



INTERSTATE 66/ROUTE 15 INTERCHANGE RECONSTRUCTION

State Project No.: 0066-076-074
Federal Project No.: IM-066-1(341)
Contract ID No.: C00100566DB63

Submitted To:
Commonwealth of Virginia, Department of Transportation (VDOT)
Central Office Mail Center, Loading Dock Entrance
1401 E. Broad Street, Richmond, Virginia 23219

Attention: Brenda L. Williams



1. LETTER OF SUBMITTAL





July 1, 2013

Commonwealth of Virginia
Department of Transportation (VDOT)
Central Office Mail Center, Loading Dock Entrance
1401 E. Broad Street
Richmond, Virginia 23219
Attention: Brenda L. Williams

RE: Interstate 66/Route 15 Interchange Reconstruction RFQ No.: C00100566DB63

Dear Ms. Williams:

G.A. & F.C. Wagman, Inc. (Wagman) and **Gannett Fleming, Inc. (GF)**, the **Wagman/GF Team**, appreciates the opportunity to submit our qualifications for the Interstate 66/Route 15 Interchange Reconstruction RFQ No.: C00100566DB63 project. The following information is provided in response to the RFQ:

Offeror's Point of Contact Information

Anthony W. Bednarik
Vice President Business Development & Estimating
G.A. & F.C. Wagman, Inc.
3290 N. Susquehanna Trail
York, PA 17406-9754
Phone: 717-764-8521 x201 Fax: 717-767-5457
Email: awbednarik@wagman.com

Principal Officer Information

Todd Becker
Senior Vice President of Operations
G.A. & F.C. Wagman, Inc.
3290 N. Susquehanna Trail
York, PA 17406-9754
Phone: 717-764-8521 x320 Fax: 717-767-5457
Email: tebecker@wagman.com

Offeror's Corporate Structure

G.A. & F.C. Wagman, Inc. is a corporation and will undertake financial responsibility for the project.

G.A. & F.C. WAGMAN, INC.

3290 N. Susquehanna Trail	Phone: 717-764-8521
York, PA 17406-9574	Fax: 717-767-5457

WWW.WAGMAN.COM

EQUAL OPPORTUNITY EMPLOYER

G.A. & F.C. WAGMAN, INC.

RE: INTERSTATE 66/ROUTE 15 INTERCHANGE RECONSTRUCTION RFQ No.: Coo100566DB63

Identity of Lead Contractor & Lead Designer

Lead Contractor

G.A. & F.C. Wagman, Inc.

Lead Designer

Gannett Fleming, Inc.

Affiliated/Subsidiary Companies (Attachment 3.2.6)

Please see the appendices following this Letter of Submittal.

Debarment Forms (Attachment 3.2.7 a and Attachment 3.2.7 b)

Please see the appendices following this Letter of Submittal.

Offeror's Prequalification Evidence

G.A. & F.C. Wagman, Inc. is prequalified with VDOT for Work Classes: 003 Major Structures, 007 Minor Structures, 011 Clearing and Grubbing, 080 Demolition of Structures, and 101 Excavating. Please see the appendices following this Letter of Submittal.

Evidence of Bonding

Please see the appendices following this Letter of Submittal.

SCC & DPOR Registration Documentation (Attachment 3.2.10)

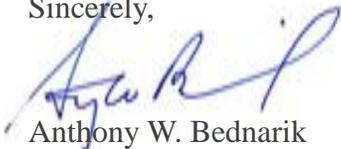
Please see the appendices following this Letter of Submittal.

DBE Statement

G.A. & F.C. Wagman, Inc. is committed to achieving an eighteen percent (18%) DBE participation goal for the entire value of the contract.

Thank you for the opportunity to submit our qualifications. Please do not hesitate to contact me with any questions regarding our response.

Sincerely,



Anthony W. Bednarik

Vice President Business Development & Estimating

G.A. & F.C. WAGMAN, INC.

3290 N. Susquehanna Trail | Phone: 717-764-8521
York, PA 17406-9574 | Fax: 717-767-5457

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EQUAL OPPORTUNITY EMPLOYER



2. EVALUATION CRITERIA



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OFFEROR’S TEAM STRUCTURE

Identity & Qualifications of Key Personnel

The success of a design-build project is highly dependent on the design-build team’s ability to work cohesively with each other, the owner and the impacted stakeholders. The **Wagman/GF Team** is comprised of **G.A. & F.C. Wagman (Wagman)** as prime contractor and **Gannett Fleming, Inc. (GF)** as lead designer. Founded on a **30-year history of working together**, our team includes key personnel who are not only qualified for their respective roles, but also bring distinct experience working together on past projects as shown in **Table 2-1**.

