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services on the behalf of the state for this procurement, or has received payment in excess of \$500,000. SHA makes no representations regarding the completeness of the list:

- Whitney, Bailey, Cox & Magnani, LLC
- STV, Incorporated
- AECOM
- Wallace, Montgomery & Associates, LLP (WMA)
- KCW Engineering Technologies
- McCormick Taylor
- Applied Research Associates, Inc. (ARA)
- RJM Engineering, Inc.
- Mercado Consultants, Inc.
- KCI
- Infrastructure Technologies, LLC
- Sabra-Wang and Associates, Inc.



In addition, the State Ethics Commission administers the provisions of the State Ethics Law, including § 15-508 of the State Government Article that contains various restrictions on participating in State procurements. Any questions regarding eligibility must be appealed to the Commission.

No official or employee of the State of Maryland, as defined under State Government Article, §15-202, Annotated Code of Maryland, whose duties as such official or employee include matters relating to or affecting the subject matter of this contract, shall during the pendency and term of this contract and while serving as an official or employee of the State become or be an employee of the Consultant or an entity that is a subcontractor on this contract.

No official or employee of the Maryland Department of Transportation (MDOT), during his tenure or for one year thereafter shall have any interest, direct or indirect, in this Contract or the proceeds thereof, regardless of whether they participated in matters relating to this contract while in the employ of the MDOT.

No Design-Build Team may use any persons meeting the above restrictions in any capacity, key staff or otherwise, on this Design-Build Contract. It is the responsibility of the Design-Build Team to identify any potential ethics issues concerning its former MDOT employees and seek an opinion from the State Ethics Commission regarding any potential conflicts of interest. The Design-Build Team shall provide certification in its cover letter that it is in compliance with the general conditions prohibiting a former MDOT employee from working on this contract for one year after leaving MDOT and is in compliance with State Ethics Laws prohibiting work on a matter in which a former MDOT employee participated significantly as a State Employee for the duration of this contract.

The team shall demonstrate construction experience relevant to the size, complexity, and composition of the anticipated PROJECT with an emphasis on previous work experience relevant to this PROJECT.



C. Team Organization



The team shall demonstrate an understanding of and approach to how the DB process and the team's organization will contribute to the success of the project and meet its goals.

The ratings assigned to the technical evaluation factors will be compiled to determine an overall quality rating for the SOQ. The ratings of each of the technical evaluation factors and the overall technical rating for the SOQ will be through a consensus process. Numerical scores will not be assigned.

The relative importance of the technical evaluation factors and subfactors, when noted, will be weighted based on the following criteria:

- Critical – Factors or subfactors weighted as Critical are approximately three times the relative importance of Important.
- Significant – Factors or subfactors weighted as Significant are approximately two times the relative importance of Important.

While some factors and subfactors may have more relative importance than others, all of the Administration's goals are necessary for project success. Proposers are cautioned not to overemphasize an approach of certain goals at the expense of other goals.

Quality ratings for each technical evaluation factor and the overall technical rating for the SOQ will be based on the following quality rating criteria:

- EXCEPTIONAL.** The Proposer has provided information relative to its qualifications which is considered to significantly exceed stated objectives/requirements in a beneficial way and indicates a consistently outstanding level of quality. There are essentially no weaknesses.
- GOOD.** The Proposer has presented information relative to its qualifications which is considered to exceed stated objectives/requirements and offers a generally better than acceptable level of quality. Weaknesses, if any, are very minor.
- ACCEPTABLE.** The Proposer has presented information relative to its qualifications, which is considered to meet the stated objectives/requirements, and has an acceptable level of quality. Weaknesses are minor, can be corrected.
- UNACCEPTABLE.** The Proposer has presented information relative to its qualifications that contains significant weaknesses and/or deficiencies and/or unacceptable level of quality. The SOQ fails to meet the stated objectives and/or requirements and/or lacks essential information that is conflicting and/or unproductive. Weaknesses/deficiencies are so major and/or extensive that a major revision to the SOQ would be necessary and/or not correctable.

For additional information on Contract Number (PG7005170) [Click here](#)

CONTRACTOR'S INQUIRY RESPONSES

CONTRACT NO.PG7005170

- Inq. 7 Post Date: 8/26/2014 Inquiry
Date: 8/26/2014
- Q. Can a font size smaller than 12 point, 8 or 10, be used for the organizational chart?
- A. Section XVIII. SOQ Submission Requirements states, "The Design-Build Proposal shall be on 8½" x 11" pages using a minimum font size of 12 point". All text within the organizational chart shall be font size of 12 point. Please note that per Section XVII.C.ii, the Organizational Chart may be submitted on an 11" x 17" page.
- Inq. 6 Post Date: 8/26/2014 Inquiry
Date: 8/26/2014
- Q. Is there a specific form or template to use when submitting key staff resumes?
- A. The Administration does not have a template or preferred format for the resume. It is the Design-Build Team's (DBT) responsibility to provide the required information in a format that will best allow the Administration to evaluate the experience of each requested key staff member. The format, however, must meet the requirements stated in the RFQ.
- Inq. 5 Post Date: 8/21/2014 Inquiry
Date: 8/19/2014
- Q. Form A-2 requests that we describe the Specific Nature of Work for which Key Staff proposed for this contract was responsible for on project and relevance to the contract. Please confirm that we are to provide this for personnel who held these positions on the project being submitted even if they are not being proposed for this project.
- A. No. This section of Form A-2 should reflect only Key Staff that is being proposed on the MD 210 that performed similar work on the project being submitted for evaluation under Past Performance.
- Inq. 4 Post Date: 8/21/2014 Inquiry
Date: 8/19/2014
- Q. Form A-2 requests the names and firms of Project Key Staff. Please confirm that we are to provide names of personnel who held these positions on the project being submitted even if they are not being proposed for this project.
- A. Yes. Please provide the names of the personnel (where applicable) and their firm, who held the position on the project being submitted under the Past Performance evaluation factor.
- Inq. 3 Post Date: 8/21/2014 Inquiry
Date: 8/19/2014
- Q. Sections XVII.A and XVII.B indicate that we are to provide the Administration with primary and secondary contacts for both the Lead Construction Firm and the Lead Design Firm. We request that the Administration communicate with the primary and secondary contacts for the Lead Construction Firms only and remove the requirement to provide contacts for the Lead Design Firm.
- A. Please see the response to Question 2. Although stated in Section XVII.A and Section XVII.B, primary and secondary contacts are not required for both the Lead Design Firm and the Lead Construction Firm. Primary and secondary contact information shall be provided per Section XVI.
- Inq. 2 Post Date: 8/21/2014 Inquiry
Date: 8/19/2014
- Q. Sections XVII.A and XVII.B states "The Administration strongly recommends that the primary and secondary contacts are key staff members". This is not necessarily practical as our pursuit teams are preparing the Statement of Qualification not the key staff members. It would be more efficient and beneficial to the Administration to correspond directly with those preparing our response and we ask that you make the revision to the RFQ.
- A. Sections XVII.A and XVII.B state that the Administration strongly recommends the primary and secondary contacts be key staff members; however, this is not a requirement. The Design-Build Team has the flexibility to determine the primary and secondary contacts. Per Section XVI, the Design-Build Team shall provide contact information for the primary and secondary contacts in the Cover Letter.
- Inq. 1 Post Date: 8/18/2014 Inquiry
Date: 8/15/2014
- Q. A draft RFP and Limited support information was to be made available at the RFQ stage per page 12 of the handout from the Informational Meeting held July 8th. We have been unable to locate the draft RFP and associated project data on Project Wise. Has SHA uploaded that material to Project Wise, and if so where is it located, if not when does SHA expect to release this information?
- A. The draft Request for Proposal (RFP) and supporting information is not currently available. It is not expected to be available prior to the Statement of Qualification submittal date. Once the Reduced Candidate List (RCL) is determined, the final RFP and supporting information will be released to the RCL.



A. Lead Design Firm Experience / Qualifications and Past Performance

- i. Key Staff Experience
- ii. Past Performance





i. Key Staff Experience

Form A-1 - Lead Design Firm Experience

Resumes



FORM A-1 – Lead Design Firm Experience

PROPOSED KEY STAFF INFORMATION

Name of Proposer: Corman Construction, Inc.

Position	Name	Years of Experience ¹	Education/ Registrations	Name of Employer
Project Design Manager	William E. Schaub, PE	9 / 34	BS/1984/Civil Eng.; MD PE #17318; DBIA	Johnson, Mirmiran & Thompson, Inc.
Hydrological/Hydraulics Design Engineer	Paul F. Clement, PE, CPESC	25 / 37	MS/1982/Water Resources Eng.; BSCE/1977/Civil Eng.; MD PE #15466; CPESC #3716; Green Card #1002; Yellow Card #06-134; Certified MDE Reviewer; Rosgen Levels I-IV Certified	Johnson, Mirmiran & Thompson, Inc.
Geotechnical Design Engineer	Michael E. Leffler, PE	7 / 34	MSCE/1984/Civil Eng.; BSCE/1979/Civil Eng.; MD PE #13725	Johnson, Mirmiran & Thompson, Inc.
Landscape Architect	Jon S. Conner, PLA, LEED AP	20 / 28	MLA/1994 Landscape Arch.; MD Lic. for Landscape Arch #2088; BS/1984/Horticulture	Johnson, Mirmiran & Thompson, Inc.
Highway Engineer	Shawn E. Reynolds, PE	14 / 15	BSCE/2000 Civil Eng. MD PE #32600	Johnson, Mirmiran & Thompson, Inc.
Traffic Engineer	Matthew J. Wolniak, PE, PTOE	27 / 33	MBA/1987/Business Admin; BSCEE/1981/ Civil & Environ. Eng; MD PE #14719; PTOE #086	Johnson, Mirmiran & Thompson, Inc.
Structural Engineer	Gary R. Miller, PE	30 / 38	BSCE/1975/Civil Eng; MD PE #12047	Johnson, Mirmiran & Thompson, Inc.
Stream Restoration Specialist	Jeremy S. Koser, PE	12 / 15	ME/2004/Civil & Env. Eng; BSCE/ 1999/Civil & Env. Eng; MD PE #31183; Green Card #35544; Rosgen Training Levels I-IV; Yellow Card #06-471	Johnson, Mirmiran & Thompson, Inc.

¹ Present Firm/Total

**WILLIAM E. SCHAUB, PE – PROJECT DESIGN MANAGER****Years with JMT: 9 / Total Years: 34****Education:** BS/1984/Civil Engineering, University of Maryland**Active Registrations:** Maryland Registered Professional Engineer #17318. Also a PE in DC, DE, PA, SC, VA & WV; Member of DBIA Mid-Atlantic Region; and Dale Carnegie Management Training

Mr. Schaub has more than 34 years of experience in the planning and design of highways/bridges including engineering services from conceptual design through preliminary engineering, final design and construction services. He is JMT's DB Practice Leader for efforts throughout the U.S. Has led and completed multiple DB projects in MD, DC, VA and PA.

RELEVANT PROJECT EXPERIENCE

Nov. 2010-July 2013, Design-Build U.S. 40 at MD 715 Interchange Improvements, Harford County, MD-\$17.7M-SHA - Project Design Manager. This project was adjacent to Aberdeen Proving Ground (APG) and accommodated additional personnel relocated to APG as part of the BRAC. The work included widening of U.S. 40 and MD 715 in both directions; upgrading the interchange; widening the bridge on MD 715 over U.S. 40; design improvements; connecting ramps; and adjoining roadways for a total length of 2.40 miles. Provided relocation designs for 800 LF of a stream, drainage design, SWM/ESC, traffic/lighting, landscaping, utility relocation design/coordination and MDE permits. He oversaw the multi-disciplined design effort utilizing over 20 engineers, CADD technicians and other specialists with multiple design firms whose work included geotechnical, roadway, structural, traffic, SWM, drainage, ESC, environmental permitting, lighting/utility relocation design and coordination. Developed/implemented the project Design QC Plan. Participated in public relations activities and coordinated with BRAC.

Oct. 2008-July 2011, Design-Build Fairfax County Parkway (FCP), Phases I/II & IV, Springfield, VA-\$112.5M-FHWA-EFLHD/VDOT - Project Design Manager. Responsible for executing the design and QA/QC program of this DB project, which included roadways, interchanges, bridges, retaining and sound walls. The FCP project had an extremely aggressive schedule of 750 calendar days. FCP is located between U.S. 1 and Route 7. FCP runs for approx. 1.5 miles through the western and southern portions of the Fort Belvoir EPG and was a critical link to the success of the BRAC Initiative at EPG. He oversaw the multi-disciplined design effort utilizing over 75 engineers and specialists with multiple design firms whose work included geotechnical, roadway, permitting, environmental mitigation, structural, ROW plats, traffic, SWM, drainage, ESC, a multipurpose trail, lighting, utility coordination and relocations. In depth coordination with USACE BRAC Integrated Office, Fort Belvoir DPW, ENRD and Fairfax Co. Received a "Star Partner" award for their exceptional dedication, teamwork, and professionalism in support of the project's goals.

Sept. 2006-July 2011, Design-Build 9th Street Bridge Replacement over CSXT and Amtrak Rail and New York Avenue (US 50), Washington, DC-\$58.4M-FHWA/DDOT - Project Design Manager. Responsible for the QA/QC program and primary POC for the DB Team, which included a multi-disciplined design effort that included geotechnical, roadway, structural, traffic, SWM, drainage, ESC, lighting, utility designs, ROW plats, property acquisition and electric traction design to facilitate the phased removal and complete reconstruction of an existing structure and the reconstruction of the 9th St.-US 50 Interchange. Participated in public relations activities including attending meetings with local Advisory Neighborhood Commissions. The bridge was a 645' long four-span structure, spanning US 50 and CSXT and Amtrak railroads. The project included context sensitive solutions, which resulted in numerous user enhancements.

April 2005-April 2011, I-95/I-695 Interchange Section 100 Express Toll Lanes, Baltimore County, MD-\$450M-MDTA - Deputy Project Manager. Responsible for the preliminary and final design for the interchange which is part of the \$875M I-95 ETL Section 100 mega project which involves 3 major interchanges and interstate design. He supervised of the design of highways, bridges, retaining walls, utility relocations, geotechnical program and drainage facilities. The design team consisted of a staff of over 100 from several firms. The interchange design involved 11 lane-miles of I-95, 12 lane-miles of I-695, 1 lane-mile of local roads and 16 lane-miles of ramps, 22 bridges, 38 retaining walls, 7 noise barriers and 5 culverts. **Corman was major participant of Construction JV that constructed the project.**

March 2003-June 2004, Post Award Services for Design Build of US 29 at Briggs-Chaney Road Intersection Grade Separation, Montgomery County, MD-\$43M-SHA - Project Manager. Reviewed shop drawings for 7 retaining walls. Responsible for review of *Design Build* documents submitted by contractor and for coordination with SHA Office of Bridge Design. Project also included and a two span continuous steel girder bridge. Attended monthly Partnering Meetings, addressed Contractor RFI's and coordinated with utility companies for this project. Reviewed/provided coordination of the relocation plans for a 12-inch Washington Gas Distribution Main and the relocation of a 20-inch WSSC Water Main both of which were installed in 43-inch steel casing tunnels. Responsible for the review of contractor developed D-B documents for a large tied back geopier supported foundation retaining wall.

