, Mr. Grigg managed the QA inspection team, including an office engineer and had direct oversight of the design builder's QC inspection staff.**

Project: **Region 3 Bridge Rehabilitation Design-Build, Northern Virginia and Staunton Districts, VA**

Name of Firm: **NXL**

Start Date: **2010** Finish Date: **2011**

Project Role: **Quality Assurance Manager (QAM)**

Responsibilities: **As Quality Assurance Manager, prepared project's QA/QC plan, performed QA testing and inspection in accordance with VDOT's design-build guidelines; prepared, maintained, and submitted associated project documentation, including but not limited to diaries, EEO, ARRA, materials notebook/documentation, as-built sketches, monthly pay documents, including verifying and approving monthly pay packages, and preparation and submission of final records. The project involved 23 bridges located in three VDOT Districts with a duration of approximately 22 calendar months.**

Project: Route 36 Improvements Design-Build, Richmond District, VA

Name of Firm: NXL

Start Date: 2010

Finish Date: 2011

Project Role: Quality Assurance Manager (QAM)

Responsibilities: As Quality Assurance Manager, prepared the project's QA/QC plan to perform QA testing and inspection in accordance with VDOT's design-build guidelines. This VDOT/ARRA Design-Build project includes construction of improvements to Route 36 and Route 144 near Fort Lee's Sisisky Gate located in Prince George County, VA. Services to include preparation of project's Quality Assurance and Quality Control Plan, performance of QA testing and inspection in accordance with VDOT's August 2008 Design Build guidelines, preparation, maintenance and submission of associated project documentation. Mr. Grigg managed and developed the project QA/QC Plan, as well as assisted with the QA process for the development of project plans.

Project: Pacific Boulevard Widening Design-Build, Northern Virginia District, VA

Name of Firm: NXL

Start Date: 2010

Finish Date: 2011

Project Role: Quality Assurance Manager (QAM)

Responsibilities: As Quality Assurance Manager, prepared project's QA/QC plan, performed QA testing and inspection in accordance with VDOT's design-build guidelines; prepared, maintained, and submitted associated project documentation, including but not limited to diaries, EEO, ARRA, materials notebook/documentation, as-built sketches, monthly pay documents, including verifying and approving monthly pay packages, and preparation and submission of final records. The project involved widening Pacific Boulevard from 2 to 4 lanes from Sterling Boulevard (Rte. 846) to Relocation Drive (Rte. 775), 5 ft. sidewalk & 10 ft. multi-use path in the NOVA District. Approximately 9 calendar months of construction-related activities.

Project: Lynchburg District-Wide, Lynchburg District, VA

Name of Firm: VDOT

Start Date: 1995

Finish Date: 2007

Project Role: District Construction Engineer

Responsibilities: As Construction Engineer, responsible for 10-county, two-city road and bridge construction program, including all preliminary engineering functions (survey, road and bridge design, right of way acquisition, environmental studies and permit acquisition, and pavement and geotechnical design. Provided oversight of all construction and maintenance contracts, including contract administration and quality control and assurance. Projects included:

- **Route 29 Madison Heights Bypass: \$275 million**
- **Route 58 West Danville Bypass: \$70 million**
- **Main Street Bridges in the City of Danville: \$15 million**

Responsible for all aspects and administration of VDOT's Lynchburg District construction program, in excess of \$400 million, including multiple new freeways and interchanges, including 40 bridges, as well as district-wide maintenance contracts for bridge repairs and paving.

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

8860 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON

06-30-2012

NUMBER

0402023310

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

DALE HARDY GRIGG JR
509 RAMBLEWOOD RD
FOREST, VA 24551



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: John A. Vandergriff, PE- Senior Transportation Project Manager / Design Section Manager	
b. Project Assignment: Design Manager	
c. Name of Firm with which you are now associated: The Louis Berger Group, Inc.	
d. Years experience: With this Firm <u>5.5</u> Years With Other Firms <u>14</u> Years Please list chronologically your employment history, position and general experience or fields of practice for the last fifteen(15) years: Sr. Transportation Project Manager / Design Section Manager.....The Louis Berger Group, Inc. 2/06-Present Lead and manage design of transportation projects, highway design, drainage design, SWM, E&S, traffic, MOT/SOC; responsible charges duties included; manage design section. Engineer II / Project Manager.....VDOT Richmond District 4/04 -2/06 Led Project Management Office, Managed a selection of the most risky and regionally significant projects; managed/ supervised/led group of PM's in PMO; responsible for pre-advertisement design projects Sr. Transportation Engineer..... Michael Baker Jr., Inc. 1/98-4/04 Progressively responsible position including all aspects of design of transportation projects (roadway, drainage, MOT, SOC, etc.); responsible charge duties and project manager duties. Transportation EIT then Transportation Engineer.....Wilbur Smith Associates 8/95 -12/97 Staff engineer designed and assisted with design of roadways / highways EIT 1, 2.....West Virginia Division of Highways 1/92-8/95 Staff engineer designed and assisted with design of various transportation projects and construction inspection;	
e. Education: Degree(s)/Year/Specialization: B.S. /1991/ Civil Engineering/ Virginia Tech	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1997/ Engineer / 0402031149	
g. Document the extent and depth of experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) Project Name: Lee Jackson Highway US 50, Fairfax & Loudoun Counties Virginia Name of Firm: The Louis Berger Group, Inc. Start Date: January 2007 Finish Date: Ongoing Project Role/Responsibilities: Project Manager / Design Manager. Managed consultant engineering design team activities including four sub-consultant team members in the preparation of PFI, VE plans, public hearing plans, D-B RFQ, and D-B RFP Plans for widening and reconstructing 3.5 miles of this urban principle arterial. Project began as Design-bid-build. Included within the project boundaries are three major waterway crossings, six existing at-grade intersections, and several private development projects that affect the proposed roadway design. Mr. Vandergriff was in responsible charge of the project design, and was responsible for scope, schedule, and budget. Responsible for leading design efforts on roadway, drainage, SWM, MOT/SOC, traffic. Managed internal design team members and sub-consultants including DBE traffic, bridge, survey, and SUE. Worked creatively and confidentially to develop design-build RFQ and RFP plans, identify and limit risk to VDOT for the design-build project. LBG provides support during DB construction on an as-needed basis as per request. Owner: Virginia Dept. of Transportation	

Project Name: US 29 at Gallows Road, Fairfax County Virginia

Name of Firm: The Louis Berger Group, Inc.

Start Date: April 2006

Finish Date: Present Under Construction

Project Role/Responsibilities: Managed final design activities, right of way plan production, and construction plans & documents for widening and reconstructing this urban principle arterial. The project includes multiple lane widening, raised medians, shared use paths, extensive utility coordination, and the complete reconstruction of portions of U.S. 29 and Gallows Road in the vicinity of I-495. Mr. Vandergriff served as engineer in responsible charge for roadway, MOT/SOC and served as manager as the prime consultant for the project in charge of scope schedule and budget. Mr. Vandergriff led services covering the breadth and depth of technical & developmental transportation engineering issues on the project and including the more unique items of: meeting with the VDOT R/W and individual property owners to develop design modifications to assist in R/W negotiations, reviewing and advising the VDOT on private development plans including proffer language, partnering meetings with advanced in-plan utility contractor, depicting private, public, existing, proposed, and as-built utility information in cross sections; depicting over 250 utility test holes on the cross sections, coordinating and developing interim designs to allow for I-495 Hot Lane project construction. LBG and Mr. Vandergriff continues to supply design support during construction on an as-needed basis as the project was advertised for construction in 2011, design support during construction is scheduled thru 2013.

Owner: Virginia Dept. of Transportation

Project Name: Huguenot Memorial Bridge, Richmond, Virginia

Name of Firm: The Louis Berger Group, Inc.

Start Date: April 2006

Finish Date: Present Under Construction

Project Role/Responsibilities: Sub-consultant Project Manager. Managed final design engineering for roadway & drainage tasks including complete roadway plans, stormwater management, erosion and sediment control, signing / pavement marking, SOC/ MOT /TMP, right of way plans, construction plans and construction documents, and public hearing responsibilities. Mr. Vandergriff was in charge of the project design exclusive of the James River Bridge and in-plan utilities, and was responsible for scope, schedule, and budget. Worked interactively with Ammann & Whitney (bridge designer) throughout the project life cycle including development of key construction special provisions. Project included roadway reconstruction, realignment, and urban intersection reconstruction for this urban arterial crossing the James River. Project is currently under construction, and LBG continues to supply design support during construction.

Owner: Virginia Dept. of Transportation (sub-consultant)

Project Name: I-64 Widening & Reconstruction, Chesapeake, Virginia

Name of Firm: Michael Baker, Jr., Inc.

Start Date: 1998

Finish Date: 2001

Project Role/Responsibilities: Designed significant portions for 9.5 km six-lane divided interstate widening and interchange reconstruction. Prepared preliminary construction plans for addition of outside lane and inside HOV lanes, designed portions of two interchanges and collector-distributor roadway. Prepared advance R/W acquisition plans, designed bridge approaches for bridge spanning Elizabeth River.

Owner: Virginia Dept. of Transportation

Project Name: Appalachian Corridor H (NEPA)—Engineering Avoidance Studies - Blackwater and Battlefield, Northeast West Virginia

Name of Firm: Michael Baker, Jr., Inc.

Start Date: 2001

Finish Date: 2003

Project Role/Responsibilities: Engineering Manager. Directly designed and led preliminary design of 24 miles of divided principle arterial highway through two counties in northeast part of WV. Preliminary engineering completed for over 14 different alternatives to avoid or minimize impacts to environmental resources while providing access to local existing routes. Mr. Vandergriff led and directly designed context sensitive design

elements, assisted with many public meetings, and interacted with public to explain engineering aspects of projects. A preferred alternative was selected for the Battlefield project and field inspection level engineering was completed. Assignment included meetings and coordination with key WVDOH and FHWA staff. Due to the controversial nature of the project and legal arrangements between the state of West Virginia and opponents of the project, this project received very specific scrutiny.