**PAUL F. CLEMENT, PE, CPESC – H/H DESIGN ENGINEER****Years with JMT: 25 / Total Years: 37****Education:** MS/1982/Water Resources Engineering, University of Maryland; BSCE/1977/Civil Engineering, Virginia Polytechnic Institute and State University; Dale Carnegie Management Training**Active Registrations:** Maryland Registered Professional Engineer #15466. Also a PE in DE, FL, PA, VA and WV; Certified Professional in ESC (CPESC) #3716; Rosgen Levels 1-4 Certified; Green Card – MDE ESC Control #1002; Yellow Card – SHA Basic ESC Certification #06-134; and Certified MDE Reviewer

Mr. Paul Clement has more than 37 years of experience in civil and environmental engineering throughout Maryland, including storm drainage system design, SWM, ESC and environmental permits.

RELEVANT PROJECT EXPERIENCE

Nov. 2010-July 2013, Design-Build U.S. 40 at MD 715 Interchange Improvements, Harford County, MD-\$17.7M-SHA - H/H Design Engineer. Responsible for drainage design, stormwater management (SWM) design, watershed management, pollution control design, permitting, geomorphic stream assessment, relocation design and design plan preparation for the relocation of an Unnamed Tributary to Cranberry Run as part of the U.S. 40 project. Performed geomorphic assessment of existing channel and watershed conditions. Performed open and closed drainage design, hydrologic computations for SWM, SWM pond grading and design. Designed the ESC practices. He was responsible for obtaining MDE SWM and Erosion and Sediment Control (ESC) permit approvals.

April 2005-April 2011, I-95/I-695 Interchange Section 100 Express Toll Lanes, Baltimore County, MD-\$450M-MDTA-H/H Design Engineer. Responsible for the drainage, ESC, SWM, stream restoration and environmental permits and approvals design of numerous highways, ramps and structures within the I-695/I-95 Interchange which includes 22 bridges, 38 retaining walls, 7 noise barriers and 5 culverts. Designed new and reconstructed drainage system along I-95 / I-695, US 1, Kenilworth Avenue and Thornton Mill Road. Developed phased ESC plans for the two phases of construction and coordinated the ESC with the MOT plans and construction activities. Obtained approvals for ESC and SWM. *Received project recognition from the National Partnership for Highway Quality, Maryland Quality Initiative and Mid-Atlantic Construction.* **Corman was major participant of Construction JV that constructed the project.**

Sept. 2006-Nov. 2008, Design-Build, MD 924 (Main Street) Streetscape Improvements from MD 22 (Fulford Avenue) to Maulsby Avenue, Harford County, MD-\$8.6-SHA - H/H Design Engineer. Responsible for drainage, ESC and SWM on this award-winning design-build streetscape improvements project with **Corman Construction** totaling approximately 0.75 miles of reconstruction. The project affected the county courthouse, police department, and government office complex. Prepared plans and obtained approvals from MDE for the development of pedestrian facilities, which provided safe and aesthetically pleasing amenities while meeting all relevant Federal and State ADA Guidelines. *Received recognition for excellence in design by the ACEC/MD, for context sensitive solutions project development and for partnering by the MdQI, and Regional Design-Build Merit Award from the DBIA's Mid-Atlantic Region.*

Aug. 2013-June 2016, Design-Build TMDL Stormwater Facility Enhancements, Anne Arundel County, MD-\$3.7M-SHA-Design Manager and H/H Design Engineer. The D-B team of **Corman/JMT** are responsible for the design and construction of retrofitting of twelve (12) existing SWM facilities throughout the County to increase the pollutant removal efficiencies in order to comply with the MDE, Municipal Separate Storm Sewer System (MS4) permit (which requires treating 20% of existing Pre-1985 impervious area within the Administrations ROW), and the Chesapeake Bay TMDL Watershed Implementation Plan pollutant reduction goals for the drainage areas. The improvements will include the re-grading of the existing facility, replacement or addition of weir wall and riser structures, as well as proposed landscaping of the facility. The project will comply with NPDES, MS4 and Chesapeake Bay TMDL criteria and all environmental commitments established for the project. He is responsible for all design services, coordination with Corman and SHA and implementing the Design QCP.

March 2013-Sept. 2013, Design-Build Stream Restoration Project at Upper Little Patuxent River, Howard County, MD-\$1.5M-SHA – Design Manager and H/H Design Engineer. This project consisted of the assessment, design, permitting, consultation during construction and as-built certifications for approximately 1.9 miles west of U.S. Route 29. The project limits included approximately 600 linear of an unnamed tributary which confluences with the Upper Little Patuxent approximately 2,900 feet downstream of Old Frederick Road. The DB Team performed this work for the SHA - Environmental Programs Division for the Administration's first D-B stream restoration project. The purpose of this project was to provide a cost effective and stable solution utilizing stream and floodplain restoration efforts to meet NPDES, MS4 and TMDL reductions for total nitrogen, total phosphorus and sediment contributing to the degradation of the Chesapeake Bay.

**MICHAEL E. LEFFLER, PE – GEOTECHNICAL DESIGN ENGINEER****Years with JMT: 7 / Total Years: 34****Education:** MSCE/1984/Civil Engineering, George Washington University; BSCE/1979/Civil Engineering, University of Dayton**Active Registrations:** Maryland Registered Professional Engineer #13725. Also a PE in DC, DE, NC, PA and VA

Mr. Leffler has more than 34 years of experience in geotechnical engineering and construction inspection and testing services. Geotechnical engineering experience includes hundreds of projects that he managed and developed field investigation programs including test boring and test pits, soil and rock testing programs, geotechnical engineering analysis and preparation of reports to provide geotechnical design information for highways, bridges, culvert crossings, retaining wall systems, slopes, reinforced slopes and utilities.

RELEVANT PROJECT EXPERIENCE

Nov. 2010-July 2013, Design-Build U.S. 40 at MD 715 Interchange Improvements, Harford County, MD-\$17.7M-SHA - Geotechnical Design Engineer. Responsible for geotechnical evaluation and analysis for this interchange project consisting of the design and construction of the widening of the bridge carrying MD 715 over U.S. 40 and the associated ramps. Responsibilities included review of borings and coring information, quality control of the data received from the field, and analysis of the field data. Prepared recommendations for general earthwork and for the design of proposed MSE walls, stability of slopes, infiltration characteristics of the soils for SWM purposes and deep foundations supporting the widened abutments for the bridge.

April 2009-May 2015, Design-Build 11th Street Corridor (Bridges and Interchanges, Washington, DC-\$378.3M-DDOT - Geotechnical Design Engineer. Responsible for managing and providing interpretation of the subsurface exploration of this task including geotechnical evaluation for roadway construction, pre-cast arch structure, bridge foundations, culvert crossings, slope stability and retaining wall design. During construction was responsible for providing consultation related to roadway construction, bridge foundations, slopes and retaining wall. The project includes close coordination with DDOT- TSA, FHWA-EFLHD, DDOT, Advisory Neighborhood Commissions and the U.S. Postal Service. *The project has received awards from ACEC - National Recognition Award; ACEC/MD Grand Award; and ACEC/MW-Honor Award.*

Oct. 2008-July 2011, Design-Build Fairfax County Parkway, Phases I/II and IV, Springfield, VA-\$112.5M-FHWA-EFLHD/VDOT - Geotechnical Design Engineer. Responsible for QA and value engineering for geotechnical design, which included roadways; interchanges; 6 new bridges including Fullerton and EPG Access Roads; 1 bridge widening and multipurpose trail alongside a portion of the road; retaining walls; and sound walls. The project included a multi-disciplined design effort that includes geotechnical, roadway, structural, traffic, SWM, drainage, ESC, extensive environmental coordination and planning to meet requirements of existing Fort Belvoir Land Use Controls, multipurpose trail, lighting, utility coordination. Managed and provided interpretation of the subsurface exploration of this task including geotechnical evaluation for roadway construction, bridge foundations, culvert crossings, slope stability and retaining wall designs. *This project was recognized with several awards including DBIA National-Merit Award, DBIA Mid-Atlantic Region-Transportation Award; VTCA-Transp. Engineering Award; and Honor Awards from ACEC local chapters in VA, MW and MD.*

Sept. 2009-Dec.2011-Design-Build U.S. 113 from North of Goody Hill Road to South of Massey Branch, Worcester County, MD-\$12.1M-SHA - Geotechnical Design Engineer. Responsible for geotechnical and pavement engineering evaluation and analysis for this 2.5 mile project consisting of the design and construction of two additional lanes along the existing U.S. 113 alignment to create a dual divided highway. Geotechnical services included performing over 200 borings on land and in the Anacostia River, design recommendations for stormwater management ponds, foundation systems including driven H-Pile foundations and large diameter belled drilled shafts, large approach embankments over soft ground and adjacent to existing structures, design of reinforced soil slopes, ground improvement systems to mitigate settlement as global stability issues including wick drains and surcharge, geo-concrete and steel columns, lightweight aggregate and Geofam block and geotechnical instrumentation including piezometers, inclinometers and settlement plates.

April 2005-April 2011, I-95/I-695 Interchange Section 100 Express Toll Lanes, Baltimore County, MD-\$450M-MDTA-Geotechnical Design Engineer. Responsible for more than 290 borings that were required to satisfy the project requirements. Provided geotechnical investigations and evaluations culminated in the development of a geotechnical report of findings and recommendations for bridge foundations, retaining walls, noise walls, pavement design, slope stability, storm water management ponds, and utility directional drilling. **Corman was major participant of the Construction JV that constructed the project.**



JON S. CONNER, PLA, LEED AP– LANDSCAPE ARCHITECT

Years with JMT: 20 / Total Years: 28**Education:** *MLA/1994/Landscape Architecture, Morgan State University; BS/1984/Horticulture, University of Maryland and Dale Carnegie Management Training***Active Registrations:** *Maryland Registered Landscape Architect #2088. Also a PLA in DE, PA and VA; Leadership in Energy and Environmental Design Accredited Professional (LEED AP)*

Mr. Conner has more than 28 years of experience in landscape architecture and environmental planning for transportation improvement projects. His experience boasts expertise related to pedestrian and bicycle master planning and facility design, as well as ADA compliance, landscape architecture specific to highways, transit, community revitalization, complete streets, and streetscape design projects. He has played an integral role in all of JMT's streetscape, urban and community revitalization projects. He is experienced in the many facets of transportation and roadway design. Mr. Conner is JMT's liaison to the Member of the National Complete Streets Coalition (NCSC) and is currently serving on was selected to be a part of their National Speaker's Bureau. In this role, he is available to assist agencies and municipalities with development and implementation of Complete Streets Policies through half day workshops and presentations.

RELEVANT PROJECT EXPERIENCE

April 2009-May 2015, Design-Build 11th Street Corridor (Bridges and Interchanges), Washington, DC-\$378.3M-DDOT – Landscape Architect/Visual Quality Manager. This project is the largest construction project ever undertaken by the DDOT. Mr. Conner was responsible for all pedestrian/bicyclist facility design, landscape design, and the Visual Quality of all elements pertaining to bridges, stormwater BMPs, sidewalks, walkways, abutments, railings, retaining walls, and lighting others including project transition elements to the Washington Navy Yard. He was also responsible for pedestrian MOT, access and ADA compliance associated with this major corridor infrastructure improvements project. This project required coordination with and presentation to the National Capital Planning Comm. and to the U.S. Commission of Fine Arts for Visual Quality approval. *This project was singled out by the Pedestrian and Bicycle Information Center as one of the model programs that assisted Washington, DC in being designated as a Gold Level Walk Friendly Community. The project has received awards from ACEC - National Recognition Award; ACEC/MD Grand Award; and ACEC/MW-Honor Award.*

Nov. 2007-Feb. 2010, Design-Build U.S. 113 from Hayes Landing Road to North of Goody Hill Road, Worcester County, MD-\$14.9M-SHA - Landscape Architect. Responsible for the preparation of landscape plans and permits for roadside areas and SWM facilities for this DB project with SHA for a distance of approx. 2.5 miles. Stormwater management facility planting plans were designed to the SHA's *Guidelines for Visual Quality for SWM Facilities*. Coordinated with DNR and SHA for compliance with Section 5-103 of the State Reforestation Law. Responsible for the preparation of reforestation plans for impacts within SHA right-of-way.

Sept. 2006-July 2011, Design-Build 9th Street Bridge Replacement over CSXT and Amtrak Rail and New York Avenue, Washington, DC-\$58.4M-FHWA-EFHLDDDOT - Landscape Architect. Mr. Conner prepared and submitted plans and permits for the aesthetic features of the new 9th Street Bridge and surrounding roadways including granite curbs; brick medians along New York Avenue; Brentwood Parkway; Mount Olivet Road and 9th Street; ornamental light poles, fencing and railings; and coordinated with public artists for incorporation of artwork and finishes on bridge wing walls, parapets and abutments.

Sept. 2006-Nov. 2008, Design-Build, MD 924 (Main Street) Streetscape Improvements from MD 22 (Fulford Ave) to Maulsby Ave), Harford County, MD -\$8.6-SHA – Landscape Architect. Responsible for the award-winning design-build streetscape improvements for this project with **Corman Construction** totaling approximately 0.75 miles of reconstruction affecting the county courthouse, police department, and government office complex. Led landscape architecture design team and provided support with the design and development of the pedestrian facilities improvements. *Received recognition for excellence in design by the ACEC/MD, for context sensitive solutions project development and for partnering by the MdQI, and Regional Design-Build Merit Award from the DBIA's Mid-Atlantic Region.*

April 2010-June 2015, On-Call A/E Horizontal Engineering, Prince George's County, MD, \$3M (current contract)-DPWT - Landscape Architect. Consecutive on-call contracts with the County. These projects have included development of concept plans, and final contract documents for a number of community revitalization projects and streetscapes including MD 202 (Landover Road), MD 218 (Suitland Rd.), MD 214 (Addison Rd.), Hill and Sheriff Roads. Extensive coordination was required among the DPWT, M-NCPPC, and a wide variety of community groups in achieving a consensus for the proposed improvements. Tasks have included landscape design, streetscape design, consensus building, and civil engineering related to landscape architecture.