Owner: West Virginia Dept. of Transportation, Division of Highways



THE Louis Berger Group, INC.

801 East Main Street, Suite 500, Richmond, Virginia 23219
Tel 804 225 0348 Fax 804 225 0311 www.louisberger.com

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

EXPIRES ON
07-31-2013

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

NUMBER
0402031149

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

**JOHN ANDREW VANDERGRIF
3329 WHITE CHIMNEYS COURT
GLEN ALLEN, VA 23060**



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

(DETACH HERE)

BOARD FOR AP/ELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402031149 EXPIRES: 07-31-2013

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

JOHN ANDREW VANDERGRIF
3329 WHITE CHIMNEYS COURT
GLEN ALLEN, VA 23060



1/2

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Robert "Dennis" Brown – Project Manager
b.	Project Assignment: Construction Manager
c.	Name of Firm with which you are now associated: Corman Construction, Inc.
d.	Years experience: With this Firm <u>6</u> Years With Other Firms <u>8</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): Project/Construction Manager.....Corman Construction 2005-Present Dennis held the positions of Project Manager, Construction Manager, Construction Manager/Structures and Deputy Construction Manager on four major DB and DBB bridge/roadway projects with an aggregate contract value exceeding \$700M. With a diversified background in critical survey layout, forming and pouring structural concrete, working on "confined" projects, and demolition involving hazardous materials, Dennis continually demonstrates construction management skills in planning and executing complex highway/bridge work, project schedule adherence, crew/equipment resources, and subcontractor/supplier coordination. Assistant Superintendent to Superintendent.....Panigas Construction, Halifax, Nova Scotia 2004-2005 Dennis oversaw construction on commercial and residential buildings where he monitored subcontractors' work/manpower and scheduled work and subcontractors to maximize efficiency of production while maintaining costs and safety. Dennis was also a Safety Officer where he conducted weekly foreman safety meetings involving conflicts and resolutions. Head/Assistant Surveyor/QA/QC Engineer.....Walter Construction USA, St. Louis, Missouri 1999-2003 Dennis was assigned to the \$95 Million Creve Coeur Memorial Park Bridge project where he surveyed for the construction of two five-lane, double box girder, cast-in-place, segmental bridges – layout, QA of formwork, and geometry control using Finley McNary CIP Software; provided Engineering Dept. and Superintendent support; provided concrete scheduling and coordination, and QA/QC for superstructure; and monitored project progress and quality evaluation. Quality Control Technician...Adkinson, Dillingham and Lane Construction, Olmsted, Illinois 1997-1999 Dennis was assigned to the \$275 Million Design-Build Olmsted Lock & Dam project where he ensured QA/QC for concrete formwork, concrete, backfill, water testing, welding and safety. Project included batching and pouring 700,000 CY of concrete and placing 61,000,000 lbs of rebar. Technician Trainee/Project Coordinator.....Illinois Dept. of Transportation 1995-1997 Dennis was an Engineering Technician Trainee for road surveys and Project Coordinator for a community park upgrade for the layout and construction of a one-acre park with walkways, bridge overpass, cabin and parking facilities. Also, layout of a five-mile, two-lane highway relocation, including cross sectioning and slope staking.
e.	Education: Name & Location/Degree(s)/Year/Specialization: Southern Illinois University - Carbondale, IL//1994-1997/History Major Shawnee Community College – Ullin, IL/Associates/1994/Science
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: 2011/DCR Virginia Erosion & Sediment Control Responsible Land Disturber/#36926 Dennis will hold the VDOT Erosion & Sediment Control Contractor Certification prior to the commencement of construction
g.	Document the extent and depth of experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) Project Name: Design-Build Intercounty Connector Contract A, Montgomery County, MD Name of Firm: Corman Construction, Inc. Start Date: 2007 End Date: July 2010 Project Role/Responsibilities: As Construction Manager / Structures of this \$478M project consisting of 7.2

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

Owner: Maryland Dept. of Transportation/State Highway Administration

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

Name of Firm: Corman Construction, Inc.

Start Date: July 2010

End Date: Sept. 2010

Project Role/Responsibilities: As Construction Manager of this \$35.4M project, Dennis procured subcontractors and materials, chaired the initial utility coordination meeting, and formulated the budget and schedule. Project includes widening approximately one mile of I-70, ramp realignments/replacements, and replacement of the two I-70 bridges over South Street and MTA tracks.

Owner: Maryland Dept. of Transportation

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

Name of Firm: Corman Construction, Inc.

Start Date: Aug. 2005

End Date: Aug. 2007

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

Owner: Maryland Dept. of Transportation

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

Name of Firm: Corman Construction, Inc.

Start Date: April 2005

End Date: August 2005

Project Role/Responsibilities: As Deputy Construction Manager of this \$62.7 million two-phased demolition/construction and widening ½ mile of I-495 Beltway project, Dennis oversaw major bridge construction, scheduling, and subcontractor coordination. He supervised project engineers and shared field crew supervision with the superintendent. Dennis worked with the project team in coordinating complex MOT schemes on and around I-495, Route 1 and Washington Street. He received VDOT's Commissioner's Award for Outstanding Achievement for his contributions.

Owner: Virginia Dept. of Transportation

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

Name of Firm: Corman Construction, Inc.

Start Date: Sept. 2010

End Date: July 2011

Project Role/Responsibilities: As Project Manager, Dennis was responsible for all aspects of this historic renovation project, including managing three engineers, CPM and long-term schedules, billings, subcontractor/material procurement; reviewing work plans; conducting progress meetings; chairing owner meetings; negotiating change orders; and overseeing project compliance. Dennis managed Corman QC Manager and development of QAQC program for project. Dennis developed three value engineering

proposals which saved the owner money for this \$30.7M reflecting pool renovation/upgrade project which also includes installing a new water treatment and circulation system.

Owner: National Park Service

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Chris Adams, PE, Manager of Virginia Operations
b. Project Assignment: Lead Structural Engineer
c. Name of Firm with which you are now associated: Ammann & Whitney Consulting Engineers, PC
d. Years experience: With this Firm <u>3</u> Years With Other Firms <u>14</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): Ammann & Whitney Consulting Engineers, PC, Manager of Virginia Operations, Structural Engineering, 3 yrs. Wilbur Smith Associates, Senior Structural Engineer, Structural Engineering, 4 yrs. Gannett Fleming Inc., Structural Engineer, Structural Engineering, 6 yrs. VDOT, Transportation Engineer, 2 yrs.
e. Education: Name & Location/Degree(s)/Year/Specialization: BS/1994/Civil Engineering, University of Virginia MEng/2004/Civil Engineering, Princeton University
f. Active Registration: Year First Registered/1999 Discipline/Professional Engineer VA Registration #: 0402033017
g. Document the extent and depth of experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each assignment.</i> <p>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) Project Name: Huguenot Memorial Bridge Replacement Name of Firm: Ammann & Whitney Consulting Engineers, PC Start Date: 2010 End Date: 2013 Project Role/Responsibilities: Served as Senior Structural Engineer responsible for design of all concrete elements of the three unit, 3000 foot long bridge and managing the production of plan sheets and modified VDOT Standards to ensure proper conformity with VDOT Structure and Bridge CADD standards. Design of concrete elements consisted of the deck, abutments, and piers. The substructure consisted of wall piers that were designed for staged construction and seismic loading. One of the 17 pier foundations was designed with drilled shafts due to scour concerns in the river. The deck was also designed for staged construction using a closure pour to reduce concerns with differential deflections between the stages. Also, Project Manager responsible for Construction Services, along with managing review of all bridge shop drawings and RFI's. Responsible for coming up with solutions to contractor error. In one case, the contractor cast a pier wall two feet transversely off alignment. Proposed offsetting the cap and reanalyzed the cap and foundation for strength, stability, and safety. Owner: Virginia Dept. of Transportation</p>

Project Name: McIntire Road Extension
Name of Firm: Wilbur Smith & Associates
Start Date: 2006 End Date: 2007
Project Role/Responsibilities: Structural Engineer responsible for preliminary layout, final design and construction estimates for two bridges. Also responsible for managing the production of plan sheets and modified VDOT Standards to ensure proper conformity with VDOT Structure and Bridge CADD standards. The first bridge is a new three-span steel girder bridge over Meadow Creek. The bridge is 280 ft long and on a compound curve with integral abutments. The second bridge involved staged construction and is a new three-span steel girder structure over Norfolk Southern Railroad. This bridge is 194 ft long, 92 ft wide and on a 30 degree skew. An additional project element was the provision of preliminary layout and construction services for a prefabricated pedestrian bridge over Meadow Creek along a hiking trail parallel to the roadway.
Owner: Virginia Dept. of Transportation

Project Name: Monroe Street Viaduct Replacement

Name of Firm: Gannett Fleming, Inc.

Start Date: 2002

End Date: 2002

Project Role/Responsibilities: Structural Engineer responsible for preliminary and final bridge design and preparation of plans for a multi-span, multi-unit prestressed concrete beam bridge over CSX railroad tracks and a service road. Design of the bridge included slab sections made continuous for live loads and two curved ramp sections connected to the end of the structure. Accommodations for pedestrians were also made by replacing stairway access to the bridge with a ramp structure designed to ADA standards.

Owner: City of Baltimore – Dept. of Public Works

Project Name: Gilmerton Bridge Approach Spans on Route 13 over the Southern Branch of the Elizabeth River

Name of Firm: Gannett Fleming, Inc.

Start Date: 1997

End Date: 2003

Project Role/Responsibilities: Structural Engineer responsible for alignment and bridge conceptual studies. The project's scope of work involved developing preliminary layouts, designs and cost estimates for three alignment options. The existing 900 ft long multi-span bridge consisted of simple-span rolled beams supported by multi-column pier bents on timber piling. Mr. Adams conducted approach span conceptual studies to investigate various configurations for the bridge's superstructure and substructure.

Owner: Virginia Dept. of Transportation

Project Name: Citywide Open-End Consultant Bridge Design Services

Name of Firm: Ammann & Whitney Consulting Engineers, PC

Start Date: 2008

End Date: Ongoing

Project Role/Responsibilities: Project Manager for the detailed load ratings and fatigue analysis for historic and complex bridges as part of its on-call services contract with the District of Columbia. Working directly with DDOT, Ammann & Whitney is performing detailed structural analysis on aging and historic structures, including concrete arches, tapered concrete beams (resembling cast-in-place arches) and haunched steel girder bridges, in addition to many other types of structure. Each load rating requires a full report and submission of detailed structural calculations. Where appropriate, Ammann & Whitney provides field review and inspection of the existing structures.

Owner: District of Columbia Dept. of Transportation

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON

01-31-2013

NUMBER

0402033017

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

CHRISTOPHER CONNER ADAMS
5812 OLD RICHMOND AVE
RICHMOND, VA 23226



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APPELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402033017 EXPIRES: 01-31-2013

CHRISTOPHER CONNER ADAMS
5812 OLD RICHMOND AVE
RICHMOND, VA 23226



(DETACH HERE)

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

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Douglas Fraser, P.G. Sr. Geologist
b. Project Assignment:	Environmental Compliance Manager
c. Name of Firm with which you are now associated:	EEE Consulting, Inc.
d. Years experience: With this Firm	4 Years With Other Firms <u>25</u> Years
Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	
Senior Geologist	EEE Consulting Inc., Richmond, VA 2007-Present
President	Hydro-Environmental Services, LLC, Richmond, VA 1998-2009
Vice President & Virginia Division Manager	Rust Environment & Infrastructure, Richmond, VA 1988-1998
e. Education: Name & Location/Degree(s)/Year/Specialization:	Southern Illinois University/Carbondale, IL/MS/1980/Geological Sciences State University of New York at Geneseo/Geneseo, NY/BS/1978/Geology
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	1989/Professional Geologist/Virginia/No. 707 1989/Professional Geologist/North Carolina/No. 104 1989/Professional Geologist/Tennessee/No. TN0645
g. Document the extent and depth of experience and qualifications relevant to the Project.	
1. Note your specific responsibilities and authorities for each assignment, not those of the firm.	
2. Note whether experience is with current firm or with other firm.	
3. Provide beginning and end dates for each assignment.	
(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)	
Project Name:	Mid-Town Tunnel and Martin Luther King Extension, Hampton Roads, VA
Name of Firm:	EEE Consulting, Inc.
Start Date:	Sept. 2010
End Date:	April 2011
Project Role/Responsibilities:	Environmental Compliance Manager for environmental services for this PPTA project, including hazardous materials management, environmental permits, stormwater permits, and environmental compliance support during construction for the following:
	<ul style="list-style-type: none">• A new two-lane tunnel under the Elizabeth River parallel to the existing Midtown Tunnel• Maintenance and safety improvements to the existing Midtown Tunnel• Minor modifications to the interchange at Brambleton Avenue/Hampton Boulevard in Norfolk• Maintenance and safety improvements to the existing Downtown Tunnel and extending the MLK from London Boulevard to Interstate 264 (I-264), with an interchange at High Street.
Owner:	Virginia Dept. of Transportation (sub to Parsons Brinckerhoff)
<hr/>	
Project Name:	Andrews Air Force Base West Runway Repairs, District Heights, MD
Name of Firm:	EEE Consulting, Inc.
Start Date:	2010
End Date:	On-going
Project Role/Responsibilities:	Project Manager for environmental management services for the Andrews Air Force Base West Runway Repairs Project. The work covers a wide range of environmental compliance services including: hazardous materials and waste management, environmental management systems (EMS), environmental training, and permit compliance including spill prevention, air emissions, (NPDES) stormwater management, erosion and sediment control, and waste manifests/management. EEE prepared the Environmental Protection Plan (EPP) that addressed responsibilities for the Environmental Manager, general site information, the Project Team environmental training program and procedures for management and protection of water, land, air and natural and cultural resources. EEE prepared a Site Specific Work Plan (SSWP) describing the soil characterization and removal from the MMRP and LF-06 Areas. The planning documents included a SSWP for each area, and a Specific Sampling and Analysis Plan (SAP). The SSWP identified work sites that will be marked to prevent inadvertent entry into all work areas. Protocols and procedures for decontaminating tools, equipment, or other materials were also specified in the SSWP.

EEE conducted asbestos, lead, and hazardous materials inspections of the structures scheduled for renovation or demolition.

Owner: Air Force District Washington, Joint Base Andrews (Sub to Cherry Hill Construction)

Project Name: Fairfax County Parkway Extension, Fairfax County Virginia

Name of Firm: EEE Consulting, Inc.

Start Date: Aug. 2009

End Date: Oct. 2011

Project Role/Responsibilities: Environmental Compliance Manager for the hazardous materials management for a \$110 million design build contract for a new interchange and limited access road into the BRAC related development at Fort Belvoir Engineering Proving Grounds. The project was managed by FHWA. Completed numerous studies, work plans, soil sampling, groundwater analysis, laboratory analyses, interpretation of soil and groundwater analyses, developed management plans for hazardous materials, designed the remedial system, developed specifications, cost estimates and feasibility studies in accordance at two RCRA sites with Solid Waste Management Units. The project corridor had 2 RCRA sites with established Land Use Controls from EPA related to groundwater and soil contamination from former fire training activities at Ft Belvoir. The site had residual contamination from the release of about 100,000 gallons of fuel oil into the ground and a downgradient stream. The primary constituents of concern were TPH, BTEX, Naphthalene, lead, and several VOCs. EEE completed a Site Characterization of the soils to determine management and disposal requirements, which included over 189 soil borings and 300 soil samples and analyses. Developed a comprehensive groundwater model using MODFLOW of the contaminated plume and its fate and transport over the course of the construction project and for the 30 year future following construction. Completed a feasibility study of remedial options including a passive reactive wall, an impermeable barrier wall, and a lined and impermeable stormwater basin to prevent inflow of contaminated groundwater. Responsible for the design, cost estimates, permitting, and specifications for the remediation and the Hazardous Materials Management Plan for handling and disposal of contaminated groundwater, sediment, and soils.

Owner: Federal Highway Administration, Eastern Federal Lands (sub to Johnson, Mirmiran & Thompson)

Project Name: 11th Street Bridge and South Capitol Street, Washington DC

Name of Firm: EEE Consulting, Inc.

Start Date: Dec. 2008

End Date: July 2009

Project Role/Responsibilities: Project Geologist for Hazardous Materials Management Plan for the 11th Street Bridge Replacement and South Capital Redevelopment projects. Tasks included: Phase I/II Environmental Site Assessment (ESA) of a CERCLA Superfund site, Phase I/II ESA of seven industrial parcels scheduled for protective buying for the South Capitol Street Improvements, Hazardous Materials Technical Report for soil, and sediment contamination in the 11th Street corridor. The tasks were challenging because of extensive contamination of soil and sediments throughout the project area and the requirements for obtaining permits from the District Department of Environment, National Park Service, and the USACE.

Owner: Washington DC Dept. of Transportation (sub to HNTB)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
08-31-2013

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 387-8500

NUMBER
2801 000707

BOARD FOR GEOLOGY
CERTIFIED AS A PROFESSIONAL GEOLOGIST

DOUGLAS ROSS FRASER
4600 SNOWMASS TRAIL

GLEN ALLEN, VA 23060



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

Attachment 3.4.1(a)

Lead Contractor Work History Form



ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Contractor - three (3) projects which best illustrates current qualifications relevant to this Project.							
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
(1) Telegraph Road Interchange Improvement Alexandria, VA	See below.	Virginia Dept. of Transportation John Lynch, PE Woodrow Wilson Bridge Project 6363 Walker Lane, Ste 500 Alexandria, VA 22310 571-483-2651 –Telephone 571-238-2970 –Cell John.Lynch@VDOT.virginia.gov	6/30/13	Early spring 2012	TOTAL: \$236,393	TOTAL: \$236,393 (estimated)	TOTAL: \$236,393 Joint Venture 100% Responsible (JV breakdown – Corman 55%, Kiewit 45%) 55% Joint Venture Performed/45% Subcontracted



Relevant Highlights: This fast-track, Corman Joint Venture project consists of reconstructing the Telegraph Road Interchange and widening/reconstruction of approximately 2.5 miles I-95/I-495, west of Route 1 to the Eisenhower Connector exit to enable traffic to enter and exit Virginia by crossing the new Woodrow Wilson Bridge. Improvements along Telegraph Road include roadway/bridge reconstruction, intersection, and utility relocations.

Scope includes constructing 11 ramps and bridges totaling 380,000 SF of bridge deck, driving approximately 80,000 LF of concrete and steel piles, drainage improvements, micro-tunneling, 11 box culverts, 36,500 CY low permeability concrete, new traffic systems, lighting, traffic and overhead signs, traffic management system upgrades, guardrails, landscaping, 25,000 SF of temporary retaining walls with soil anchors, E&S controls that include General Water Permits, and an environmental mitigation project at nearby Cameron Run Wetlands.

Corman Role: Corman, in conjunction with other JV member, is responsible for all aspects of construction, including MOT, environmental, public relations and utility coordination.

Cooperative Team and Integrated Organization Resulting in Relevant/Verifiable Evidence of Good Performance: This is a complex project with an aggressive schedule as it is intertwined with existing traffic patterns and other Woodrow Wilson Bridge projects that must be accommodated while working over water, rail systems and on the Capital Beltway, considered one of the busiest roads in the country. Weekly progress meetings are held with the owner, as well as meetings dealing with MOT, scheduling and lane closures, to discuss coordination with the other projects. We also coordinate work with the City of Alexandria, hotels and retail stores, and obtained permits through the City of Alexandria for hauling, excavation, noise variance, and lane closures.