**SHAWN E. REYNOLDS, PE – HIGHWAY ENGINEER****Years with JMT: 14 / Total Years: 15****Education:** BSCE/2000/Civil Engineering, Penn State University**Active Registrations:** Maryland Registered Professional Engineer #32600. Also a PE in DC, DE, FL, NC, SC and VA

Mr. Reynolds has more than 15 years of experience involving planning, design and construction of major roadway and bridge projects throughout the eastern U.S. involving highway, pedestrian, and bicycle facility design including new construction, reconstruction, and rehabilitation type projects. He is experienced in providing roadway, drainage, ESC, and MOT design for preparation of final contract documents. Many of his projects have involved design in environmentally sensitive (natural and community) areas where retaining walls, noise barriers and complex drainage methods have been used to avoid and minimize impacts. Mr. Reynolds has also been recognized by JMT as "Employee of the Year" twice over the past ten years.

RELEVANT PROJECT EXPERIENCE

April 2009-May 2015, Design-Build 11th Street Corridor (Bridges and Interchanges), Washington, DC-\$378.3M-DDOT –Highway Engineering and MOT Engineer. Responsible for highway design for this design-build project that included three new major continuous steel multi-girder bridge crossings of the Anacostia River and two complex interchanges with the Southeast Freeway and Anacostia Freeway (I-295). Project also included the reconstruction of 11th Street at the Washington Naval Yard to provide a divided 4-lane arterial with sidewalk, landscaping treatments and pedestrian/bicycle facilities. Also was responsible for leading the complex MOT design and plan development throughout this extensive project. This was the largest construction to date in Washington, DC and JMT's innovative and cost-effective design and the Construction JV's methods saved DDOT a total of \$81.7M from the original engineer's estimate (was a stipulated sum D-B project). *The project has been recognized by ACEC - National Recognition Award; ACEC/MD Grand Award; and ACEC/MW-Honor Award. The 11th Street Corridor project was also ranked No. 1 in the 2012 "Top 10 Roads" list by Roads & Bridges magazine.*

Nov. 2010-July 2013, Design-Build U.S. 40 at MD 715 Interchange Improvements, Harford Co., MD -\$17.7M-SHA - Design QA/QC. This project was adjacent to Aberdeen Proving Ground (APG) and accommodated additional personnel relocated to APG as part of the BRAC. Performed QA/QC services for all facets of roadway design including eastbound U.S. 40, along northbound and southbound MD 715 leading into APG and along Old Philadelphia Road for a total length of 2.40 miles. The roadway widening design included adjustments to the vertical roadway profiles that minimize the wedge and level requirements and addressed the substandard grades that existed along MD 715 and Old Philadelphia Road.

March 2012-July 2013, Design-Build Mark Center Short and Mid-Term Improvements, Alexandria, VA-\$9.1M-FHWA-EFLHD/VDOT - Highway Engineer. Responsible for roadway and intersection improvements associated with the Mark Center Complex, which is the BRAC identified location for a number of DoD agencies. Shawn's duties included roadway design of the widening of the on-ramp to I-495 from Seminary Drive, curb ramps to meet ADA and City of Alexandria requirements and the development of detailed MOT design and plan development. The project required extensive coordination with local stakeholders and the development of ROW plats and acquisition of ROW and Easements.

Aug. 2004-Oct. 2013, Baltimore Beltway (I-695) from Perring Parkway (MD 41) to Harford Road (MD 147), Baltimore County, MD-\$20.3M-SHA - Project Engineer/Highway Engineer. Coordinated this project using SHA's file management system. Design and preparation of roadway geometry as well as preparation of right-of-way needs, contract documents, and coordination of in-house personnel, subconsultants and the client. The project is located along the Baltimore Beltway (I-695) and extends from east of the Perring Parkway interchange to the Harford Road interchange including modifications to the Harford Road interchange. The work includes wedge and level, widening, cross slope correction, traffic and noise barrier design, lighting, landscaping, signing, and striping. The project also includes work along Old Harford Road, from the Old Harford Road/Edgewood Avenue intersection to 750 feet north of the Beltway centerline with a proposed signal at the Satyr Hill Road and Old Harford Road intersection.

June 2005-Feb. 2008, Montrose Parkway West, Montgomery County, MD-\$29.6M-DOT - Highway Engineer. Responsible for preparation of contract plans, specifications, and estimate for highway and noise wall project. This project included resurfacing and widening of 3,400 feet of Montrose Road from a four-lane undivided to six-lane divided road and 1.1 mile new construction of four-lane divided Montrose Parkway. Responsibilities also included complete roadway and intersection design, noise wall design and plan preparation, and assistance with H/H design, inventory and plotting of existing utilities, preparation of ROW plans and metes and bounds plats, erosion and sediment control plans, preparation of traffic control plans, and utility avoidance. All project drawings were developed using MicroStation. *This project was recognized by ACEC/MD with an Honor Award and was listed as a Top Stormwater project in Storm Water Solutions Magazine.*

**MATTHEW J. WOLNIAK, PE, PTOE – TRAFFIC ENGINEER****Years with JMT: 27 / Total Years: 33****Education:** MBA/1987/Business Administration, University of Baltimore; BSCEE/1981/Civil and Environmental Engineering, Clarkson University; Dale Carnegie Management Training**Active Registrations:** Maryland Registered Professional Engineer #14719. Also a PE in DC, DE, FL, NY, PA, SC and VA; and Professional Traffic Operations Engineer (PTOE) #086

Mr. Wolniak has over 33 years of traffic engineering, planning and forecasting experience. This includes the preparation of design plans for MOT, traffic signals, telemetry systems, signing, marking, lighting and ITS. He has performed numerous traffic studies including signal warrant, parking, traffic calming, origin-destination, corridor analysis, bicycle and pedestrian studies, safety studies and capacity analysis using VISSIM, Synchro, HCS and Sidra. Mr. Wolniak has performed more than 200 traffic engineering studies including analyzing the need for signals at various intersections; determining left phasing requirements; TSM studies; corridor studies; pedestrian and bicycle studies under multiple Open-End Traffic Engineering Services contracts in SHA's District 3. These studies included Candidate Safety Improvement locations and congested intersection locations including the developing of intersection/interchange alternatives for MD 210/ Farmington Road.

RELEVANT PROJECT EXPERIENCE

April 2009-May 2015, Design-Build, 11th Street Corridor (Bridges and Interchanges), Washington, DC-\$378.3M-DDOT - Lead Traffic Engineer. Prepared traffic engineering plans and analysis associated with the construction of the new Bridge connections. Traffic analysis consisted of developing Synchro and CORSIM models for the local street network to determine lane configurations. Developed an IJR for the project and developed traffic engineering plans for signals, signing, marking and MOT. Developed signal plans included phasing for the temporary signals during MOT. The MOT included analysis of traffic operations during construction. Prepared MOT plans that included project phasing, layout of temporary signing, marking, channelization devices, temporary pavement and temporary concrete barrier. Detour plans were developed as necessary. Signing plans included the layout of all guide, regulatory and warning signs. *The project has been recognized by ACEC - National Recognition Award; ACEC/MD Grand Award; and ACEC/MW-Honor Award. The 11th Street Corridor project was also ranked No. 1 in the 2012 "Top 10 Roads" list by Roads & Bridges magazine.*

Nov. 2010-July 2013, Design-Build U.S. 40 at MD 715 Interchange Improvements, Harford County, MD-\$17.7M-SHA - Lead Traffic Engineer. Performed the design of traffic signals, signing, pavement markings and maintenance of traffic plans. This included the development of a transportation management plan, the design of four new signals and plans which included the development of both temporary and permanent signals conditions. Pedestrian signals including ADA improvements were included. Performed Synchro analysis to develop signal timing. Performed an origin-designation traffic study and prepared maintenance of traffic and transportation management plans.

Nov. 2007-Feb. 2010, Design-Build, U.S. 113 from Hayes Landing Road to North of Goody Hill Road, Worcester County, MD-\$14.9M-SHA - Lead Traffic Engineer. Responsible for the traffic studies and design of the dualization of 2.5 miles of design. Intersection improvements included left/right turn lanes including acceleration and deceleration lanes. The typical section consisted of 2, 24' roadways with 10' outside shoulders. The NB/SB traffic were separated by a 34' median, which included 4' paved shoulders, a 26' grass median & median w-beam traffic barrier.

Sept. 2006-Nov. 2008, Design-Build, MD 924 (Main Street) Streetscape Improvements from MD 22 (Fulford Avenue) to Maulsby Avenue, Harford County, MD-\$8.6M-SHA - Lead Traffic Engineer. Performed the design of traffic signals, pavement markings, signing and MOT plans for this streetscape project with **Corman Construction**. The design involved the upgrade of traffic signals, pedestrian signals and inclusion of APS equipment. Intersections were upgraded to ADA requirements. Traffic control device design involved an inventory, layout and design of signing and pavement markings. MOT plans included detours and maintaining traffic along the roadway. *This project received recognition for excellence in design by the ACEC/MD, for context sensitive project development and for partnering by the MdQI, and for overall merit by the DBIA.*

April 2005-April 2011, I-95/I-695 Interchange Section 100 Express Toll Lanes, Baltimore County, MD-\$450M-MDTA-Chief Traffic Engineer. Developed preliminary and final traffic engineering plans for the reconstruction of the I-95/I-695 interchange. The plans were developed for ITS, signing, pavement markings and maintenance of traffic. Signing included conducting field inventory of existing signing, developing a concept plan, designing signs and posts. Pavement markings were designed to MUTCD criteria. ITS elements included dynamic message signs and CCTV. Tasks included design of field equipment locations, conduit and fiber optic cable layouts to the field equipment. Also performed research on national practices and discussed with other states their experience in express toll lane signing, since this was the first project in Maryland with such lanes. **Corman was major participant of Construction JV that constructed the project.**

**GARY R. MILLER, PE – STRUCTURAL ENGINEER****Years with JMT: 30 / Total Years: 38****Education:** BSCE/1975/Civil Engineering, Trine University (formally Tri-State University); Dale Carnegie Management Training; SHA Partnering during Design Training**Active Registrations:** Maryland Registered Professional Engineer #12047. Also a PE in DC, FL, NC, PA, SC, VA & WV. Mr. Miller has more than 38 years of structural engineering experience in the eastern United States including design of new structures, foundations, and analysis, evaluation and rehabilitation of existing structures. He has managed the construction document preparation of numerous bridge design-build projects many utilizing Accelerated Bridge Construction (ABC) techniques. His experience includes managing the design on D-B projects of bridges, retaining walls, noise barriers, culverts, sign structures and high mast light poles. He is completely familiar with AASHTO, FHWA and SHA policies, procedures and standards, including LFD and LRF design methodologies.**RELEVANT PROJECT EXPERIENCE****Dec. 2007-Jan. 2011, Design-Build ICC (MD 200) Contract C, MD 200/US 29, MD 200/Briggs Chaney Road, and MD 200/I-95 Interchanges, Prince George's and Montgomery and Prince George's Counties, MD- \$514M-SHA - Lead Structural Engineer.** Responsible for the design of 19 bridges, 25 retaining walls, 5 noise barriers, 4 large box culverts, toll gantries, sign structures and high mast light poles for this \$514M D-B project. Bridges range from single span prestressed concrete girders to multi-span curved steel girders over 1,300 feet long. All bridges, retaining walls and noise barriers incorporate architectural features and treatments, including formliner finishes/stained concrete. **Lou Robbins, Design/Construction Integrator, worked with Gary on this project as the Quality Manager****April 2009-May 2015, Design-Build 11th Street Corridor (Bridges and Interchanges), Washington, DC-\$378.3M-DDOT – Lead Structural Engineer.** Responsible for the design of 24 new bridges and 35 retaining walls for this \$378.3 million project that includes three new major continuous steel multi-girder bridge crossings of the Anacostia River and two complex interchanges with the Southeast Freeway and Anacostia Freeway (I-295). These bridges include a 5 span 866 foot long bridge, a 5 span 926 foot long bridge and a 10 span 1,650 foot long bridge. Spans range up to 234 feet for the main span over the Anacostia River. Several existing bridges were rehabilitated for use in the new interchanges. Bridge types included multi-span steel plate girders, steel rolled beams and prestressed concrete bulb-tee beams. The three bridges over the Anacostia River utilized 66" prestressed concrete cylinder piles with a cast-in-place concrete cap. Design services during construction were also provided. *The project has received recognition from ACEC National, ACEC/MD and ACEC/MW.***Sept. 2006-July 2011, Design-Build 9th Street Bridge Replacement over CSXT and Amtrak Rail and New York Ave., Washington, DC -\$58.4M-FHWA-EFHLD/DDOT- Designer of Record/ Structural Engineer.** Responsible for the complete replacement of the existing 7-span structure with a 4-span steel plate girder bridge using a hybrid design with Grade 50 and 70 weathering steel. The new bridge concept was developed to minimize impacts to the railroads/utilities and to provide a more open section at NY Ave. The project also included the reconstruction of over 1,100 feet of NY Ave., realignment of the Mt. Olivet, 9th St. and Brentwood Parkway intersection, drainage, SWM/ESC, signals, utility relocations, surveying and lighting.**Sept. 1998-April 2009, I-95/I-495/I-295, Interchanges (Woodrow Wilson Memorial Bridge), Prince George's County, MD-\$255M-SHA –Lead Structural Engineer.** Responsible for the design of numerous structures for this multi-level interchange constructed over several contracts including 8 I-95 mainline bridges, 16 ramp bridges, 3 pedestrian trail bridges, 31 permanent retaining walls and 6 temporary retaining walls. The bridge types ranged from single span prestressed concrete AASHTO girders to multi-span curved steel plate girder structures with several over 1,400 feet in length. Several bridges required integral steel pier caps to obtain required horizontal and vertical clearances. Two-stage and temporary MSE walls were used for staged construction during and between construction contracts. *The project received many awards of excellence and achievement from many professional organizations including APWA, ASCE, ACEC/MD and MdQI.***April 2005-April 2011, I-95/I-695 Interchange Section 100 Express Toll Lanes, Baltimore County, MD -\$450M-MDTA-Chief Structural Engineer.** Responsible for the preliminary layouts of bridge structures in a complex network of multilevel interchange design at the I-695 & I-895 interchanges involving many elevated structures for the directional ramps. The preliminary structural design work included superstructure types, span arrangements, pier location and sizes and phased construction. Responsible for the final design of all structures within the \$450 million I-695/I-95 Interchange which includes 22 bridges, 38 retaining walls, 7 noise barriers and 5 culverts. Eleven of the bridges in this four level interchange are curved steel plate girder directional ramps up to 2,300 feet long with a maximum span length of 300 feet. All designs were performed in accordance with AASHTO, MDTA and SHA structure criteria, guidelines and procedures. **Corman was major participant of Construction JV that constructed the project.**

**JEREMY S. KOSER, PE – STREAM RESTORATION SPECIALIST****Years with JMT: 12 / Total Years: 15****Education:** *ME/2004/Civil and Environmental Engineering, Johns Hopkins University; BSCE/1999/Civil and Environmental Engineering, Penn State University***Active Registrations:** *Maryland Registered Professional Engineer #31183. Green Card - MDE ESC Control Certification #35544; Yellow Card-SHA - ESC Certification #06-471 and Rosgen Training Levels I-IV.*

Mr. Koser has 15 years of experience in Environmental Permitting and Stream Restoration Design including field assessments, hydrologic/hydraulic analyses and design for wetland and stream restoration/mitigation projects, as well as support for Local, State/Federal regulatory permit process for highway projects including the joint permit application process. His responsibilities have included project management, project engineering, environmental permitting, H/H studies, stormwater management and erosion and sediment control design and approvals, field assessments, surveying and monitoring, GIS and CAD design and management, peer review, preparation of reports, plans, specifications and estimates.