Construction is occurring in six stages with 12 traffic shifts and commands major interim milestone coordination from a demanding schedule with incentive/disincentive clauses. Six interim milestones have been achieved to date with the last 9/25/10. The last milestone was completed 29 days ahead of the contract milestone date and is on track to finish early. This project is the largest design-bid-build project in Virginia. Currently, the DBE goals are successfully being achieved.

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



Lessons Learned:

- #1 Traffic congestion was excessive. In mid 2010, Corman proposed MOT revisions to improve traffic flow which eliminated of four phases of traffic and reduced the amounts of traffic shifts. VDOT approved the revisions which were implemented and improved travel conditions for the public
- #2 Accidents were occurring to workers with 9 recordable incidents at the end of 2009 with only having worked 661,000 man-hours. Safety practices were refined. The safety program of "Safety Time" system developed by the JV was implemented requiring crews to stop for five minutes at 9:00 am, 11:00 am and 1:30 pm to inspect, discuss and immediately correct safety issues. Topics include identifying potential safety risks; reviewing methods, tools and equipment used; evaluating/discussing if work is performed the safest way and what can be done to improve safety; and reviewing housekeeping (tripping, fall, pinch, struck-by hazards, etc.). This unique program has proven effective and has reduced injuries. Since implementing changes, over 24 months ago, 526,000 man-hours have been clocked with only 1 recordable injury.
- #3 The Telegraph Road project as presented on the contract drawings was to be free of utility conflicts; however, as work began it was clear that many utility conflicts existed. Rather than wait to discover the conflicts, Corman proactively identified all existing utility locations for the entire project and recorded the conflicts. As a result, the original schedule was maintained with extensive relocations coordinated with the project schedule.
- #4 Effective coordination among all Woodrow Wilson Bridge Projects is key to success. Corridor coordination meetings and job progress meetings are held to discuss issues and solutions, scheduling, partnering, safety, MOT, etc. which mitigate conflicts and ease the flow of each project.

Lead Designer: Dewberry

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Contractor - three (3) projects which best illustrates current qualifications relevant to this Project.							
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
(2) Design Build Frederick Douglass Bridge South Capitol Street over Anacostia River Washington, DC	See below.	District of Columbia Dept. of Transportation 55 M Street, SE, Ste 400 Washington, DC 20003 Ardeshir Nafici (Retired from DDOT) Now with: LPA Group 703-639-1694 Telephone / 571-405-4458 Cell Anafici@lpagroup.com	2/15/08	2/1/08	\$26,348	\$34,430 (increase due to owner requested change orders and incentive bonus)	\$34,430



Relevant Highlights: In conjunction with design partners Ammann & Whitney and RK&K, the Corman team successfully completed a fast-track design build reconstruction of South Capitol Street and the Frederick Douglass Bridge. This corridor is a primary artery leading into the Nation's Capital from southern Maryland and the Frederick Douglass Memorial Bridge is one of three highway bridges carrying a high volume of traffic across the Anacostia River. The project replaced a large section of the structure with an at-grade roadway and architectural enhancements designed to coincide with the new Washington Nationals Stadium under construction simultaneously with this project. A key requirement was to demolish a section of the existing bridge, hydraulically lower 4 spans (275LF) of the bridge to form a new approach and completely reconstruct 6 blocks of South Capitol Street within a 62-day closure period and constituted \$20MM of the contract. Corman worked closely with Ammann & Whitney and RK&K to design the lowering process, new roadway and structures. Corman worked 20-hour days/7 days a week to reopen South Capitol Street and the bridge to traffic 8 days ahead of schedule, earning \$1 million in incentives.

Streetscape work included three new intersections, utility relocations, storm drainage, complete new roadway section, six lanes wide and sidewalks. Approximately 6,022 LF of conduit was installed, 342 LF of waterline and 1,832 LF of storm drain piping, ranging 15" to 24". There were 10 design packages completed and approved in 7 months. QC was self-performed on the DB portion. Project finished ahead of schedule, including assorted change orders and \$5MM of additional steel repairs added to the contract. The completion date was critical as it was tied to opening of the Washington Nationals new ballpark.



Corman Role: Performed 100% all structural, roadway and bridge work (42% subcontracted). The Corman Project Team consisted of 1 Project Manager (PM), 3 Project Engineers (PE), and 2 Superintendents. Each PE was assigned work sections while the PM managed the overall project, staff, design activities and coordination with owner. PM and Sr. PE created the initial 360-activity CPM schedule.

Cooperative Team and Integrated Organization Resulting in Relevant/Verifiable Evidence of Good Performance: Communication was key to this project's success which included weekly meetings with Ammann & Whitney and RK&K to develop, progress and refine the design, "over the shoulder" design reviews with the owner and PB Americas, Inc, daily coordination with Clark Construction to access a section of the stadium site via our road, daily/weekly communication with Stratacom to gather detailed public relations information to share with stakeholders, and daily/weekly scheduling meetings with field crews, subcontractors, QA/QC personnel, and owner.

At bid, half the bridge was to be closed for dam modifications. DDOT realized this MOT scheme was not realistic, required a change and Corman worked nights and weekends to perform these repairs. Contract called for a two-month complete shutdown for demolition and lowering of the bridge and streetscape reconstruction valued at \$20 million. During this shutdown, hourly schedules were produced for the closure period and supervisors met several times a day to discuss progress. Team members were available 24/7 and the PM was often on the telephone with the Design Manager off hours.

Corman also initiated a partnership with OSHA. At its peak, 200 workers were onsite where 89,432 man-hours were clocked by Corman crews with no lost time or recordable incidents.

Awards: 2008 WTS-DC Chapter Innovative Transportation Solutions Award; 2008 American Council of Engineering Companies – Engineering Excellence Awards -National Finalist in Transportation; 2008 American Society of Civil Engineers (ASCE), National Capital (DC) Section - Outstanding Civil Engineering Project; 2008 ACEC, Maryland Chapter - Outstanding Project of the Year in Transportation; 2007 Mid-Atlantic Construction Best of 2007 Project of the Year- Bridge

Lessons Learned:

- #1. Coordination is critical for such a time- sensitive scope. Regular/close coordination with city and federal agencies and the ballpark contractor team were required to mitigate the disruption to ballpark construction and city traffic patterns. Corman deployed an extensive system of visual warning signs around the region to help the public find alternate routes resulting in no disastrous traffic jams.
- #2. Providing ample review/input to DDOT and other stakeholders during design helped expedite final approval and avoid potential conflicts once construction was underway.
- #3. Good relations between Corman DB team members and DDOT promoted an environment to examine innovative ideas which led to a final design that improved the initial concept for the better.

Designer of Record: Ammann & Whitney, RK&K

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

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



Relevancy Highlights: Two-phased demolition/construction and widening ½ mile of I-495 Beltway from the Route 1 Interchange to the Woodrow Wilson Bridge west abutment, and adjacent to the extremely congested I-95/I-495 Beltway. Constructed new roadways with pavement markings, signing, cantilever and overhead sign structures, and a new intersection traffic signal. Approximately one mile cast-in-place cantilever concrete retaining walls were constructed to support the 140,000 CY excavation for the widened beltway and extensive maintenance of traffic. Utility relocations included water mains, sewer lines, storm drains, CCTV, lighting and electrical facilities. Sewer upgrades included ½ mile of 42" and 300' of 30" micro-tunnel. A portion of the project was design-build and Corman worked with the designer (JMT) to design and build a temporary low-density cementitious fill ramp bridge and with the sound wall producer to design and build the noise walls

There was also one-mile Washington Street reconstruction and the new South Washington Street Urban Deck Bridge over I-495, with its distinctive hour-glass design composed of three separate bridges built side-by-side and meticulously constructed in four quadrants to maintain traffic flow. Six new roadway lights along the reconstructed beltway and decorative lights along Washington Street and on the new bridge were installed. A new storm drainage system in the footprint of the Beltway and along Washington Street was also installed. Virginia Dept. of Environmental Quality erosion & sediment control measures were implemented, including silt fence, super silt fence, earth dams, construction entrances and hydro-seeding.

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

Cooperative Team and Integrated Organization Resulting in Relevant/Verifiable Evidence of Good Performance: This project required extensive coordination with local residents and utility companies which were handled by Corman in conjunction with Potomac Crossing Consultants (PCC), VDOT's GEC. Daily coordination took place onsite and weekly meetings were held at PCC offices to discuss work plans and public information. Productive monthly partnering meetings occurred where real time exchange of information resulted in timely decisions. Corman and VDOT partnered to relocate several residents and utilized vibration-less sheet pile pre-augured production piles during a sheet pile operation. Major maintenance of traffic efforts were crucial and included shifting traffic four times on the beltway and eight times on Washington Street. Working in a heavily-traveled area among other Woodrow Wilson Bridge projects resulted in proactive daily communication and formal weekly corridor-wide MOT coordination meetings. Both Saint Mary's and the Civil War Era Freedmen's Cemeteries, deemed historical sites in Virginia, were in close proximity to the Urban Deck's northern quadrant, northwest retaining wall and southeast trail construction. To minimize impact, strict environmental constraints were in place and we coordinated with VDOT and their representatives to install vibration, sound and air-quality monitoring devices. We also coordinated with the City of Alexandria representative on their short-notice request to demolish two commercial structures on the Freedman's Cemetery site. They were strategically removed with no additional damage to the cemetery and the city rededicated the site as scheduled.



The project had eight schedule milestones which were successfully met and \$1.5M incentive dollars were collected and included successful acceleration. Project finished with a 0.24 Lost Time Incident Rating and a 1.96 Recordable Incident Rating with a second best record among the Woodrow Wilson Bridge projects respectively. As a testament to quality, Corman maintained a 99.29% C-36 rating. Regarding the "Beltway Shift", Nick Nicholson, Project Manager, Woodrow Wilson Bridge, stated, "The outcome was surprisingly better than expected. The shift was completed ahead of schedule and without incident – and with no significant traffic delays. The phenomenal results are attributable to excellent teamwork, advance planning and constant coordination."

Awards: 2008 VDOT Commitment to Excellence Award for Environmental Compliance Distinction ■ 2006 VDOT Commissioner's Award for Outstanding Achievement for the "Beltway Shift"-Innovation & Quality Improvement

Lessons Learned:

- #1 The original plan was to install 5- 26' dia. jacking pits and 6- 16' receiving pits averaging 30' deep using liner plates and ribs, but due to poor ground conditions, circular sheeting shaft was more cost effective. Since the ground was close to sea level, pits were well below the water table requiring extensive dewatering and sealing so crews could continue working. A reinforced concrete slab in saturated soils was constructed as a work platform at the bottom of each pit for the micro-tunneling subcontractor.
- #2 Sheet-pile driving with vibratory hammers was problematic for adjacent apartment buildings as the plaster and lath ceiling began collapsing even with vibration at specified levels. Collectively, VDOT and Corman devised a solution by utilizing a vibrationless method for excavation support. This problem set the project back 3 months, however VDOT requested an acceleration and the project was back on schedule within 6 months.

Designer/Engineer: HNTB

Attachment 3.4.1(b)

Lead Designer Work History Form



THE Louis Berger Group, INC.

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

Work by Lead Designer - three (3) projects which best illustrates current qualifications relevant to this Project.

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
(1) I-295 Connector Design/Build Project Connector Road Bridge over Mercy Access Road/GRS Railroad Portland, ME	LBG is the lead designer on the D-B team under contract to the builder, Cianbro. The LBG/Cianbro team was selected by Maine DOT using the best value method. The project included design and construction of nearly 2 miles of roadway, 3 traffic signals, multi-use trail, and three new bridges over existing R.R. LBG served the D-B team as the lead designer for the project as well as to the builder for extensive public participation and mandatory partnering with Maine DOT. For further information, see complete Statement of Experience below.	Client: Cianbro Construction Corporation 210 Honeywell Ave. , Portland, Me 04967 Mr. Parker Hadlock Construction Project Manager Cianbro Construction Corporation (207) 679-2265 Project Owner: Brad Foley Assistant Project Manager Urban and Arterial Highway Program Maine Department of Transportation (207) 624-3359	2005	Nov. 2005	\$18,000	\$23,500 Scope change - see below for explanation	\$1,600 (fee) 7.5% of the total Cost



The Louis Berger Group, Inc. (LBG) was the lead design consultant to Cianbro Corporation for the I-295 Commercial Street Connector Design / Build project for the Maine Department of Transportation. This \$23M project included the design and construction of 1.8 miles of new and reconstructed roadways, three traffic signals, a multi-use trail traversing the project, three new bridges and the rehabilitation of an existing concrete arch bridge over the existing railroads and a storm water treatment area. The project begins at the I-295 Congress Street Interchange, parallels the waterfront, and included the reconstruction of Veteran's Circle. LBG also assisted the Design / Build Team during its extensive public participation / partnering sessions, and LBG also worked closely with Cianbro Corporation to provide Quality Assurance Management of the project design and construction. The Construction Quality Program included full-time inspection, testing, material compliance, shop drawing reviews, etc.

LBG designed three bridges as part of the Connector project. Bridge 1 and Bridge 2 are 106 foot and 127 foot spans respectively, with steel girder and cast-in-place deck superstructures on pile supported integral abutments. Bridge 3 is a four-span 380 foot steel girder with cast-in-place deck superstructure on pipe pile supported MSE wrapped abutments. LBG was responsible for pre-construction monitoring and design of a wetland creation site to offset unavoidable wetland impacts from roadway construction. The created wetland is designed to enhance flood storage capacity, water quality enhancement and habitat functions within the adjacent wetland.

Critical issues affecting the construction and design schedules included utility relocations, utility construction (including 8000 lf of 8 and 12 duct electric banks and 5000 lf of 12" high pressure gas main), coordination with the railroad (including four overpass crossing of active lines; three new bridges and one bridge rehab; an at-grade crossing on one of the reconstructed streets; and relocation of a 115kv within the railroad right-of-way), maintenance of traffic at Veteran's Circle and construction staging of embankments for consolidation of marine clays. During design development, the project team recommended the relocation of one the project's structures to improve the overall soil stability in the marine clays. This project change was approved by the MaineDOT.

This fast-track project was designed in twelve months with substantial completion of the project occurring in one season. The project was completed on schedule with no extensions, despite increases in project scope. A very large contributor to changes in scope resulted from Central Maine Power (Utility) desire to add several large utility duct banks to the length of the project and also add an electrical sub-station to the project. Project scope increases resulted in the contract total increasing from \$18M to \$23.5M. LBG's design fee was 7.5% of the total cost.

The project was awarded the **Build Maine Award** in 2006 and also finished in first place in the American Council of Engineering Companies National Engineering Excellence Award in New Hampshire in 2007.

Lessons learned: Innovative flexibility in design sequencing to correspond to construction sequencing as CN NTP issued in packages and not for entire project as a whole; dedication of design-manager resources – the design PM for D-B projects are nearer 100% of availability as compared to lower percentage of time for traditional design-bid-build.



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

Work by Lead Designer - three (3) projects which best illustrates current qualifications relevant to this Project.							
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
(2) U.S. 29 & Gallows Road Improvements UPC 11395 & 88600 Fairfax County, VA	Prime Consultant – Concept Alternative Study Phase followed by development of Complete R/W and Construction Plans Engineering Services – Roadway, Hydraulic, Structural, MOT/SOC/TMP, SWM, E&S and Public Involvement <i>See below for detailed narrative</i>	Virginia Department of Transportation 4975 Alliance Drive Fairfax, VA 20151 Project Manager: Mr. Arifur Rahman, P.E. Phone: (703) 259-1940	Original Date was undefined – Phased Contract See Below	November 2010 Design Completed Design Support during CN 2013 (Estimated)	\$1,494	\$3,602	\$2,968

The Louis Berger Group, Inc. (LBG) was selected as the Prime consultant for this principle urban arterial project. The DEPARTMENT developed a phased contract approach with LBG beginning with an alternative development phase to select appropriate designs to improve capacity and safety along the U.S. 29 corridor. LBG completed several phases of this project including: (1) Concept alternative phases, (2) Initial design thru public hearing, (3) Field Inspection (4) Approved R/W Plans (5) Advanced Water Main Utilities Construction Plan (6) Final Roadway Plan and Construction documents for advertisement. In November 2010, LBG submitted final construction plans to the DEPARTMENT for advertisement. The project is currently under construction with an anticipated completion date of spring 2013.

During the Concept alternative phase, LBG developed an array of grade separated urban interchanges and at-grade intersection alternatives for the Gallows Road and Route 29 intersection. LBG developed a traffic simulation model to determine the operational characteristics of the existing corridor, as well as those expected to occur following the improvements. Utilizing geometric, volume, and signal timing characteristics of the study corridor, a comprehensive simulation model was constructed using the Traffic Software Integrated System (TSIS ver.4.32) and framework of the CORSIM family of models and its surface street component NETSIM. The design was developed to allow for the seamless incorporation of future improvements to the project corridor.

An at-grade intersection alternative was selected at the end of the concept alternative phase to improve the operational capacity of Route 29 thru the Merrifield Area of Fairfax County. With a forecasted ADT of 55,000 vehicles, the project consists of reconstruction and widening of 1.5 miles of Route 29 and Gallows Road from a four-lane roadway to a six-lane divided roadway with curb & gutter, a raised grass median, and enclosed storm sewer systems. The LBG design includes 5 reconfigured intersections along the project corridor with improved turn lane capacity and signal replacements. Access management principles were applied on the design included elimination of full access control at certain areas with the construction of raised medians. The project design also includes pedestrian and bicycle improvements to the Merrifield Area with the construction of "shared roadways" for bicycles, sidewalks, shared use paths, improved pedestrian crossings with push button signalization and pedestrian sidewalk ramps.

There were 3 adjacent projects affecting the development of the plans including I-495 HOT Lanes, a Merrifield Town Center development valued near \$100M, and a second private development project valued in the tens of millions of dollars. The coordination between R/W, in-plan utilities, private utilities and adjacent projects was exceedingly extensive. Extensive participation in public meetings, hearings and various informal meetings with Fairfax County officials and a 30-person Citizen/Business Task Force was required.

Due to several project constraints including funding, intense adjacent private development, exorbitant utility relocation costs and exorbitant R/W costs - just prior to R/W plan submission (phase 4) - LBG redesigned the project to accommodate the changing project visions resulting from these constraints. In 2009, LBG continued these adaptive design approaches and prepared portions of a unique construction plan product wherein a "child" advanced in-plan utility contract was let to relocate several water mains and laterals prior to the letting of the roadway construction project in 2011. LBG has strived to provide flexible solutions to the DEPARTMENT throughout the life of this project, and we are proud of the partnering role we have maintained with the DEPARTMENT and team members on this project. LBG services have covered the breadth and depth of technical and developmental transportation engineering issues on the project and the following is a sampling of the more unique items: meeting with the DEPARTMENT R/W and individual property owners to develop design modifications to assist in R/W negotiations, reviewing and advising the DEPARTMENT on private development plans including proffer language, partnering meetings with advanced in-plan utility contractor, depicting private, public, existing, proposed, and as-built utility information in cross sections; depicting over 250 utility test holes on the cross sections, and coordinating and developing interim designs to allow for I-495 Hot Lane project construction. LBG currently supplies design support during construction on this \$25 million dollar construction project on an as-needed basis and continues to be part of the partnering effort on the project.

Lessons learned: Workflow for phase acquisition of R/W – project design divided into quadrants for early R/W appraisal activities; importance of the "utility picture" – keeping track of existing, proposed, and as-built utilities on the cross sections; communication workflow and design for incorporating multiple private and public sector designs wherein existing conditions, interim proposed conditions, and ultimate proposed conditions are balanced.