RELEVANT PROJECT EXPERIENCE

Nov. 2010-July 2013, Design-Build U.S. 40 at MD 715 Interchange Improvements, Harford County, MD-\$17.7M-SHA – Stream Restoration Specialist. An award-winning design-build streetscape improvements project with **Corman Construction** totaling approximately 2.40 miles of reconstruction affecting the county courthouse, police department, and government office complex. Responsible for stream restoration design and permitting for the relocation of approx. 800 LF of an Unnamed Tributary to Cranberry Run as part of the U.S. 40 widening D-B project. Performed geomorphic assessment of existing channel/watershed conditions including stream ecology, existing and proposed conditions H/H studies, culvert design, natural channel relocation design, channel mobility assessment, ESC design, stream diversion plans, and context sensitive landscape design and plan development. Prepared design report, final stream design plans using innovative construction techniques, details and specifications, coordinated with future SHA projects, and obtained MDE approvals & permits.

Aug. 2013-June 2016, Design-Build TMDL Stormwater Facility Enhancements, Anne Arundel County, MD-\$3.7M-SHA - Project Engineer. The D-B Team of **Corman and JMT** are providing design and construction for the retrofitting of twelve (12) existing SWM facilities throughout Anne Arundel County to increase the pollutant removal efficiencies in order to comply with the Maryland Department of the Environment (MDE), Municipal Separate Storm Sewer System (MS4) permit (which requires treating 20% of existing Pre-1985 impervious area within the Administrations ROW), and the Chesapeake Bay Total Maximum Daily Loads (TMDL) Watershed Implementation Plan pollutant reduction goals for the drainage areas. The improvements will include the re-grading of the existing facility, replacement or addition of weir wall and riser structures, as well as proposed landscaping of the facility. Project performed to comply with NPDES, MS4 and Chesapeake Bay TMDL criteria and all environmental commitments established for the project.

March 2013-Sept. 2013, Design-Build Stream Restoration Project at Upper Little Patuxent River, Howard County, MD-\$1.5M-SHA - Stream Restoration Specialist. Led the stream restoration components that consisted of the assessment, design, permitting, consultation during construction and as-built certifications for the Upper Little Patuxent River Stream Restoration, approximately 1.9 miles. This was SHA's first D-B stream restoration project. He led the D-B team design for this work for the SHA-Environmental Programs Division. The purpose of this project was to provide a cost effective and stable solution utilizing stream and floodplain restoration efforts to meet NPDES, MS4 and TMDL reductions for total nitrogen, total phosphorus and sediment contributing to the degradation of the Chesapeake Bay.

April 2005-April 2011, I-95/I-695 Interchange Section 100 Express Toll Lanes, Baltimore County, MD-\$450M-MDTA-Stream Restoration Specialist. Responsible for stream restoration assessment, monitoring and design of 3,200 LF of Stemmer's Run through the I-695/I-95 interchange. Assessments included stream classification, reference reach assessment, biological, chemical, and physical data collection, concept design alternatives, cost benefit analysis, stream design, H/H studies, bankfull discharge verification, USGS gage analysis, pebble counts, sediment transport sampling/analysis, monument settings and monitoring, concept design plans and report preparation. Performed monitoring to determine the overall state of the existing stream by collecting and analyzing the stream's geometry, pattern and profile data on a semi-annual basis. **Corman was major participant of Construction JV that constructed the project.**

July 2009-October 2013, Wetland Mitigation and Stream Restoration Design, Statewide, MD-\$4M-SHA-Stream Restoration Specialist. Responsible for stream restoration site searches, assessments and ultimately concept stream restoration designs in CH, FR, MO, and PG counties to identify potential reaches for stream restoration, floodplain reconnection, wetland creation and reforestation opportunities to meet Chesapeake Bay Restoration Goals and TMDL requirements.



ii. Past Performance

Form A-2 - Lead Design Firm, Past Project Descriptions

Environmental Past Performance



**FORM A-2 LEAD DESIGN FIRM
 PROJECT DESCRIPTION**

Name of Proposer: Corman Construction, Inc.

Name of Design Firm: Johnson, Mirmiran & Thompson, Inc.	
Project Role: <u>Lead Designer</u>	
Designer: <input checked="" type="checkbox"/> Other (Describe): _____	
Years of Experience: Roads/Streets: <u>43</u> Bridges/Structures: <u>43</u> Environmental: <u>43</u>	
Project Name and Location: Design-Build - U.S. 40/MD 715 Interchange Improvements (D-B), Harford County, MD	
Project Key Staff (as applicable to project)	
Project Design Manager/Firm: William E. Schaub, PE / JMT	
Hydrological/Hydraulics Engineer/Firm: Paul F. Clement, PE, CPESC / JMT	
Geotechnical Design Engineer/Firm: Michael E. Leffler, PE / JMT	
Landscape Architect/Firm: N/A	
Highway Engineer/Firm: Shawn Reynolds, PE / JMT	
Traffic Engineer/Firm: Matthew J. Wolniak, PE, PTOE / JMT	
Structural Engineer/Firm: Gary R. Miller, PE / JMT	
Stream Restoration Specialist/Firm: Jeremy S. Koser, PE / JMT	
Description and Specific Nature of Work for which your Firm was responsible and relevance to this contract:	
<p>JMT and our design-build partner was selected for this project to accommodate additional personnel being relocated to the U.S. Army's Aberdeen Proving Ground (APG) facility as part of the BRAC initiative. The work included widening of MD 715 in both directions between south of Amtrak Bridge to the APG entrance under Phase 1. The Phase 2 work included upgrading the interchange including widening the bridge on MD 715 over U.S. 40. JMT designed improvements to connecting ramps, and adjoining roadways and intersection improvements, for a total project length of approx. 2.40 miles. Design work included:</p> <ul style="list-style-type: none"> ○ Surveys - Provided supplemental topo surveys including a detailed bridge survey; approach roadways; and tie-points; drainage and utilities; and stream channel profile and alignment. ○ Utility Relocation and Design - Provided extensive utility coordination with utility agencies to address the numerous relocations required to accommodate the construction. Included in this effort was the relocation design of approx. 1,300 LF of 16" water main, 385 LF of 12" water main, 115 LF of 8" water main, relocation of 12 fire hydrants and the relocation of 405 LF of 8" sewer main. ○ H/H Design & Stream Restoration - The storm drain system consists of approximately 20,000 LF of new pipe, four (4) SWM ponds and associated ESC design. JMT assessed the most sustainable and ecologically suitable location for the relocated/ restored channel at the downstream limit of the stream restoration. An extensive forested wetland is located at the upstream end of the stream restoration limit. A sustainable tie-in location was assessed while considering minimization of waterway and wetland impacts. ○ Roadway Design - Prepared design plans to address the roadway widening required along eastbound U.S. 40, along northbound and southbound MD 715 leading into APG and along Old Philadelphia Road. 	



Contract No. PG7005170

MD 210 Livingston Road / Kerby Hill Road Interchange, Prince George's County

- **Structural Design** - Prepared the design plans for the widening of the existing 203' long, 2-span Bridge carrying MD 715 over U.S. 40 and a 300 ft. MSE retaining wall. The design incorporated aesthetic features on the bridge parapet and abutment wingwalls and ornamental lighting.
- **Traffic Engineering and Lighting** - Design included two new traffic signals, updates to an existing traffic signal, interconnect plans and lighting design. Detailed Maintenance of Traffic (MOT) and detour plans were prepared. A TMP was prepared to address proposed improvements and impacts to the motoring public.
- **Geotechnical Investigations** – Consists of deflectometer testing of the pavements, and engineering for earthwork stability, pavement sections, bridge foundations and retaining wall.
- **Extensive Public Relations and Partnering** - Attended public meetings, prepared flyers and mailed to over 500 addresses, adverted in local media outlets and established a toll free information number.

Description of Specific Nature of Work for which Key Staff proposed for this contract was responsible for on project and relevance to this contract:

- **William E. Schaub, PE – Project Design Manager** - He oversaw the multi-disciplined design effort utilizing over 20 engineers, CADD technicians and other specialists with multiple design firms whose work included geotechnical, roadway, structural, traffic, SWM, drainage, ESC, environmental permitting, lighting and utility relocation design and coordination. Developed and implemented the project Design QC Plan. Participated in public relations activities and coordinated with USACE BRAC Integrated Office.
- **Paul F. Clement, PE, CPESC - Hydrological/Hydraulics Engineer** - Responsible for drainage design, SWM design, watershed management, pollution control design, permitting including MDE approvals and permits. Prepared design report, coordinated with future SHA projects, attended agency review meetings, MDE approvals/permits and prepared plan specs.
- **Michael E. Leffler, PE - Geotechnical Design Engineer** - Responsible for geotechnical evaluation and analysis and reporting for this interchange project consisting of the design and construction of the widening of the bridge carrying MD 715 over U.S. 40 and the associated ramps.
- **Shawn E. Reynolds, PE – Highway Design QA/QC**. Performed QA/QC services for all facets of roadway design including eastbound U.S. 40, along northbound and southbound MD 715 leading into APG and along Old Philadelphia Road for a total length of 2.40 miles.
- **Mathew J. Wolniak, PE, PTOE - Traffic Engineer** - Performed the design of traffic signals, signing, pavement markings and maintenance of traffic plans. This included the development of a transportation management plan, the design of four new signals and plans which included the development of both temporary and permanent signals conditions. Pedestrian signals including ADA improvements were included. Performed Synchro analysis to develop signal timing.
- **Gary R. Miller, PE – Structural Design QA/QC** – Provided oversight and QA/QC for the widening of the existing 203' long, 2-span Bridge carrying MD 715 over U.S. 40 and a 300 ft. MSE retaining wall.
- **Jeremy S. Koser, PE - Stream Restoration Specialist** - Responsible for geomorphic stream assessment, relocation design and design plan preparation for the relocation of an Unnamed Tributary to Cranberry Run. Performed geomorphic assessment of existing channel and watershed conditions. Prepared design report, attended agency review meetings, and prepared details and plan specifications.

List any awards and/or commendations received for the project: N/A

Name of Client (Owner/Agency, Contractor, etc.): Maryland State Highway Administration

Address: 707 N. Calvert Street, Baltimore, MD 21202

Contact Name: David Phillips

Telephone: 410-545-8823

Owner's Project or Contract No.: HA2705171

Fax No.: 410-209-5001

Initial Design Fee Value (US \$): \$1,434,771 **Design Fee Value (US \$):** \$1,434,771

Percent of Total Project Design Work Performed by Company: 100% of Design

Commencement Date: July 15, 2010

Original Design Completion Date As Defined by Owner: July 31, 2013

Actual Design Completion Date: July 31, 2013

Construction Contract Value (US \$): \$17,777,000



Final Value (US \$):\$17,777,000

Any disputes taken to arbitration or litigation? Yes No



**FORM A-2 LEAD DESIGN FIRM
 PROJECT DESCRIPTION**

Name of Proposer: Corman Construction, Inc.

Name of Design Firm: Johnson, Mirmiran & Thompson, Inc.	
Project Role: <u>Lead Designer</u>	
Designer: <input checked="" type="checkbox"/> Other (Describe): _____	
Years of Experience: Roads/Streets: <u>43</u> Bridges/Structures: <u>43</u> Environmental: <u>43</u>	
Project Name and Location: Design-Build - Fairfax County Parkway Extension Phases I/II and IV (D-B), Springfield, VA	
Project Key Staff (as applicable to project)	
Project Design Manager/Firm: William E. Schaub, PE / JMT	
Hydrological/Hydraulics Engineer/Firm: Paul F. Clement, PE, CPESC / JMT	
Geotechnical Design Engineer/Firm: Michael E. Leffler, PE / JMT	
Landscape Architect/Firm: Jon S. Connor, PLA, LEED AP / JMT	
Highway Engineer/Firm: Shawn E. Reynolds, PE / JMT	
Traffic Engineer/Firm: Matthew J. Wolniak, PE, PTOE / JMT	
Structural Engineer/Firm: N/A	
Stream Restoration Specialist/Firm: N/A	
Description and Specific Nature of Work for which your Firm was responsible and relevance to this contract:	
<p>The U.S. Army was relocating 8,500 jobs to the National Geospatial-Intelligence Agency (NGA) Campus East at Fort Belvoir North Area in Virginia as part of the Base Realignment and Closure (BRAC) in 2011. In preparation for this event, highway improvements were needed to address the traffic impacts. The extension of Fairfax County Parkway (FCP) would complete a vital link to I-95 near Fort Belvoir. This project was highly publicized as critical to the success of the region's BRAC initiative. To meet the requirements of BRAC the Fairfax County Parkway (FCP) Route 286 project had an extremely aggressive schedule of 750 calendar days to design, permit, relocate utilities, and construct the parkway. The design team initiated design upon notice of award beginning in Oct. 2008 and delivered approval for construction plans that allowed construction of the western end (west of Accotink Creek) of the Project to commence in April 2009. Segment IV of the project was initially delayed due to funding constraints.</p> <p>With the ARRA funding bill passage, Segment IV was added to the D-B team's contract and included completion two additional bridges and the Boudinot Drive interchange. The addition of Boudinot Interchange to the contract resulted in the need to deliver two design projects on accelerated schedules concurrently. Through aggressive management practices, the projects original schedule for Segments I/II were maintained, while executing a significant contract modification, adding the design build of Segment IV (25% increase in scope) within the time frame required to receive ARRA stimulus funding. The team met all schedule milestones and exceeded many of them. The critical portion, Segments I & II of the mainline Parkway, was substantially completed and opened to traffic on September 19, 2010, two months ahead of schedule. Segment IV was substantially completed and open in June 2011, one month ahead of schedule.</p>	 



Contract No. PG7005170

MD 210 Livingston Road / Kerby Hill Road Interchange, Prince George's County

The design included a new interchanges at FCP and Barta Rd. for access to West North Loop Rd. of the NGA facility interior roadway network. Extensive design collaboration/coordination with the U.S. Army for this access point was required and included coordination for security lighting, overheight vehicle detection, geometry and utility connections. A majority of this roadway was located on the southern portion of Fort Belvoir. The work involved in the FCP included: grading, drainage and paving, shared use paths, seven new bridges and a bridge widening, noise walls, lighting, traffic signals, landscaping, signing/ striping, geotechnical engineering/ exploration, utility relocations/coordination and extensive environmental services. The environmental challenges were further complicated by the fast-track schedule, involvement of multiple stakeholders, and complex environmental and regulatory issues. The alignment cut through the Fort Belvoir and crossed five former firing ranges and testing sites including three RCRA sites that had significant groundwater/soil contamination, and stringent Land Use Controls required by an EPA Consent Order to protect human health and the environment. Design services included a comprehensive in-situ waste characterization of the nature and extent of the contamination on several of these areas, including groundwater modeling to evaluate the impact of construction on the fate and transport of multiple contaminated groundwater plumes. FCP also included widening of I-95 to accommodate a new exit lane designed as a certified DAR to provide direct access to the NGA.