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

Work by Lead Designer - three (3) projects which best illustrates current qualifications relevant to this Project.							
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
(3) Huguenot (Route 147) James River Bridge Crossing City of Richmond & Henrico County	Sub-consultant to Ammann & Whitney – Concept Alternative Study Phase followed by development of Complete R/W and Construction Plans Engineering Services – Roadway, Hydraulic, MOT/SOC/TMP, SWM, E&S, and Public Involvement <i>See below for detailed narrative</i>	Virginia Department of Transportation 2430 Pine Forest Drive Colonial Heights, VA 23834 VDOT Contact: Mr. Steve McNeely Phone: (804) 524-6152 A & W Contact: Mr. Chris Adams, PE Phone: (804) 262-5111 ext. 202	Original Date was undefined – Phased Contract See Below	May 2010 Design Completed Design Support during CN 2013 (Estimated)	\$69 (Sub Contract Fee) Phased Contract	\$1,678 (Sub Contract Fee)	\$1,678 (Sub Contract Fee)

LBG provided all engineering services beyond the limits of the proposed reconstruction of the Huguenot Bridge including: roadway engineering, traffic engineering, stormwater management, E&S control, MOT / SOC / TMP plans, and public involvement. The original contract was intentionally set up as a multi-phased contract to include (1) preliminary alternative development in a planning stage for the Bridge Feasibility Study, (2) initial initial plan development thru public hearing, and (3) final plan development thru R/W and construction, and (4) design support during construction. LBG collaborated with Ammann & Whitney, the Prime Consultant, for all phases of design development.

Part (1) - LBG performed a multi-phase alternatives analysis and provided design services for the rehabilitation/replacement of the Huguenot Memorial Bridge. Built in 1949, the 3,000 foot long curved steel structure spans a river, railroad tracks, James River Parks, and a historic barge canal. For the alternatives study portion of the project, services included: aerial and ground surveys; traffic data acquisition and analyses; hydraulic, hydrologic and scour analyses; cost estimates; maintenance and protection of traffic plans; detour route assessments; existing bridge evaluations; replacement structures and span optimization design; repair and replacement alternatives evaluations; roadway design; and public participation. A significant feature of the project included provisions for pedestrian bike facilities on the bridge to riverside parks. The bridge is located in a residential community on the scenic James River; therefore, mitigating construction and aesthetic impacts on the area was a key project concern.

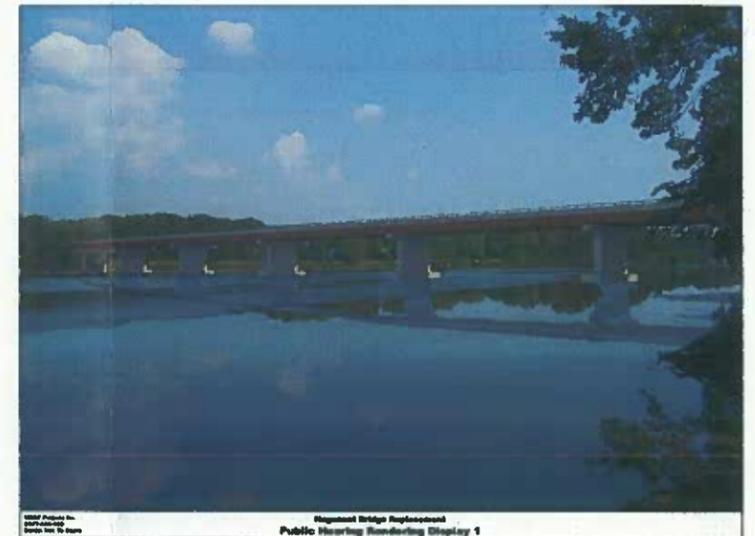
Part (2) – LBG developed the initial plan development for the project including all roadway and hydraulic design for the roadway approaches, reconstructed Riverside Interchange and local access road connections. This project required extensive study of stormwater management issues and environmental impacts. During the initial plan development, LBG developed a compensatory SWM strategy to treat the new impervious surface from the bridge structure with a combination of extended detention ponds and underground water quality structure. This design phase also included a comprehensive erosion and sediment control design developed in phase with the proposed conceptual plans for the construction of the project. LBG completed plan development thru public hearing including: preparation of public hearing displays, renderings, official plan submittals, and VDOT's Public Hearing Team Meeting deliverables and coordination. LBG also attended the Public Hearing in official capacity to work with the public under the VDOT PM's direction.

Part (3) – LBG completed the Right of Way Plans in February 2010 which included establishment of all proposed right of way, permanent easements and temporary construction easements for the project. Plan development included collaboration with both in-plan and private utilities companies and their designers to settle any potential conflicts and set permanent utility easements. Final Construction Plans were finished in May 2010. LBG assisted the DEPARTMENT with development of necessary items for the Advertisement Package including special provisions and transport estimates.

Part (4) - LBG is currently providing design support during construction for this \$35 million dollar construction project on an as-needed basis. LBG participated in the initial partnering meeting with the selected contractor held in November 2010 and LBG and the Prime Consultant (A & W) worked together to develop the .ftp site to manage the flow process for all paperwork for all team members to handle contractor RFI's, shop drawings and submittals for approval. Construction inspection provided by MBP under separate contract to VDOT – however LBG, Ammann & Whitney, and MBP working collaboratively to solve CN problems and recognize efficiencies.

Lessons learned: proper methods to design, depict, specify and estimate construction access for structure construction so as to not limit contractor means and methods while balancing environmental constraints are public park impacts; workflow for phased construction including all construction activities such as public utilities, bridge, retaining walls, and roadway operations – contractor has not proposed significant changes to SOC / MOT strategies; involving construction manager early in process to ascertain appropriate level of detail of design elements for a contractor / builder.

Lead Contractor: Skanska



Attachment 3.2.5(a)

Certification Regarding Debarment Primary Covered Transactions

ATTACHMENT NO. 3.2.5(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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

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

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

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

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

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

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

Signature [Handwritten Signature] Date 1/04/12 Title PRESIDENT

CG Enterprises, Inc.
Name of Firm

Attachment 3.2.5(b)

Certification Regarding Debarment Lower Tier Covered Transactions

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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

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

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

 December 14th, 2011
Signature Date


Title

The Louis Berger Group, Inc.
Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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

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

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

Shawn Ward Hales 12/29/11 Vice President
Signature Date Title

EEE Consulting, Inc.
Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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

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

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

Patricia E. Dablock 12/21/11 President
Signature Date Title

Diversified Property Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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

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

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

William J. Sney 01/03/2012 President
Signature Date Title

Precision Measurements, Inc.
Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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

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

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



Signature Date

Principal
Title

Schnabel Engineering
Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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

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

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

Mike Alwan 1/3/2012 Vice President
Signature Date Title

So-Deep, Inc.
Name of Firm

ATTACHMENT NO. 3.2.5(b)

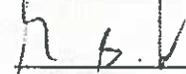
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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

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

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

	12/14/2011	Vice President
Signature	Date	Title

ECS Mid-Atlantic, LLC
Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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

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

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

[Handwritten Signature] *1/4/12* *Regional Vice President*
Signature Date Title

Froehling & Robertson, Inc.
Name of Firm

VDOT Prequalification
Certificate





COMMONWEALTH OF VIRGINIA



CERTIFICATE OF QUALIFICATION

Corman Construction, Inc.

Vendor Number: C097

In accordance with the Regulations of the Virginia Department of Transportation, you are hereby notified that the following Rating and Classifications has been assigned to you by the Commissioner:

PREQUALIFIED

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

Issue Date: March 31, 2011

This Rating and Classification will Expire: March 31, 2012

Suzanne FR Lucas Prequalification Officer

Don E. Sillies, State Construction Contract Officer

Commonwealth of Virginia

State Corporation Commission

Corman Construction, Inc.

The Louis Berger Group, Inc.

Ammann & Whitney Consulting Engineers, PC

McDonough Bolyard Peck, Inc.

EEE Consulting, Inc.

Diversified Property Services, Inc.

Precision Measurements, Inc.

Schnabel Engineering Consultants, Inc.

So-Deep, Inc.

ECS Mid-Atlantic, LLC

Froehling & Robertson, Inc.

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

S
Cor



Virg

CISM0180

CORPORATE DATA INQUIRY

12/12/11

09:28:49

CORP ID: F046798 - 7 STATUS: 00 ACTIVE STATUS DATE: 01/06/06
 CORP NAME: CORMAN CONSTRUCTION, INC.
 DATE OF CERTIFICATE: 11/02/1984 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: DE DELAWARE STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: CT CORPORATION SYSTEM
 STREET: 4701 COX RD STE 301 AR RTN MAIL:
 CITY: GLEN ALLEN STATE : VA ZIP: 23060 6802
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/05/04 LOC : 143
 ACCEPTED AR#: 211 19 1728 DATE: 11/14/11 HENRICO COUNTY
 CURRENT AR#: 211 19 1728 DATE: 11/14/11 STATUS: A ASSESSMENT INDICATOR: 0

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

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

S
Cor

Virg

CISM0180

CORPORATE DATA INQUIRY

12/30/11

15:35:21

CORP ID: F139367 - 9 STATUS: 00 ACTIVE STATUS DATE: 09/20/99
CORP NAME: BERGER GROUP, INC., THE LOUIS

DATE OF CERTIFICATE: 09/20/1999 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: NJ NEW JERSEY STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 400.00 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#: 211 52 0241 DATE: 09/01/11 RICHMOND CITY

CURRENT AR#: 211 52 0241 DATE: 09/01/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
11	1,270.00					200,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

S
Cor

Virg

CISM0180

CORPORATE DATA INQUIRY

11/23/11

13:15:50

CORP ID: F129146 - 9 STATUS: 00 ACTIVE STATUS DATE: 11/21/03
CORP NAME: AMMANN & WHITNEY CONSULTING ENGINEERS, P.C.

DATE OF CERTIFICATE: 12/16/1998 PERIOD OF DURATION: INDUSTRY CODE: 70
STATE OF INCORPORATION: NY NEW YORK 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: BAL CHERWOOD

STREET: 203 E CARY ST STE 150

AR RTN MAIL:

CITY: RICHMOND STATE : VA ZIP: 23219
R/A STATUS: 2 OFFICER EFF. DATE: 01/28/03 LOC : 216
ACCEPTED AR#: 210 50 6747 DATE: 12/30/10 RICHMOND CITY
CURRENT AR#: 210 50 6747 DATE: 12/30/10 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
11 100.00 100.00 1,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

Virg

CISM0180

CORPORATE DATA INQUIRY

12/27/11

10:31:09

CORP ID: 0351800 - 8 STATUS: 00 ACTIVE STATUS DATE: 02/05/09

CORP NAME: MCDONOUGH BOLYARD PECK, INC.

DATE OF CERTIFICATE: 12/29/1989 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: 500.00 MON NO: MON STATUS: MONITOR DTE:

R/A NAME: REES BROOME, PC

STREET: 8133 LEESBURG PIKE, NINTH FLOOR AR RTN MAIL:

CITY: VIENNA STATE : VA ZIP: 22182 1911

R/A STATUS: 4 ATTORNEY EFF. DATE: 10/26/10 LOC : 129

ACCEPTED AR#: 211 19 7162 DATE: 11/29/11 FAIRFAX COUNTY

CURRENT AR#: 211 19 7162 DATE: 11/29/11 STATUS: A ASSESSMENT INDICATOR: 0

<u>YEAR</u>	<u>FEES</u>	<u>PENALTY</u>	<u>INTEREST</u>	<u>TAXES</u>	<u>BALANCE</u>	<u>TOTAL SHARES</u>
<u>11</u>	<u>1,570.00</u>					<u>250,000</u>

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

S
Cor

Virg

CISM0180

CORPORATE DATA INQUIRY

12/30/11

12:47:10

CORP ID: 0504941 - 6 STATUS: 00 ACTIVE STATUS DATE: 08/04/04
CORP NAME: EEE CONSULTING, INC.

DATE OF CERTIFICATE: 06/23/1998 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: DONALD E KING

MCGUIREWOODS LLP

STREET: ONE JAMES CENTER/901 E CARY ST

AR RTN MAIL:

CITY: RICHMOND

STATE : VA ZIP: 23219

R/A STATUS: 4 ATTORNEY

EFF. DATE: 07/21/09 LOC : 216

ACCEPTED AR#: 211 51 2598

DATE: 06/16/11

RICHMOND CITY

CURRENT AR#: 211 51 2598

DATE: 06/16/11

STATUS: A

ASSESSMENT INDICATOR: 0

YEAR

FEE

PENALTY

INTEREST

TAXES

BALANCE

TOTAL SHARES

11

100.00

5,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

S
Cor

Virg

CISM0180

CORPORATE DATA INQUIRY

01/03/12

16:36:20

CORP ID: F130410 - 6 STATUS: 00 ACTIVE STATUS DATE: 07/01/09
CORP NAME: **DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC. (U
SED IN VA BY: DIVERSIFIED PROPERTY SERVICES, INC.)**
DATE OF CERTIFICATE: 08/05/1997 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: BRENDAN R HANTZES
STREET: 3771 VERMACCHIA DR AR RTN MAIL:
CITY: CHANTILLY STATE : VA ZIP: 20151
R/A STATUS: 2 OFFICER EFF. DATE: 08/09/02 LOC : 129
ACCEPTED AR#: 211 14 4054 DATE: 08/08/11 FAIRFAX COUNTY
CURRENT AR#: 211 14 4054 DATE: 08/08/11 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
11 100.00 5,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

S
Cor

Virg

CISM0180

CORPORATE DATA INQUIRY

12/30/11

16:03:39

CORP ID: 0450436 - 1 STATUS: 00 ACTIVE STATUS DATE: 07/24/95
 CORP NAME: PRECISION MEASUREMENTS, INC.

DATE OF CERTIFICATE: 07/24/1995 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: DOUGLAS W DAVIS

STREET: WYNNGATE BUSINESS PARK AR RTN MAIL:
 516 BAYLOR CT

CITY: CHESAPEAKE STATE : VA ZIP: 23320

R/A STATUS: 4 ATTORNEY EFF. DATE: 06/04/02 LOC : 236

ACCEPTED AR#: 211 11 3653 DATE: 06/13/11 CHESAPEAKE CITY

CURRENT AR#: 211 11 3653 DATE: 06/13/11 STATUS: A ASSESSMENT INDICATOR: 0

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

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

S
Cor

Virg

CISM0180

CORPORATE DATA INQUIRY

12/28/11

09:36:20

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

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

STREET: 4701 COX RD STE 301

AR RTN MAIL:

CITY: GLEN ALLEN

STATE : VA ZIP: 23060 6802

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 06/16/11 LOC : 143

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

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

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

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

S
Cor

Virg

01/25/11

CISM0180

CORPORATE DATA INQUIRY

14:50:25

CORP ID: 0216275 - 8 STATUS: 00 ACTIVE STATUS DATE: 11/15/85
 CORP NAME: SO-DEEP, INC.

DATE OF CERTIFICATE: 04/07/1981 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: THUY ANH PHAM

STREET: 8397 EUCLID AVENUE AR RTN MAIL:

CITY: MANASSAS PARK STATE: VA ZIP: 20111
 R/A STATUS: 2 OFFICER EFF. DATE: 04/09/97 LOC: 315
 ACCEPTED AR#: 210 16 4164 DATE: 03/26/10 MANASSAS PARK
 CURRENT AR#: 210 16 4164 DATE: 03/26/10 STATUS: A ASSESSMENT INDICATOR: 0

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

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission



01/04/12

LLCM3220

LLC DATA INQUIRY

15:49:42

LLC ID: S120821 - 6 STATUS: 00 ACTIVE STATUS DATE: 04/16/04

LLC NAME: ECS - Mid-Atlantic, LLC

DATE OF FILING: 04/16/2004 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

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

STREET: 14026 THUNDERBOLT PL STE 100

CITY: CHANTILLY STATE: VA ZIP: 20151-0000

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

R/A NAME: JAMES A ECKERT

STREET: 14026 THUNDERBOLT PL STE 100

RTN MAIL:

CITY: CHANTILLY STATE: VA ZIP: 20151-0000

R/A STATUS: 2 O/D OF CORP M/M EFF DATE: 04/16/04 LOC: 129 FAIRFAX COUNTY

YEAR FEES PENALTY INTEREST BALANCE

11

(Screen Id:/LLC_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

S
Cor

Virg

CISM0180

CORPORATE DATA INQUIRY

01/04/12

20:50:33

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

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

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

CITY: RICHMOND STATE : VA ZIP: 23219

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

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

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

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

(Screen Id:/Corp_Data_Inquiry)

DPOR Registration Information

Commonwealth of Virginia

Corman Construction, Inc.

The Louis Berger Group, Inc.

Ammann & Whitney Consulting Engineers, PC

McDonough Bolyard Peck, Inc.

EEE Consulting, Inc.

Diversified Property Services, Inc.

Precision Measurements, Inc.

Schnabel Engineering Consultants, Inc.

So-Deep, Inc.

ECS Mid-Atlantic, LLC

Froehling & Robertson, Inc.

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION

COMMONWEALTH OF VIRGINIA

8860 Mayland Dr., Suite 400, Richmond, VA 23293
Telephone: (804) 367-6500

EXPIRES ON

10-31-2013

NUMBER

2701 014794A

BOARD FOR CONTRACTORS
CLASS A CONTRACTORS LICENSE

CORMAN CONSTRUCTION INC

12001 GUILFORD RD

ANNAPOLIS JUNCTION MD 20701 0160

CLASSIFICATIONS H/H

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

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR CONTRACTORS - CLASS A

CONTRACTOR LICENSE - CLASSIFICATIONS: H/H

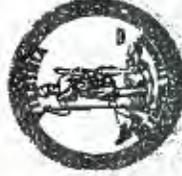
NUMBER: 2701 014794A

CORMAN CONSTRUCTION

12001 GUILFORD RD



EXPIRES: 10-31-2013



Stephen N. Dizon
Stephen N. Dizon, Director

(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
8860 Mayland Dr., Suite 400, Richmond, VA 23293

ALTERATIONS POLARIZED FOR IDENTIFICATION PURPOSES ONLY. EVIDENCE OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

NUMBER
0407003926

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

PROFESSIONS: ENG

THE LOUIS BERGER GROUP INC
ATTN: LUCY SHUSTER
801 E MAIN ST. SUITE 500
RICHMOND, VA 23219



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

(POCKET CARD)

(DETACH HERE)

COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003926 EXPIRES: 12-31-2013
PROFESSIONS: ENG
THE LOUIS BERGER GROUP INC
ATTN: LUCY SHUSTER
801 E MAIN ST. SUITE 500
RICHMOND, VA 23219



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

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

8960 Mayland Dr., Suite 400, Richmond, VA 23238
Telephone: (804) 367-8600

EXPIRES ON
02-29-2012

NUMBER
0410000194

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

PROFESSIONS: ENG

AMMANN & WHITNEY CONSULTING ENGINEERS PC
203 E. CARY ST.
SUITE 150
RICHMOND, VA 23233



Jay W. DeLoach
Jay W. DeLoach, Director

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

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
8960 Mayland Dr., Suite 400, Richmond, VA 23238

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
PROFESSIONAL CORPORATION BRANCH OFFICE REGISTRATION
NUMBER: 0410000194 EXPIRES: 02-29-2012
PROFESSIONS: ENG
AMMANN & WHITNEY CONSULTING ENGINEERS PC
203 E. CARY ST.
SUITE 150
RICHMOND, VA 23233



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

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

**EXPIRES ON
12-31-2013**

**NUMBER
0407002955**

9980 Mayland Dr., Suite 400, Richmond, VA 23299
Telephone: (804) 387-6500

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

PROFESSIONS: ENG

**MCDONOUGH BOLYARD PECK INC
3040 WILLIAMS DR., STE 300
FAIRFAX, VA 22031**



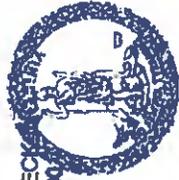
Geoffrey N. Dixon
Geoffrey N. Dixon, Director