Description of Specific Nature of Work for which Key Staff proposed for this contract was responsible for on project and relevance to this contract:

- **William E. Schaub, P.E. - Design Manager** - Bill oversaw the multi-disciplined design effort utilizing over 75 engineers, CADD technicians and other specialists with multiple design firms whose work included geotechnical, roadway, structural, ROW plats, traffic, SWM, drainage, ESC, a multipurpose trail, lighting, utility coordination and relocations. In depth coordination with USACE BRAC Integration office, Fort Belvoir DPW, ENRD and Fairfax Co. *Received a "Star Partner" award for their exceptional dedication, teamwork, and professionalism in support of the project's goals by the NGA and USACE.*
- **Paul F. Clement, P.E., CPESC - Hydrological/Hydraulics Engineer** - Part of the water resources team that was responsible for the H/H analysis and scour analysis report.
- **Michael E. Leffler, P.E. - Geotechnical Design Engineer** - Responsible for QA and value engineering for geotechnical design, which included roadways; interchanges; 4 new bridges including Fullerton and EPG Access Roads; 1 bridge widening and multipurpose trail alongside a portion of the road; retaining and sound walls. Managed/provided interpretation of the subsurface exploration including geotechnical evaluation for roadway construction, bridge foundations, culvert crossings, slope stability and retaining wall designs.
- **Jon S. Conner, PLA, LEED AP - Landscape Architect** - Assisted with the layout design for the multi-use trail and developed the planting plans for roadside landscaping and screening.
- **Shawn E. Reynolds, PE - Highway Engineer** - Provided alternative highway design and peer reviews.
- **Matthew J. Wolniak, PE - Traffic Engineer** - Performed traffic engineering analysis associated with the development of a transportation management plan for the various stages of the MOT plans.

List any awards and/or commendations received for the project: DBIA – Merit Award; DBIA Mid-Atlantic Region – Transportation Award; VTCA – Transportation Engineering Awards for VDOT Projects Greater than \$10M; ACEC/VA – Merit Award; ACEC/MW – Honor Award; and the ACEC/MD – Honor Award.

Name of Client (Owner/Agency, Contractor, etc.): Federal Highway Administration-EFLHD

Address: 21400 Ridgetop Circle Sterling, VA 22170

Contact Name: Robert Morris, PE

Telephone: 703-404-6302

Owner's Project or Contract No.: DTFH71-08-R-00007

Fax No.: 703-404-6217

Initial Design Fee Value (US \$): \$8,000,000 **Design Fee Value (US \$):** \$11,538,411.07

Percent of Total Project Design Work Performed by Company: 100% of Design

Commencement Date: October 2, 2008 **Original Design Completion Date As Defined by Owner:** November 19, 2010 (Phase I/II was completed 2 months ahead of schedule, while the additional scope of work added by Owner for Option #3 and Phase IV added by the Owner)

Actual Design Completion Date: June 1, 2011 (Phase IV, one month ahead of schedule)



Construction Contract Value (US \$): \$73,756,000 (Phases I/II only) **Final Value (US \$):** \$112,268,387 (Included Phases I/II & IV)

Any disputes taken to arbitration or litigation? Yes No



**FORM A-2 LEAD DESIGN FIRM
 PROJECT DESCRIPTION**

Name of Proposer: Corman Construction, Inc.

Name of Design Firm: Johnson, Mirmiran & Thompson, Inc.	
Project Role: <u>Lead Designer</u>	
Designer: <input checked="" type="checkbox"/> Other (Describe): _____	
Years of Experience: Roads/Streets: <u>43</u> Bridges/Structures: <u>43</u> Environmental: <u>43</u>	
Project Name and Location: I-95/I-695 (Section 100) Interchange, Baltimore County, MD	
Project Key Staff (as applicable to project)	
Project Design Manager/Firm: William E. Schaub, PE	
Hydrological/Hydraulics Engineer/Firm: Paul F. Clement, PE, CPESC / JMT	
Geotechnical Design Engineer/Firm: Michael E. Leffler, PE / JMT	
Landscape Architect/Firm: N/A	
Highway Engineer/Firm: N/A	
Traffic Engineer/Firm: Matthew J. Wolniak, PE, PTOE / JMT	
Structural Engineer/Firm: Gary R. Miller, PE / JMT	
Stream Restoration Specialist/Firm: Jeremy S. Koser, PE / JMT	
Description and Specific Nature of Work for which your Firm was responsible and relevance to this contract:	
<p>JMT developed the planning and preliminary design for Section 100 of the I-95 Express Toll Lane (ETL) project and final design on the I-95/I-695 Interchange. This \$1B project involved complete replacement of three (3) major interchanges and mainline interstate design which implemented the latest technologies in Traffic and ITS Management. Section 100 is the first project within MD to implement both general purpose and managed lanes in the same facility, services included:</p> <ul style="list-style-type: none"> ○ Highway Design - The preliminary design included developing and analyzing multiple concepts for General Purpose and Managed Lanes for I-95's mainline. In addition, JMT evaluated multiple line and grade options for the I-695 MD 43, and I-895 interchanges. One of the unique challenges was the re-design of the existing "double-braided" ETL directional I-695 interchange to a fully directional multilevel design serving both the ETL and the General Purpose lanes of I-95. The preliminary design encompassed an array of design elements i.e. horizontal and vertical alignment, typical sections, developing and reviewing design standards, minimizing impacts to the existing ROW and utilities. Final design included eleven (11) lane-miles of I-95, twelve (12) lane-miles of I-695, one (1) lane-mile of local roads and sixteen (16) lane-miles of ramps. Corman was a major participant in the JV that constructed this project. ○ Structural Engineering - Prepared preliminary layouts of bridge structures in a complex network of multilevel interchange design at the MD 43, I-695 & I-895 interchanges that involved many elevated structures for the directional ramps. The preliminary structural design work included superstructure types, span arrangements, pier location and sizes and phased construction. Prepared final design plans for (22) bridges, (38) retaining walls, (7) noise barriers and (5) culverts at the I-95/I-695 interchange. 	 



- **Traffic Engineering/ITS Elements** - JMT performed travel demand forecasts for the various alternatives, developed environmental traffic, conducted travel time runs and performed traffic counts. In addition, performed capacity and operational analyses, studied MOT options and evaluated constructability issues and evaluated impacts to existing signing, lighting and ITS systems. Developed all signing, lighting, pavement marking and ITS plans for the ETL implementation. JMT also lead the design of the ITS and Electronic Toll Collection elements within the project limits as well as coordinated the fiber optic communication and wireless communication designs between adjacent projects. The ITS elements included CCTV surveillance, DMS, RWIS, fiber optic and wireless communication designs and temporary connections to vital ITS infrastructure in the core of the interchange and the video surveillance system
- **Additional Services** - Wetland and forest delineation, coordination with environmental agencies permitting requirements, drainage and SWM, utility coordination and relocations, H/H analyses, geotechnical engineering including obtaining more than 500 borings and associated testing, SUE investigations and delineation for seven different utilities and an extensive public involvement and interagency coordination. JMT used focus group meetings with agencies, utility companies and communities to establish a partnering environment.

Description of Specific Nature of Work for which Key Staff proposed for this contract was responsible for on project and relevance to this contract:

- **William E. Schaub, PE - Deputy Design Manager** - Responsible for the preliminary/final design for the interchange, which is part of the \$875M I-95 ETL Section 100 mega project which involves 3 major interchanges and interstate design. He supervised of the design of highways, bridges, retaining walls, utility relocations, geotechnical program and drainage facilities, which were constructed by the JV team consisting of Corman, Wagman and McLean.
- **Paul F. Clement, PE, CPESC - Hydrological/Hydraulics Engineer** - Responsible for drainage, erosion and sediment control, stormwater management and hydrological/hydraulics analysis and engineering.
- **Michael E. Leffler, PE - Geotechnical Design Engineer** - Fast-tracked and required extensive geotechnical exploration. More than 290 borings were required to satisfy the project requirements. Coordinated the stakeout of the borings and managed the sub-consultants responsible for performing the drilling and exploration. His work included extensive geotechnical investigations and evaluations for roadway construction, culminating in the development of a geotechnical report of findings and recommendations for bridge foundations, retaining walls, noise walls, pavement design, slope stability, SWM ponds and utility direction drilling.
- **Jon S. Conner, PLA, LEED AP – Environmental Specialist** - Provided forest conservation, reforestation, permitting through MDE, DNR and the U.S. Army Corps of Engineers.
- **Matthew J. Wolniak, PE, PTOE – Traffic Engineer** - Developed preliminary and final traffic engineering plans. The plans were developed for ITS, signing, pavement markings and maintenance of traffic. Signing included conducting field inventory of existing signing, developing a concept plan, designing signs and posts. Pavement markings were designed to MUTCD criteria.
- **Gary R. Miller, PE - Structural Engineer** - Responsible for the final design of all structures which included 22 bridges, 38 retaining walls, 7 noise barriers and 5 culverts.
- **Jeremy S. Koser, PE - Stream Restoration Specialist** - Responsible for stream restoration assessment, environmental construction monitoring and design for Stemmer’s Run through the I-695/I-95 interchange.

List any awards and/or commendations received for the project: Mid-Atlantic Construction – Award of Merit, Engineering Design; NPHQ– National Achievement Award; MdQI – Award of Excellence, Partnering Silver.

Name of Client (Owner/Agency, Contractor, etc.): Maryland Transportation Authority

Address: 8019 Corporate Drive, Suite F Baltimore, MD 21236

Contact Name: David LaBella, P.E. **Telephone:** 410-931-0110 x251

Owner’s Project or Contract No.: MDTA 2004-02 (AE 842-000-006) **Fax No.:** 410-931-4110

Initial Design Fee Value (US \$): \$26,000,000 **Design Fee Value (US \$):** \$26,000,000

Percent of Total Project Design Work Performed by Company: 100% of Design

Commencement Date: April 5, 2006

Original Design Completion Date As Defined by Owner: October 15, 2008

Actual Design Completion Date: October 15, 2008

Construction Contract Value (US \$): \$450,000,000 **Final Value (US \$):** \$450,000,000

Any disputes taken to arbitration or litigation? Yes No





ii. PAST PERFORMANCE – 2. ENVIRONMENTAL PAST PERFORMANCE

JMT appreciates that design-build projects afford multiple opportunities for reducing environmental impacts as well as reducing waste and pollution through the use of innovative techniques, products and practices over the life of the project. As lead designer of multiple design-build projects within the state of Maryland as well as throughout the Mid-Atlantic, JMT identifies these opportunities early in the design phase and collaborates with the contractor to ensure that the approaches proposed are both reasonable and feasible from a construction standpoint. JMT continues to work with the contractor throughout the construction phase to ensure compliance with permit requirements and further identify opportunities for avoidance and minimization of impacts.

For all design-build pursuits, JMT provides an environmental briefing to the entire team (including JMT designers and the prime contractor) that identifies the sensitive environmental features throughout the project area, permits required to complete the work and specific commitments that must be upheld as recorded in the environmental approval documents for the project. The purpose of the environmental briefing is to calibrate the entire team to environmental stewardship opportunities.

For design build projects JMT also develops a compliance matrix that can be used to track compliance with permit conditions and environmental commitments associated with the project. As an example, Corman and JMT are currently utilizing a detailed matrix to track compliance on their joint TMDL design-build for Maryland State Highway Administration which includes 12 individual sites. In some cases the matrix development is a client requirement; however, JMT has proactively implemented this practice even when not required per the contract. JMT also develops and implements project-specific Environmental Compliance Awareness Training modules that are given to all construction workers prior to entering the project site. We find that this is an effective means by which to both inform and empower all personnel to incorporate environmental stewardship not only while on the job but also in their everyday lives. JMT provided this training to over 1,200 construction personnel on the 11th Street Bridge project in Washington, DC; this project was the largest construction project undertaken by the District Department of Transportation and there were no environmental violations or shut-downs over the five year construction period.

Innovations used on past projects have included the use of retaining walls, slope stabilization, fan walls, ROW/LOD reductions via innovative SWM, and geometry improvements to reduce impacts. Others have included phased roadway construction to minimize ESC bump-outs, top-down construction of structures, foot-print reduction using alternative construction techniques, ESC BMPs that reduce width (such as fence diversions instead of berm diversions), lengthening of bridge spans to avoid floodplain impacts, early construction of noise walls and perimeter fencing to prevent wildlife interactions, use of lined concrete washout pits, use of rock/fabric blankets to convey seeps and maintain wetland hydrology, SWM BMPs that reduce thermal loading to streams, use of stabilization methods and perimeter controls for geotechnical work near wetlands/waterways, and creation of vernal pools or floodplain wetlands under bridges.

For the Montrose Parkway West Project, JMT successfully implemented many of the above innovations to reduce the limits of disturbance and minimize impacts. By siting sand filters and other water quality treatment practices beneath or directly adjacent to the roadway, significant reductions were realized with respect to both wetland and forest resources, including habitat for Forest Interior Dwelling Species of birds. In design of the Woodrow Wilson Memorial Bridge and the I-495 Interchange in Prince George's County, Maryland, JMT designers incorporated a retaining wall to reduce impacts to Smoots Cove and existing populations of submerged aquatic vegetation. The innovations implemented on both Montrose Parkway and the Woodrow Wilson Memorial Bridge were proposed by JMT.

One of JMT's goals on all design-build projects is to minimize fish mortality during stream relocation or permitted in-stream work, and prevent the injury or death of any animals during construction. Prior to stream work, we seek to relocate fish and other aquatic organisms downstream of any impacted areas using hand nets if possible, and install netting to prevent re-entry to the impacted reach. Also, prior to clearing and grubbing, we conduct intensive ground searches focusing on slow-moving animals such as reptiles and amphibians, and relocate them to nearby locations outside of the construction zone. We conduct periodic monitoring of the site and perimeter controls to prevent re-entry of specimen



B. Lead Construction Firm Experience / Qualifications and Past Performance

- i. Key Staff Experience
- ii. Past Performance





i. Key Staff Experience

Form A-1 - Lead Construction Firm Experience
Resumes



FORM A-1 – Lead Constructor Firm Experience

PROPOSED KEY STAFF INFORMATION

Name of Proposer: Corman Construction, Inc.

Position	Name	Years of Experience ¹	Education/ Registrations	Name of Employer
Design-Build Project Manager	Scott Szympruch, PE	14 / 18	BS/1995/Civil Eng. MD PE #25502 Green Card #07-892	Corman Construction, Inc.
Construction Manager	Vernon Rogers	22 / 31	W. Georgia Coll. ESCCC #5466C ESCRD #41063	Corman Construction, Inc.
Utilities Coordinator	Michael J. Manoski, EIT	< 2 / 21	BS/1993/Structural Design & Construction Eng. Tech. & Assoc., Surveying Tech.	Corman Construction, Inc.

¹ Present Firm/Total



Contract No. PG7005170

MD 210 Livingston Road / Kerby Hill Road Interchange, Prince George's County

SCOTT SZYMPRUCH, PE – DESIGN-BUILD PROJECT MANAGER

Years with Corman: 14 / Total Years: 18

Education: BS/1995/Civil Engineering, University of Maryland

Active Registrations: Maryland Registered Professional Engineer #25502. Also a PE in Washington, DC, Virginia, North Carolina, Delaware, and South Carolina; MDE Green Card #07-892

During his 14-year tenure with Corman Construction, Scott rose through the ranks from Sr. Project Engineer, Project Manager, Chief Engineer, Project Sponsor to Corman Mid-Atlantic Division Manager.

RELEVANT PROJECT EXPERIENCE

Jan. 2007-Jan. 2011, Design-Build Intercounty Connector Contract A, Montgomery County, MD - \$483.4M-SHA - 7.2 miles controlled-access tri-lane divided highway with bridges/bridge widenings, stormwater management/drainage systems, HMA pavement which encompassed new access ramps to two major interchanges, including milling/resurfacing at tie-in limits, utility relocations, MOT, overhead and cantilever signs, erosion and sediment control, reforestation, and landscaping. As **Construction Manager**, Scott worked from procurement to completion and oversaw construction on the entire project. He was a leader in conceptual design development, participated in oral presentations, and authored the schedule. Upon NTP, Scott participated in design development task force teams and provided constructability reviews. He worked with the DB Coordinators and Construction Project Engineers leading the roadway, drainage, bridge, environmental, utility and subcontracting areas. He participated in the geotechnical task force team and oversaw drilling. Scott provided professional engineering designs (support of excavation and temporary work) and supervised field layout, construction, quality control, and safety management. Scott was highly involved in the CPM Schedule, oversaw the Construction Quality Manager and coordinated with adjacent projects. He contributed in partnering and progress meetings, attended community outreach meetings, worked with environmental teams on environmental stewardship, and coordinated inspections / resolutions with our independent QC team.

Nov. 2006-Jan. 2007, Design-Build MD 30 Hampstead Bypass, Hampstead, MD - \$43.2M-MDOT - 4.5 mile, two-lane asphalt environmentally-sensitive roadway project with four bridges, three roundabouts, new storm drainage, MSE and noise walls, extensive stormwater management facilities, water and sewer relocations, lighting, landscaping, signing, pavement markings, traffic signals, ROW acquisition, two major traffic tie-ins and BGE, Verizon and Comcast utility relocations. Milled/resurfaced tie-in connections at the north and south termini points. These tie-in points along with three local crossings required pavement rehabilitation/ removal and turf re-establishment. As **DB Project Manager**, Scott worked with the designer, including design packages, and oversaw construction. He provided management, supervision, professional engineering designs, field layout, subcontract negotiation / administration, quality control, materials control / procurement, safety management, environmental compliance management, cost accounting and scheduling for compliance and successful completion.

2003-2006, Woodrow Wilson Bridge VA Approach Spans VAC, Alexandria, VA - \$126.8M-SHA - Two-phase construction included segmental bridge including placement of two CIP concrete bridge decks, demolition/removal of a six-lane structure and foundation construction of inner loop bridges. Mt. Vernon and Jones Point Park Trail was within and across project limits and required public access and maintenance at all times. Site is environmentally sensitive due to its proximity to the Potomac River. There were stringent erosion & sediment control and spill containment measures throughout construction. It is also an urban residential community requiring constant communication with residents and close attention to noise, dust and traffic ordinances. As **Project Manager**, Scott also staffed / oversaw onsite personnel and managed a team of 13: One General Superintendent, two Superintendents, one Project Engineer, one Pre-Cast Project Engineer, One Structures Engineer, three Field Engineers, one Survey Party Chief, one Safety Manager, one Office Manager and one Office Clerk. Scott conducted daily job schedule / safety meetings with the General Superintendent and Safety Manager and created, updated, and modified the schedule. He oversaw interaction with owner's representative, Potomac Crossing Consultants (PCC), including change orders and facilitated monthly partnering meetings with owner, PCC and Parsons Transportation Group. He coordinated with adjacent Woodrow Wilson Bridge projects by attending weekly scheduling meetings with the GEC.



VERNON ROGERS – CONSTRUCTION MANAGER

Years with Corman: 22 / Total Years: 31**Education:** West Georgia College**Active Registrations:** MDE Green Card; 2010/VDOT Erosion & Sediment Control Contractor Certification/#5466C; Virginia Erosion & Sediment Control Responsible Land Disturber #41063

Vernon's assignments include transportation infrastructures and fast-track bridges / highways where he tackles projects with a proactive management approach leading to successful completion. Vernon is in charge of the overall planning, coordination, and control of a project from beginning to completion. Tasks and responsibilities include subcontractor scheduling, cost estimating, ensuring building code and regulatory compliance, and planning future work to identify and mitigate potential delays resulting from MOT, design and/or constructability issues that keep projects on track.

RELEVANT PROJECT EXPERIENCE

Dec. 2008-Dec. 2012, Telegraph Road Interchange Improvement, Alexandria, VA, - \$236.3M-VDOT - As Sr. Construction Manager for this \$236.3 Million fast-track joint venture highway project in VA with 11 bridges, the largest DBB project let by VDOT to-date, Vernon coordinated daily with the Project Management Team, including 14 engineers, a jobsite workforce of over 200, 39 subcontractors, and coordinated scheduling and building code and regulatory compliance. During bridge construction, Vernon initiated a suggestion to prepare and pair the structural steel on the ground, then set them up which resulted in efficiency, safety, and a cost savings. Under Vernon's management, the project met all six MOT schedule milestones with the last milestone completed 29 days ahead of the contract milestone date. Substantial completion was achieved four months early, final completion was three days early and Corman's overall quality rating was 95.3%. This project commanded major interim milestone coordination from a demanding schedule with incentive/disincentive clauses, is the largest design-bid-build in Virginia and the final major undertaking of the Woodrow Wilson Bridge Project.

2013-Present, Design-Build I-64 Widening and Route 623 Interchange Improvements, Goochland County and Henrico County, VA - \$33M-VDOT – Construction Manager for this \$33 Million project currently widening Interstate 64 from a four-lane divided freeway to a six-lane divided freeway and improvements to the I-64/Route 623 Interchange including upgrading the existing traffic signal, widening the I-64 westbound ramp to Route 623, adding a left turn lane on Route 623 southbound to I-64 eastbound, and widening the I-64 eastbound off ramp to Route 623. Vernon is in charge of design review, schedule, safety, and all construction activities.

2000-2002, MD 140 Interchange at I-695 Pikesville, MD - \$14.1M-SHA - As Superintendent for this \$14.1 Million multi-phased project that reconstructed MD 140/I-695 Interchange and removed and constructed a new bridge, Vernon was in charge of planning, coordination, and control from start up to close out. He oversaw onsite crews, schedules, equipment/manpower coordination, reviewed daily and safety reports, attended progress meetings, short-term planning, constructability, troubleshooting, safety and quality compliance. He initiated the plan of putting in temporary girders and supports enabling to complete project in two phases which resulted in a time savings.

2003-2008, Woodrow Wilson Memorial Bridge VA Approach Spans VAC, Alexandria, VA - \$126.8M-SHA - Sr. Construction Manager for this \$126.8 Million joint venture project consisting of two phase construction, including segmental bridge with onsite casting and erection of 364 precast concrete substructure segments and 64 precast concrete tie beams for the V-pier, installation, placement of two 2,300' x 145' CIP concrete bridge decks, demolition/removal of a six-lane structure and foundation construction of inner loop bridges. Vernon was in charge of planning, coordination, and control from start up to close out. He oversaw onsite crews, schedules, equipment/manpower coordination, reviewed daily and safety reports, attended progress meetings, short-term planning, constructability, troubleshooting, safety and quality compliance. Vernon managed up to 100 craftsmen and continuous double shifts to meet an aggressive schedule. He played a key role in designing/implementing the casting yard where producing match-cast segments for the "V" piers. On-site casting resulted in high level quality control and reduced shipping cost/time. As each segment was unique, each required a detailed engineered lifting design for erection. For the overhang sections, the team suggested using a needle beam and shoring towers system to move modular sections instead of piece-by-piece. Vernon coordinated this process which produced a time and cost savings. Project won the AGC Marvin M. Black Excellence in Partnering Award.



MICHAEL J. MANOSKI, EIT –UTILITIES COORDINATOR

Years with Corman: *Almost 2 / Total Years: 21*

Education: *BS/1993 Structural Design & Construction Engineering Technology & Associates, Surveying Technology, Pennsylvania State University*

RELEVANT PROJECT EXPERIENCE

March 1998-May 1999, Route 7 & Fairfax County Parkway Interchange, Sterling, VA - \$25M – VDOT - *Project Engineer.* New diamond shaped interchange for newly constructed parkway over Route 7 and modified/widened a pre-stressed concrete girder bridge to accommodate new on and off ramps. ***Mike coordinated with utility providers, including Dominion Electric, Columbia Gas and Fairfax County Water for electrical, water and gas line relocations,*** coordinated/managed a new grade-separated interchange, bridge/roadway demolition, one new eight-lane structural steel bridge over Route 7, four retaining walls and two architectural walls, noise barriers, asphalt pavement, landscaping, new stormwater drainage systems and inlets, one SWM facility, E&S controls (installed a turbidity curtain to maintain a stream), signing, lighting, pavement markings, and MOT. He developed/updated baseline schedules, produced two-week look ahead schedules, supported cost and quality controls, plans and contract compliance, engineering means and methods, and constructability reviews.

Aug. 2011-Sept. 2012, Reconstruction of Pennsylvania Avenue SE from 27th Street to Southern Avenue, Washington, DC - \$28M – DDOT - *Construction Manager.* Rehabilitated 1.5 miles of concrete/asphalt roadway, replaced storm drain piping, water quality basins/double/triple basins, SWM facilities, relocated/installed water mains, replaced water services to residents and businesses, lighting, signalization, retaining walls, and landscaping. ***Mike coordinated the new signal and lighting construction with Pepco, Washington Gas, Verizon, and the DDOT Street Light and Signalization Department,*** oversaw low impact drainage facilities and concrete pavement modifications, asphalt overlay, road demolition, pavement markings, MOT, and E&S controls. He led developing technical solutions to complex design/construction issues, reviewed general contractor's CPM Baseline Schedule and monthly updates for contract compliance, cost analysis, constructability reviews, oversaw/performed QC inspections and QA reviews, plans/ specifications compliance, and managed contract closeout.

Feb. 2009-July 2011, Bridge Over Boundary Channel & George Washington Memorial Parkway Rehabilitation, Washington, DC - \$36M – Federal Highway Administration EFLHD - *Sr. Project Engineer.* Replaced a single span, cast-in-place concrete arch bridge, including adding an acceleration lane to alleviate traffic. Structure is 250' long with underpasses at each end for pedestrian access and a hiking trail. Improvements included roadway approaches to the bridge and realigning the Mt. Vernon Trail. ***Mike oversaw utility relocation/coordination with Pepco, storm drain and street light construction,*** a grade-separated interchange rehabilitation, maintained rehabilitation of a service road to access Boundary Channel Arena and park, construction of five retaining walls, bridge demolition, E&S controls, signing, pavement markings, and MOT. He oversaw budgets, subcontracts, and cost reporting, developed/ maintained CPM schedule, developed/coordinated engineering means and methods of construction, managed subcontractors/suppliers, coordinated field layout for QA/QC compliance, managed submittals/RFIs, performed constructability reviews, and plans/specifications compliance.

June 2003-July 2004, William Preston Lane Memorial Bridge Rehabilitation, Annapolis, MD - \$60M - MDTA - *Sr. Project Engineer.* Rehabilitated concrete approaches of the 4.3 mile westbound lanes of the Bay Bridge, installed temporary false work to support existing and replaced bridge deck sections, demolished/replaced over 4,000 LF of composite deck sections, installed fiber optic conduit over entire bridge, and MOT for 70,000 vehicles a day. ***Mike oversaw construction of fiber optic conduits,*** pavement markings, signing, and E&S controls to protect the Chesapeake Bay. He managed budgets, subcontracts, and cost reporting, developed/maintained CPM schedule, developed/coordinated engineering means and methods of construction, managed subcontractors/ suppliers, coordinated field layout for QA/QC compliance, managed submittals/RFIs, performed constructability reviews, and plans/specifications compliance.

March 1997-Feb. 1998, MD 26 Dualization, Frederick, MD - \$20M – SHA -*Project Engineer.* Rehabilitated an existing structural steel truss bridge and constructed a new composite structural steel bridge. Relocated utilities, transformed a two-lane roadway to a four-lane divided highway, maintained existing access to residential and commercial properties to the new roadway, four retaining walls, landscaping, new drainage systems with inlets and piping, E&S controls, maintained existing stream flow during construction, signing, lighting, pavement markings, bridge demolition, and MOT.



ii. Past Performance


Form A-2 - Lead Construction Firm, Past Project Descriptions

Environmental Past Performance



**FORM A-2 LEAD CONSTRUCTION FIRM
 PROJECT DESCRIPTION**

Name of Proposer: Corman Construction, Inc.