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

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

(POCKET CARD) **COMMONWEALTH OF VIRGINIA**

**BOARD FOR APPELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407002955 EXPIRES: 12-31-2013
PROFESSIONS: ENG
MCDONOUGH BOLYARD PECK INC
3040 WILLIAMS DR., STE 300
FAIRFAX, VA 22031**



(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9980 Mayland Dr., Suite 400, Richmond, VA 23299

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

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

EXPIRES ON
02-29-2012

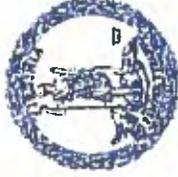
NUMBER
0411000605

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

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

PROFESSIONS: ENG

MCDONOUGH BOLYARD PECK INC
711D FIFTH ST NE
ROANOKE, VA 24016



James W. DeBorja
J. W. DeBorja Director

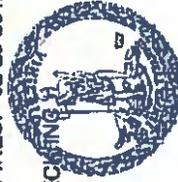
ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDILA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000605 EXPIRES: 02-29-2012
PROFESSIONS: ENG



MCDONOUGH BOLYARD PECK INC
711D FIFTH ST NE
ROANOKE, VA 24016

(DETACH HERE)

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

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

NUMBER
0407003798

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

PROFESSIONS: ENG

EEE CONSULTING INC
8525 BELL CREEK RD
MECHANICSVILLE, VA 23116



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
11-30-2012

9980 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 357-8500

NUMBER
4008 001190

REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION

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



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION

NUMBER: 4008 001180 EXPIRES: 11-30-2012

DIVERSIFIED PROPERTY SERVICES OF VIRGINIA INC

20 E TIMONIUM ROAD SUITE

TIMONIUM MD 21093 0000



(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9980 Mayland Dr., Suite 400, Richmond, VA 23233

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

(8/08)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

NUMBER
0407003345

9900 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 387-8500

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

PROFESSIONS: LS

PRECISION MEASUREMENTS INC
851 SEAHAWK CIR
SUITE 103
VIRGINIA BEACH, VA 23452



Stella N. High
Gordon N. Dixon, Director

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

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

(POCKET CARD) COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003345 EXPIRES: 12-31-2013
PROFESSIONS: LS
PRECISION MEASUREMENTS
851 SEAHAWK CIR
SUITE 103
VIRGINIA BEACH, VA 23452



(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9900 Mayland Dr., Suite 400, Richmond, VA 23233

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-29-2012

NUMBER
0411000245

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

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

PROFESSIONS: LS

PRECISION MEASUREMENTS INC
1047 TECHNOLOGY PARK DRIVE
GLEN ALLEN, VA 23059



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDIA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000245 EXPIRES: 02-29-2012
PROFESSIONS: LS
PRECISION MEASUREMENTS
1047 TECHNOLOGY PARK DRIVE
GLEN ALLEN, VA 23059



(DETACH HERE)

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

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-29-2012

NUMBER
0411000700

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

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

PROFESSIONS: ENG



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

James W. S. DeB...
JAMES W. S. DEB...

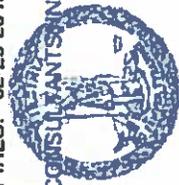
ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000700 EXPIRES: 02-29-2012
PROFESSIONS: ENG
SCHNABEL ENGINEERING CONSULTANTS, INC
ONE CARY STREET
RICHMOND, VA 23220



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

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

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

8860 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

**EXPIRES ON
12-31-2013**

**NUMBER
0407002900**

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

PROFESSIONS: ENG, LS

**SO-DEEP, INC.
8397 EUCLID AVENUE
MANASSAS PARK, VA 22111**



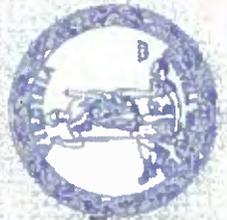
Gordon N. Dixon
Gordon N. Dixon, Director

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

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

(POCKET CARD) COMMONWEALTH OF VIRGINIA

**BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407002900 EXPIRES: 12-31-2013
PROFESSIONS: ENG, LS
SO-DEEP, INC.
8397 EUCLID AVENUE
MANASSAS PARK, VA 22111**



(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION

8860 Mayland Dr., Suite 400, Richmond, VA 23233

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-29-2012

9900 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 687-6500

NUMBER
0411000662

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

PROFESSIONS: ENG

ECS MID-ATLANTIC LLC
1801 AIRPORT RD
CHARLOTTESVILLE, VA 22911



Barbara Dixon
Barbara Dixon, Director

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

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

POCKET CARD

COMMONWEALTH OF VIRGINIA

BOARD FOR AP/ELSC/DLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000662 EXPIRES: 02-29-2012
PROFESSIONS: ENG
ECS MID-ATLANTIC LLC
1801 AIRPORT RD
CHARLOTTESVILLE, VA 22911



DETACH HERE

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9900 Mayland Dr., Suite 400, Richmond, VA 23233

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

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

**EXPIRES ON
02-29-2012**

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

**NUMBER
0411000384**

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

PROFESSIONS: ENG

**ECS MID-ATLANTIC LLC
2119-D NORTH HAMILTON ST
RICHMOND, VA 23230**



Jay W. DeBoer
Jay W. DeBoer, Director

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

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-29-2012

NUMBER
0411000053

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: 1 (804) 367-8500

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

PROFESSIONS: ENG

FROEHLING ROBERTSON INC
1734 SEIBEL DR N E
ROANOKE, VA 24012



John W. Dabner
John W. Dabner, Director

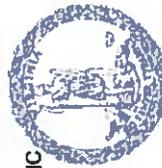
ALTERNATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APPELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000053 EXPIRES: 02-29-2012
PROFESSIONS: ENG



FROEHLING ROBERTSON INC
1734 SEIBEL DR N E
ROANOKE, VA 24012

(DETACH HERE)

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

19
18

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

10010 (8/06) 707169-8/1

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

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 387-8500

EXPIRES ON
02-29-2012

NUMBER
0411000052

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

BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG

FROEHLING & ROBERTSON, INC
6181 ROCKFISH GAP TURNPIKE
CROZET, VA 22932




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

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

(POCKET CARD) COMMONWEALTH OF VIRGINIA

**BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000052 EXPIRES: 02-29-2012
PROFESSIONS: ENG
FROEHLING & ROBERTSON, INC
6181 ROCKFISH GAP TURNPIKE
CROZET, VA 22932**



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

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

Non-Key Personnel DPORs

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

01-31-2012

9880 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 387-8500

NUMBER

0402045751

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



JORGE DIOFANTO GAMBINI ESCUDERO
11346 CHESTER GARDEN CIR
CHESTER, VA 23831

Jorge D. Gambini Escudero
2011 W. Dabner - Director

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

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APPELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402045751 EXPIRES: 01-31-2012

JORGE DIOFANTO GAMBINI ESCUDERO
11346 CHESTER GARDEN CIR
CHESTER, VA 23831



(DETACH HERE)
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9880 Mayland Dr., Suite 400, Richmond, VA 23233

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

(R/08)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
11-30-2012

9980 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

NUMBER
0402018960

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

DEAN DOUGLAS HATFIELD
1509 OAKBORO DR
RALEIGH, NC 27614



Gordon N. Dixon
Gordon N. Dixon, Director

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

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



THE Louis Berger Group, INC.

801 East Main Street, Suite 500, Richmond, Virginia 23219
Tel 804 225 0348 Fax 804 225 0311 www.louisberger.com

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
07-31-2013

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 387-8500

NUMBER
0402033041

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

MARK DANIEL MCELWAIN
11341 LONG MEADOW DRIVE
GLEN ALLEN, VA 23059



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION

COMMONWEALTH OF VIRGINIA

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 967-8600

EXPIRES ON

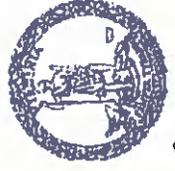
07-31-2013

NUMBER

0402038210

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

CHARLES BRADFORD SMITH
3413 HUNTON RIDGE RD
GLEN ALLEN, VA 23059



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

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

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

EXPIRES ON
08-31-2013

NUMBER
0406001345

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

**MICHAEL THOMAS MALLOY
P O 46
GREEN VILLAGE, NJ 07935**



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION

COMMONWEALTH OF VIRGINIA

6960 Mayland Dr., Suite 400, Richmond, VA 23293
Telephone: (804) 867-8800

EXPIRES ON
07-31-2013

NUMBER
0402015605

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

EDWARD GEORGE DRAHOS
14410 GALLOWAY CT
MIDLOTHIAN, VA 23113



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

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

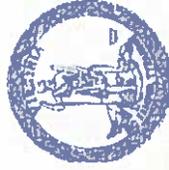
9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephones: (804) 367-8500

EXPIRES ON
06-30-2013

NUMBER
0403002506

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

**MARK DOUGLAS MCGONIAGLE
525 ALDENGATE TERRACE
MIDLOTHIAN, VA 23114**



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
01-31-2013

NUMBER
0403001937

9980 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

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

MELVIN E SPENCER
126 COURTNEY WOODS LANE
STUARTS DRAFT, VA 24477



John N. Dixon
Governor

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

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
LAND SURVEYOR LICENSE

NUMBER: 0403001937 EXPIRES: 01-31-2013



MELVIN E SPENCER
126 COURTNEY WOODS LANE
STUARTS DRAFT, VA 24477

(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION

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

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

(5/08)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

9969 Maryland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
03-31-2013

NUMBER
4001 009509

REAL ESTATE APPRAISER BOARD
CERTIFIED GENERAL REAL ESTATE APPRAISER

BRENDAN R HANTZES
3771 VERNACCHIA DR
CHANTILLY VA 20151



Gordon N. Sizemore
Gordon N. Sizemore, Director

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY BE A VIOLATION OF FEDERAL AND STATE LAWS.

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