Name of Construction Firm: Corman Construction, Inc., part of Intercounty Constructors Joint Venture	
Project Role: <u>Lead Constructor</u> Contractor: <input checked="" type="checkbox"/> Other (Describe): _____	
Years of Experience: Roads/Streets: <u>93</u> Bridges/Structures: <u>93</u> Environmental: <u>38</u>	
Project Name and Location: Design-Build Intercounty Connector Contract A, Montgomery County, Md	
Project Key Staff (as applicable to project)	
Design-Build Project Manager/Firm: N/A	
Construction Manager/Firm: Scott Szympruch, PE /Corman Construction	
Utilities Coordinator/Firm: N/A	
<p>Description and Specific Nature of Work for which your Firm was responsible and relevance to this contract: 7.2 miles controlled-access tri-lane divided highway with 18 steel girder or precast concrete girder bridges and four bridge widenings on I-370 highlighted by a 625' deck-over structure, a "Signature" Arch Bridge spanning Rock Creek, and a "Gateway" Bridge at the MD 97 Interchange. Ramps were constructed to tie in a heavily-travelled thoroughfare to existing local roads. Motorists enter and exit through three interchanges: I-370/MD 355 (Frederick Avenue); I-370 Shady Grove Road and the access road to the Shady Grove Metro Station; and I-370/MD 97 (Georgia Avenue).</p> <p>The environmental sensitivity of this project is unprecedented as it traverses through Rock Creek Regional Park, protected wetlands and watersheds, specimen forests, streams and cultural and socio-economic resources. There was 2.5 million CY earthwork, 400,000 SF sound walls, box culverts, CONSPAN precast arches, fencing, guardrails, stormwater management/drainage systems, concrete flatwork, landscaping/ roadside development, building demolition, 130,000 SF retaining and MSE walls (mechanically-anchored retaining walls), 630,000 SY HMA pavement, lighting/signalization, overhead and cantilever signs, Electronic Toll Collection (ETC) facilities, Intelligent Transportation Systems (ITS), utility relocations, maintenance of traffic, quality control, and community outreach to approximately 10,000 residents surrounding the corridor. Our team community/public outreach manager did such a great job, that the client decided to use our services for community issues/concerns meetings, and all other community needs. There are caissons and shafts for sound wall posts and pole foundations. All temporary support of excavation used helical anchor supports.</p> <p>Major utility relocations were completed at 106 locations, including water, sewer, power/electrical, cable lines, and fiber optic, both underground and overhead. Also, coordinated and relocated critical transmission lines for Columbia and Williams Gas. The project team worked outside normal timeframes, especially when doing tie-ins. The sewer work at two major stream crossings with impending stream closure deadlines necessitated working 24/7 with adverse ground conditions. Many relocations involved elaborate, complex and extensive piping design, coordination, and construction. Complexities included working around stringent MOT time limits for lane closures and coordinating with many utility owners in highly-congested areas.</p>	 <p align="center"><i>MD 97 Interchange , bridge piers</i></p>



Contract No. PG7005170

MD 210 Livingston Road / Kerby Hill Road Interchange, Prince George's County

Some bridges necessitated working and maintaining traffic on major thoroughfares and working over heavily-traveled roadways, such as MD 355, a six-lane road in downtown Rockville, over and around Rock Creek and in extremely sensitive neighborhoods with extensive public outreach. Traffic was maintained with temporary traffic barriers, VMS signs, and arrow boards. Temporary roads/walkways were detoured to provide access for pedestrian and vehicle traffic through the construction area. Three structures spanned highly-sensitive streams where extensive erosion and sediment controls were installed and maintained with site-specific construction techniques to protect the environment.

With requirements and major incentives to avoid and minimize impacts to forest, wetlands, and waterways, over 35 acres of forest, over 1,000 LF of stream, five acres of parkland were saved and a great deal of stream channel and wetlands were restored.

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

Description of Specific Nature of Work for which Key Staff proposed for this contract was responsible for on project and relevance to this contract:

Scott Szympruch, PE - As Construction Manager, Scott worked from procurement to completion and oversaw construction on the entire project. He was a leader in conceptual design development, participated in oral presentations, and authored the schedule. Upon NTP, Scott participated in design development task force teams and provided constructability reviews. He worked with the DB Coordinators and Construction Project Engineers leading the bridge, drainage, roadway, environmental, utility and subcontracting areas. He participated in the geotechnical task force team and oversaw drilling. Scott provided professional engineering designs (support of excavation and temporary work) and supervised field layout, construction, quality control, and safety management. Scott was highly involved in the CPM Schedule, oversaw the Construction Quality Manager and coordinated with adjacent projects. He contributed in partnering and progress meetings, attended community outreach meetings, worked with environmental teams on environmental stewardship, and coordinated inspections / resolutions with our independent QC team. Under Scott's leadership, the project finished with a 92% rating for environmental compliance, which is the highest overall rating of the three ICC projects to date, logged 2.7 million man hours, and maintained an impressive overall 1.2 recordable incident rating and a lost-time incident rating of 0.37. Project met DBE goals for professional and construction services.

List any awards and/or commendations received for the project: 2012 AGC of America Alliant Build America Award –Design-Build Highway & Transportation; 2011 ENR Best Project 2011 –Transportation (NE Division); 2010 EFCO Safety Award; 2009 Granite Division Safety Award

Name of Client (Owner/Agency, Contractor, etc.): Maryland State Highway Administration

Address: 707 N. Calvert Street, Baltimore, MD 21202

Contact Name: Mark Coblentz

Telephone: 443-572-5222

Owner's Project or Contract No.: AT3765960

Fax No.: 410-787-0986

Contract Value (US \$): \$463,885,499

Final Value (US \$): \$483,409,033

(increase due to changes in scope, price adjustments, and incentive payments)

Percent of Total Work Performed by Company: 53% (As part of the JV / 47% subcontracted)

Commencement Date: 9/1/07

Original Completion Date As Defined in IFB: 8/1/10

Actual Completion Date: 2/22/11 *(completed on time with owner granted time extensions)*

Any disputes taken to arbitration or litigation?

Yes

No

FORM A-2 LEAD CONSTRUCTION FIRM

PROJECT DESCRIPTION

Name of Proposer: Corman Construction, Inc.

Name of Construction Firm: Corman Construction, Inc.

Project Role: Lead Constructor
Contractor: Other (Describe): _____

Years of Experience:
 Roads/Streets: 93 Bridges/Structures: 93 Environmental: 38

Project Name and Location:
 Design-Build I-70 Phase 2D, Frederick, Md

Project Key Staff (as applicable to project)

Design-Build Project Manager/Firm: N/A

Construction Manager/Firm: N/A

Utilities Coordinator/Firm: N/A

Description and Specific Nature of Work for which your Firm was responsible and relevance to this contract: Design/reconstruct/widen 2-mile section of dual-divided I-70 including replacing two narrow bridges over South Street and MARC railroad, the retaining wall adjacent to the Hoke/Grove site, and an access road along the tracks. Construction was sequenced to overlap design and construction resulting in eight major design packages. Scope included reconstruction of 4 ramps and local roads, MSE and decorative retaining walls, utility relocations (sanitary, CCTV, and gas), new traffic signals, lighting, retrofit/expansion of a pump controlled existing stormwater management pond and 5,000 LF concrete storm drain. Two-phase bridge construction included raising the elevation of new bridges by 4'. Support of excavation at the approaches for the staged construction was accomplished with wire/geotextile MSE walls. The bridges consisted of conventional structural steel, concrete deck, H-pile foundations with rock sockets and included decorative arch piers. This project eliminates merging traffic on this part of the interstate with the new dedicated through-lane and the auxiliary lane in each direction and improves safety, congestion, and traffic flow between MD 144 and the MD85/East Street interchanges. As Design-Builder and Lead Constructor, Corman was responsible for design and construction, including highways, MOT, environmental permits and protection, public relations, utility coordination/ relocations, ITS, and stormwater management facilities. We collaborated with the designer maximizing efficiency in design applications and means and methods of construction. Corman utilized an independent Certified MDE Reviewer to oversee all submissions prior to being sent to MDE to expedite the permitting process and an Environmental Compliance Manager who was an integral part of the compliance program. The project had an overall environmental compliance score of 95%.



MOT: Two traffic lanes in each direction were maintained through the project limits during construction. With crews of 40 to 50 during its peak, we first widened the outer lanes and then worked the median of the interstate.

Project is 99% complete with only final fit-out of storm water management required.

Project completion was extended due to a foundation conflict with the bridge pier. Piles could not be driven due to rock. The pier was redesigned and constructed. This incurred additional costs to the original contract amount.



Description of Specific Nature of Work for which Key Staff proposed for this contract was responsible for on project and relevance to this contract: N/A

List any awards and/or commendations received for the project:
 2013 Maryland Chapter American Concrete Institute Concrete Award – Honorable Mention

Name of Client (Owner/Agency, Contractor, etc.):
 Maryland Department of Transportation

Address: 5111 Buckeystown Pike, Frederick, MD 21704

Contact Name: John Huchrowski **Telephone:** (301) 624-8201

Owner's Project or Contract No.: FR4275172 **Fax No.:** (301) 624-8259

Contract Value (US \$): \$35,443,974.13 **Final Value (US \$):** \$37,559,430.96 (Owner directed or approved changes)

Percent of Total Work Performed by Company: 60%


Commencement Date: 08/02/2010 **Original Completion Date As Defined in IFB:** 07/01/2013

Actual Completion Date: Substantial Completion 10/18/13 (Owner directed or approved changes); 10/2014 Finishing pond

Any disputes taken to arbitration or litigation? Yes No

**FORM A-2 LEAD CONSTRUCTION FIRM
 PROJECT DESCRIPTION**

Name of Proposer: Corman Construction, Inc.

Name of Construction Firm: Corman Construction, Inc.	
Project Role: <u>Lead Constructor</u>	
Contractor: <input checked="" type="checkbox"/> Other (Describe): _____	
Years of Experience: Roads/Streets: <u>93</u> Bridges/Structures: <u>93</u> Environmental: <u>38</u>	
Project Name and Location: Design-Build Md 30 Hampstead Bypass, Hampstead, Md	
Project Key Staff (as applicable to project)	
Design-Build Project Manager/Firm: Scott Szympruch, PE / Corman Construction	
Construction Manager/Firm: N/A	
Utilities Coordinator/Firm: N/A	
<p>Description and Specific Nature of Work for which your Firm was responsible and relevance to this contract: Two-lane asphalt roadway with stream and wetland crossings and four bridges spanning them, three roundabouts, new storm drainage, MSE and noise walls, 13 stormwater management ponds, water and sewer relocations, erosion & sediment controls, landscaping, signing, pavement markings, traffic signals, ROW acquisition, two major traffic tie-ins and BGE, Verizon and Comcast utility relocations. Four bridges designed and constructed: A single span, pre-stressed concrete girder bridge carrying Houcksville Road over the bypass; a single span, steel girder bridge carrying the bypass over Shiloh Road; a single span, pre-stressed concrete girder bridge over Indian Run; and a single span, concrete girder bridge over a tributary to the east branch of the Patapsco River. Sheeting and shoring was used for bridge construction. One noise wall was on the east side of the bypass adjacent to the Singer Heights community and the second one was on the west side of the bypass adjacent to the Westwood Community totaling 3,500 LF. Design and construction incorporated integral abutments for the first time on SHA bridges. Since this endeavor involved impacts to forest, Waters of the US and wetlands, it was imperative to schedule construction around in-stream restrictions for Use I, II and IV waterways.</p> <p>As Design-Builder, Corman was responsible for design and construction of this new two lane roadway, including new turn lane off existing MD 30, roadway, drainage, grading / erosion & sediment controls, structures (bridges and noise walls), landscaping, signing, striping and lighting, 1,040 LF of temporary detour roads, environmental compliance, utility relocations, obtaining permits, design and construction quality control, and community relations.</p> <p>Corman provided a full-time Erosion and Sediment Control Manager to perform daily compliance inspections, partner with SHA and the Independent Environmental Monitor and spend time in design development with designer. Meetings were held regularly to review design plans and look for ways to reduce temporary and permanent impacts. As a result, the team succeeded in reducing wetland impacts by an additional 0.5 acres, forest by three acres, and water impacts by 1,000' of what was permitted resulting in a 10% reduction in wetlands, 37% streams, and 18% of forest when compared to the permitted impacts.</p>	 <p align="center"><i>MD 30 Hampstead Bypass.</i></p>



Contract No. PG7005170

MD 210 Livingston Road / Kerby Hill Road Interchange, Prince George's County

Partnering was successful during the entire project, including special requests from local land owners and farmers. The Design-Build team worked with the owner in public outreach keeping the local community informed of schedules and impacts. Corman maintained an "800" line for public information, produced monthly newsletters and kept a detailed customer satisfaction log.

Design-build team acquired all permits for construction and coordinated electric, telephone, cable, water and sewer relocations and adjustments with utility companies. Our Team was also responsible for design of turf and landscaping plans ranging from wetland plantings to carefully-designed gateway plans which incorporated local and county approvals. Pedestrian facilities, both temporary and permanent, were provided at the north tie in point of the project adjacent to a large Walmart shopping center.

Description of Specific Nature of Work for which Key Staff proposed for this contract was responsible for on project and relevance to this contract:

Scott Szympruch, PE: As **Project Manager**, Scott worked with the designer, including design packages, oversaw construction, and designed the formwork for the retaining walls along one of the streams and the temporary bridges installed for access. He provided management, supervision, professional engineering designs, field layout, subcontract negotiation / administration, quality control, materials control / procurement, safety management, environmental compliance management, cost accounting and scheduling for compliance and successful completion.

List any awards and/or commendations received for the project:

2010 DBIA National Design-Build Excellence Award; 2010 DBIA Mid-Atlantic Regional Design-Build Excellence Award; 2010 ARTBA Globe Environmental Award; 2010 MdQI Award of Excellence – Environmental, Green Transportation, and Consultant Highway Design; 2010 ACEC/Maryland –Honor Award

Name of Client (Owner/Agency, Contractor, etc.): Maryland Dept. of Transportation/State Highway Administration

Address: 707 N. Calvert Street, Baltimore, MD 21202

Contact Name: Ross Clingan

Telephone: 443-864-9323

Owner's Project or Contract No.: CL4165370

Fax No.: 301-624-8259

Contract Value (US \$): \$40,137,000

Final Value (US \$): \$43,294,527.13 (owner

approved change orders included adding extra lanes on the roundabout on the north/south lanes and installation of two temporary bridges to adhere to an aggressive schedule.

Percent of Total Work Performed by Company: 100% (51% self-performed/49% subcontracted)

Commencement Date: 5/30/06

Original Completion Date As Defined in IFB: 12/1/08

Actual Completion Date: 8/7/09 (SHA requested plan/construction changes to roundabouts after they were completed which was at end of construction season; this resulted in a winter shutdown by SHA and completion of changes at start of following season).

Any disputes taken to arbitration or litigation?

Yes

No

ii. PAST PERFORMANCE – 2. ENVIRONMENTAL PAST PERFORMANCE

Successful Approach to Sensitive Environmental Features on Past Projects: Corman was pivotal in several Maryland projects driven by environmental protection, enhancement, issues, and restrictions.

Design-Build Intercounty Connector (ICC)

Corman was a construction joint venture partner for Contracts A and B where environmental restrictions defined the projects. The following are techniques and procedures that *our design-build team* initiated to reduce environmental impacts, waste, and/or pollution:

- Design/construction of high headwalls on major culverts to minimize stream impacts;
- Used MSE walls, retaining walls, and fan walls to minimize impacts;
- Underground SWM for protection from thermal impacts to Special Protection Areas;
- Spill protection in ditches and SWM facilities;
- Drilled shaft foundations to reduce impacts in Special Protection Areas;
- Avoided hauling on local roadways to minimize dust and tracking mud;
- Used geo-grid, wood chip, and aggregate system for haul roads through wetlands;
- Installed ESC in Special Protection Areas;
- Provided habitat awareness training for the workforce;
- On-site same day slope stabilization;
- Evaluated over 1,400 specimen trees, saving 225 trees;
- Used flocculants to reduce turbidity of sediment laden water;
- Used earth berms for noise abatement;
- Measured and managed noise/dust/mud tracking;
- Community sensitivity/awareness through Public Relations;
- Monitored and protected water quality using telemetry sensors in streams; and
- LOD/right-of-way width reductions via innovative SWM and geometry improvements.

Others include phased roadway construction to minimize ESC bumpouts, top-down construction of structures, footprint reduction using alternative construction techniques, ESC BMPs that reduce width such as fence diversions instead of berm diversions, and lined concrete washout pits.

Design-Build MD 30 Hampstead Bypass. We eliminated a noise barrier and replaced it with an earth berm reducing concrete wall production/transportation and pulled in the Limit of Disturbance to minimize disturbances and clearing. We also initiated a full-time ESC Coordinator resulting in an average ESC environmental quality assurance rating of 97.34%. *Initiated by Corman.*

Design-Build MD 216 US 29 to I-95. A bifurcated roadway was constructed to reduce earthwork minimizing wetlands and buffer impacts while reducing construction truck traffic. Clean water diversion ditches were used for larger drainage areas to bypass the construction zone. *Initiated by Corman and Designer.*

I-95/I-695 Interchange Section 100. As part of a JV, Corman devised a plan to use a Rain for Rent dewatering system to treat sediment laden water from an existing sediment basin for discharge into Moores Run. This allowed the leaky riser structure in the basin releasing “untreated” water into Moores Run to be repaired. It treated approximately 160 gallons per minute and the leaky riser was repaired within one week. Utilization of this system has since become the norm on SHA projects. *Initiated by Corman.*

Correction of Deficiencies on Past Projects:

1. **Design-Build MD 216 - Deficiency:** A stop work order was issued until all erosion and sediment problems in the box culvert area were corrected. Water was being pumped into a sump pit from the work area and then pumped into the adjacent woods without an approved sediment control device. During the inspection, the water appeared to be clear, but the device was necessary and required as agreed to by all parties. The problem was remedied that day and work resumed the next day. **How We Addressed It:** Additional management practices were instituted for the remainder of the project, which lasted an additional two years, and consisted of the following:

- Weekly ESC meetings in the contractor’s field office with the Environmental Monitor, Construction Manager, DB Manager, Superintendent, ESC Coordinator, SHA Inspection Staff, DB Designer as needed, and MDE Inspector and SHA QA Inspector, if available.
- Briefings with Contractor after QA inspections to discuss current conditions.
- Teamwork between SHA and Contractor for walk-thru inspections after storm events.
- Contractor involvement with SHA Team to study future modifications to ESC specifications and training requirements.
- Raised company-wide environmental awareness for environmental stewardship.



These practices benefitted all parties involved for the remainder of the project.

2. **MD Rowe Boulevard – Deficiency:** Received a repeat non-compliance item on the Quality Assurance Report that was not corrected within the allowable time. **How We Addressed It:** We implemented an Erosion and Sediment Controls - Self Inspection Policy requirement within the company and instituted a policy that required project teams to email copies of independent SHA or outside agency inspections to upper management the same day the report is received. A Ratings Log is also now reviewed by upper management on all projects .
3. **Design-Build Intercounty Connector, Contract A – Deficiency (a):** A stop work order was issued for working out of sequence when demolishing homes. ESC were in place, but the subcontractor started in the wrong order. **How We Addressed It:** The design-build team quickly implemented a new policy requiring subcontractors to review MDE sequence of work with a Field Engineer upon commencing. **(b)** A penalty was issued for erosion caused by a washout from a 20" water main break. **How We Addressed It:** Additional care was given during future utility relocations. **(c)** A stop work order was issued for working out of sequence when repairing a culvert headwall. **How We Addressed It:** Issue was corrected immediately and implemented a new procedure with ECM for work areas around streams.
4. **Design-Build Intercounty Connector Contract B – Deficiency:** A stop work order was issued for working out of sequence. **How We Addressed It:** Corrected issue immediately and implemented a new procedure where ESCC kept a copy of the Sequence of Construction (SOC) from the plan and initialed off on each stage before proceeding. The jobsite Project Management Team held a stand-down which heightened awareness of the environmental programs.
5. **I-695/I-95 Interchange in Baltimore, MD - Deficiency (a)** Penalty for sediment washing onto a sidewalk from a damaged super silt fence. **How We Addressed It:** Directed to inspect ESC devices daily. **(b)** Penalty for failing to monitor dewatering from a tanker truck. **How We Addressed It:** Use Rain-for-Rent dirt bags for future pumping/dewatering and pumping requires strict pumping work plans and management approval before commencing.

Addressing these issues resulted in Corman adopting these practices/requirements on all our projects:

1. Review SOC requirements with all supervisors and subcontractors;
2. Review of in-house requirements for daily self-inspections was made and reiterated; and
3. ESC requirements are reviewed by the Project Management Team with field supervisors to make sure processes are in place and understood.

Corman’s environmental ratings for MD projects completed in the last 5 years shown in the table below are a testament to our commitment to providing owners, communities, and our employees’ environmental compliant worksites. We have taken each infraction seriously and readjusted our environmental focus to achieve excellent ratings.

Project	Total A's	Total B's	Total A's & B's	Total # of Ratings	Percent Ratings A & B	Completed
DB Intercounty Connector A	147	56	203	208	97%	2011
DB I-70, Phase 2D	49	10	59	59	100%	Ongoing
DB MD 30 Hampstead Bypass	76	5	81	81	100%	2009
DB TMDL Stormwater Facility Enhancements	2	1	3	3	100%	Ongoing
DB Intercounty Connector B	87	56	143	145	98%	2011
Fish Passage Rock Creek	24	2	26	27	96%	2012
CMAR MD 24 – Deer Creek	1	0	1	1	100%	Ongoing
US 40 Arch Bridge	42	6	48	48	100%	2013



C. Team Organization



- i. Narrative
- ii. Organizational Chart

C. Team
Organization





i. Narrative

C. TEAM ORGANIZATION –

i. Narrative Description Of Team’s Approach

Corman and JMT carefully evaluate projects for teaming partners as early as practicable. For the MD 210 project, we came to the same conclusions but from opposite standpoints: Corman builds bridges and roadways in difficult conditions and JMT designs bridges and roadways with difficult constraints. Based on our mutual strength to successfully perform on this project our team was formed over a year ago. A mutual teaming agreement was drafted, reviewed by corporate personnel and executed shortly thereafter. The Corman/JMT Team’s focus on process, planning, and scheduling make us an excellent team for this project. Both organizations are well integrated into the D-B process. The Design-Build Team (DBT) have qualified personnel experienced in design/construction of highways and bridges. Corman has extensive experience/knowledge on phased highway and bridge projects under difficult traffic conditions. JMT has the required expertise/experience in roadway and bridge design for MDSA. As you can see from the table below, JMT and Corman are no strangers to each other – we understand each other’s strengths and weaknesses and have already initiated the required integration strategies to ensure project success. **Route 210 will not be a learning curve for this team.**

JOINT CORMAN / JMT PROJECTS			
DESCRIPTION	VALUE	OWNER	YEAR COMPLETED
Design-Build MD 924 (Main Street) From MD 22 to Maulsby Avenue	\$7.6 Million	MSHA	2007
Design-Build Farmville 3 rd Street Over Buffalo Creek	\$2.9 Million	VDOT	2008
Design-Build TMDL Stormwater Facility Enhancements	\$3.7 Million	MSHA	Ongoing
Design-Build MD 70 Elkton – Utilities & Streetscape	\$8.6 Million	MSHA	2002
Leonardtwn Bypass, Route 5	\$4.5 Million	MSHA	1991
Odenton Rail Station	\$952,168	Mass Transit Admin.	1997
Route 612 (Yates Ford Road) Over Bull Run	\$1.7 Million	VDOT	1998
Monocacy Aqueduct	\$5.9 Million	US Dept. of Int./ National Park Service	2005
Rehoboth –Phase III	\$1 Million	City of Rehoboth Beach	2004
Riverside Village 11 th Street Bridge Over C&O Canal	\$1.4 Million	Brasfield & Gorrie	2005
Route 5 Barrett’s Ferry Bridge Over Chickahominy River	\$826,058	VDOT	2004
CMAR MD 24 –Sections A & G	Up to \$5 Million	MSHA	Ongoing

It is essential that all Corman / JMT Design-Build team members are strong advocates in the design-build delivery with past history on successful Design Build projects. Key personnel have been selected for 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. All key design staff are registered professionals in the State of Maryland in their respective disciplines. Following is how the DBT will function as an integrated entity:

Project Control, Coordination and Team Organization

More so on Design-Build projects than traditional Design-Bid-Build projects, schedule adherence is essential to the successful implementation of the project. During the proposal 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 joint design / construction project schedule, including a detailed tracking system for design packages, and hold accountability for overall schedule compliance.

The DBT will use its extensive experience in construction scheduling to successfully manage the design/approval process. A detailed integrated DB design and construction schedule will ensure a timely/coordinated project start and successful completion within the time allotted. The DBT's organization structure ensures that schedule issues are identified and resolved quickly, while maintaining continuous communication within the DBT and external stakeholders. The DBT will use a variety of PM software programs (ProjectWise and Primavera). Access to this information will be available 24/7. We strongly believe that our DBT structure and proven management approach, supplemented with our use of latest technology, will effectively draw upon the strengths of both our designer/construction staff. The DBT has included a value added position to its organization structure. Mr. Lou Robbins will assume the role of Design / Construction Integrator (D/CI). He will employ proven methods, procedures and processes that will ensure that the DBT hits the ground running and meets the Project goals. Lou, a practicing design engineer for over 40 years, understands the special obligations the designer has to the general public and the potential health and welfare repercussions of the engineering design. In all cases, the safety and accuracy of the design, while meeting contract requirements, will be the overriding considerations and control the decision process.

By having Corman work directly with the designer, constructability / sequencing issues are put on the table and the design is tailored to those issues. Long lead time materials can be identified and that portion of the design can take priority so construction materials will be on-site when the contractor is ready to break ground. Due to the integration of the contractor into the design process, there is an opportunity to accelerate construction by releasing elements of design for approval prior to complete plan development. Issues are resolved during the design process as our DBT of designers / contractors are all actively reviewing / incorporating better, more economical ways of designing and constructing the project.

Construction Staff Involved with Design Activities

Corman's DBPM, D/CI and CM will provide over-the-shoulder reviews of design work during the development of each phase. Corman and JMT will participate in constructability reviews during every stage of design development. Items addressed by the constructability reviews are: verify design is compatible with construction schedule and any special project sequencing requirements (MOT/ESC plans will be checked in this regard); conformance with SHA standards and specifications; confirm performance specifications are met; confirm the accuracy of plan details and typical sections and verify any utility conflicts; review easements / LOD to verify the work can be constructed within the project LOD and ROW while minimizing environmental impacts.

Design Staff Involved with Construction Activities

JMT design staff will regularly visit the project site, attend progress meetings, answer questions and resolve field issues as they arise. The DBT's working relationship will expedite the RFI process and advance designs to assist in economical procurement of critical key materials and services. All changes to approved construction documents / final plans will be submitted to SHA for approval prior to implementation.

Integrate to Facilitate

An Organizational Chart on page 34 illustrates our proposed team, their interrelationships, and the roles and responsibilities of the key positions. Primary reporting relationships are depicted by solid lines, with dashed lines representing indirect reporting and obligations to MSHA and/or Corporate Management.

The key to success is effective communication and coordination within the Design-Build Team which includes Corman, JMT, our subconsultants and subcontractors, SHA, MDE, review agencies, utilities and third-party stakeholders. This communication is based upon open and honest communication, frequent meetings, and updates. We will create a partnering atmosphere that sets the foundation to improve collaboration both internally and with MSHA, MDE and third-party stakeholders.

Design-Build unites the contractor and designer more than just contractually. The team will be led by our Design-Build Project Manager, and function as an integrated entity that fosters innovative design and construction techniques that reduces the cost and time to complete the project. Having established project controls and frequent task meetings eliminates subsequent delays or rework, streamlines reviews, and eliminates potential construction field issues, guaranteeing a superior project on

time and on budget. As the design unfolds, the Corman / JMT Design-Build Team will place a high significance on comprehensive interaction between construction managers and designers. This begins during the bid phase and is carried forward through project close out.

Immediately after notice of apparent successful proposer, weekly design meetings begin at the designer's office with the Design / Construction Integrator, key design personnel, our sub-consultants, and construction personnel, to promote innovation and constructability that minimize field changes during construction. This team approach allows concept designs to be modified as the design progresses to consider construction means and methods and methods employed that lead to accelerating the design-build schedule. Chaired by the Design-Build Project Manager and the Design / Construction Integrator and attended by design and construction managers, these meetings move to the field office once initial phases of design are completed and approved, and construction has commenced. Once the majority of the design is complete, meetings take place monthly, serving not only as design progress meetings, but also to keep the designer current with construction and resolve field and permitting issues. During construction, JMT will provide post-design construction services, such as responding to RFIs, design clarifications, and field design changes. One of the many design-build benefits is the proactive collaboration between contractor and designer that quickly gets issues on the table resolved.

Additional Fully-Integrated Strategies Include:

1. Design Phase

1. Corman will assign a Construction Coordinator to work in JMT's office to ensure designs are compatible with the construction means, methods, and phasing, environmental commitments and provide input for developing a design that maximizes SWM treatment while reducing construction and future maintenance costs;
2. The Corman / JMT Design-Build Team, led by the DBPM, will conduct internal weekly meetings with key construction and design staff. Tracking sheets will follow progress of permits, utilities, ROW, design disciplines, environmental and design reviews;
3. Corman constructability reviews of design, especially for ESC and minimization of environmental impacts;
4. Inter-disciplinary design reviews prior to milestones to coordinate design disciplines to include construction staff.

2. Construction Phase

1. Daily Morning Huddles with crews to set safety and production goals and quality;
2. Weekly field staff meetings with the Design Team to review two three-week look-ahead schedules and address design and permitting requirements, such as construction sequencing. These meetings will also resolve any unforeseen changes in field conditions;
3. Weekly owner progress meetings to review and discuss submittals and progress payments;
4. Monthly scheduling meetings to review CPM progress;
5. Monthly partnering meetings with MSHA and applicable stakeholders to resolve any issues.

Internal Conflict Resolution Plan

Since partnering is one of the most vital tools in successfully implementing this project, immediately upon award, partnering will be initiated to include the Corman / JMT Design-Build Team, SHA, Review Agencies, Utilities and other involved stakeholders. An Issue Resolution Matrix will be developed clearly stating the allocated methods and individuals, with required timeframes for escalation, should unforeseen issues arise. This resolves issues quickly at a level most familiar with the specific site or design. We find that on design-builds and traditional design-bid-builds that those closest to the issue can come to a quick and efficient resolution without project delays or posturing. Having this matrix in place early on empowers our design leaders and field staff in making decisions and keeping the project moving forward.



ii. Organizational Chart