Table 2-1: Key Personnel Experience

Key Personnel	InterCounty Connector Design-Build	Woodrow Wilson Bridge	Section 100	HEFT All-Electronic Toll Conversion Design-Build	I-78 Overpass Design-Build	Youghiogheny Reservoir Bridge Replacement	Mill Creek Bridge Replacement
G.A. & F.C. Wagman							
Anthony Bednarik, DBIA	✓	✓	✓		✓	✓	✓
Mike Navecky		✓			✓		
Gannett Fleming, Inc.							
Scott Rhine, PE, DBIA	✓			✓	✓	✓	
Ray Stauffer, PE	✓	✓	✓	✓	✓	✓	✓

The Wagman/GF Team includes a strong design and construction management team that will successfully deliver a high-quality, fast-track and well-coordinated project. Our team is led by Design-Build Project Manager **Anthony Bednarik, DBIA** of Wagman. Anthony is highly-recognized and respected in the construction community with more than 26 years of experience, including 20 years of project management experience and 12 years of design-build experience.

Anthony Bednarik has served in key roles to deliver design-build projects totaling more than \$1 billion in construction value, demonstrating his adept ability to lead and work cohesively with design-build teams.

Anthony will be the primary point of contact with VDOT and ultimately responsible for delivering this project within budget and on schedule without compromising safety or quality. Anthony will be supported by a management team that together is responsible for safety, quality, utilities, adjacent project and public coordination, design, construction, and right of way acquisition. Anthony will work with the management team to make sure our team meets VDOT’s project requirements and expectations.

Design Manager **Scott Rhine, PE, DBIA**, of Gannett Fleming brings more than 17 years of highway and bridge experience. Scott is highly regarded in the industry for his national design-build project experience. Scott’s relevant experience includes serving as the Gannett Fleming Project Manager for the Maryland State Highway Administration InterCounty Connector Contract B Design-Build, a \$570 million project constructed by Wagman as part of a joint venture, which included seven miles of controlled access for six lanes of traffic, five dual multi-span mainline bridges, four two-span overhead bridges, one overhead single-point urban interchange, and roadway interchanges at MD 182 and MD 650. During the past 10 years, Scott has built a solid relationship with Design-Build Project Manager Anthony Bednarik and Construction Manager Mike Navecky, working side-by-side on numerous design-build projects and pursuits.

Based on the Wagman/GF Team’s past experience working together, VDOT can be assured that we are organized and prepared to deliver a successful design-build project.

As Design Manager, Scott will be responsible for assuring that all design work is performed in accordance with VDOT requirements. He will make sure the appropriate design resources are available and committed throughout the project. In addition, Scott will provide oversight for design subconsultants and facilitate design reviews. Scott will coordinate design elements with our team’s DB Construction Coordinators: **T. Robert Shunk, PE**, and **Ed Laczynski, PE**, to develop an efficient, constructible design.

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from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

Construction Manager **Mike Navecky**, of Wagman, brings more than 32 years of experience. His experience includes serving as Construction Manager responsible for maintaining the project budget and schedule without sacrificing safety or quality. Mike works closely with the field personnel to plan and safely execute construction activities. Mike's relevant experience includes the Maryland State Highway Administration Woodrow Wilson Bridge I-95/I-495/I-295 Inner Loop Express, which connected the Washington Beltway to the main bridge over the Potomac River. This project was completed on schedule for the main bridge opening and received the MdQI Award for Excellence.

As Construction Manager for this project, Mike will manage all construction field operations, including overlapping activities with adjacent contracts. In addition, Mike will work closely with the DB construction coordinators and coordinate with Scott Rhine to verify that the design is fully integrated into construction.

Construction Manager Mike Navecky's demonstrated ability to deliver award-winning, complex bridge projects on schedule means VDOT can trust that the Wagman/GF Team will successfully deliver the I-66/Route 15 project.

Lead Structural Engineer **Ray Stauffer, PE**, of Gannett Fleming, brings 25 years of experience in technical supervision, analysis, design, and inspection of bridges, structures, and transportation facilities. Ray's similar experience includes the Virginia Department of Transportation Gilmerton Bridge Replacement, Maryland State Highway Administration InterCounty Connector Contract B Design-Build, and Pennsylvania Department of Transportation I-78 Bridge Overpass Design-Build. Ray brings past experience working with Design-build Project Manager Anthony Bednarik and Construction Manager Mike Navecky on various projects, including the InterCounty Connector Contract B Design-Build, Woodrow Wilson/Rosalie Island, I-78 Overpass Design-Build, Youghiogeny Reservoir Bridge Replacement, and I-95/I-695 Interchange. As Lead Structural Engineer, Ray will manage the bridge/structural tasks, including final design and post-design support during construction.

Quality Assurance Manager **Robert Bolduc, PE**, of Quinn Consulting Services, Incorporated, has more than 40 years of experience, including extensive experience working on large, complex design-build projects. Robert has served in quality assurance and quality control roles for both design and construction firms. His relevant experience includes the \$1 billion Virginia Department of Transportation I-95 Express Lanes PPTA, \$1.5 billion Virginia Department of Transportation I-495 High Occupancy Toll Lanes Design-Build, and \$217 million Washington Metropolitan Area Transit Authority Blue Line Extension to Largo Design-Build.

As Quality Assurance Manager, Robert will be responsible for the quality assurance inspection and monitoring of quality control of the I-66/Route 15 project. He will prepare our team's design-build project quality plan in accordance with VDOT requirements.

Qualified & Capable Team

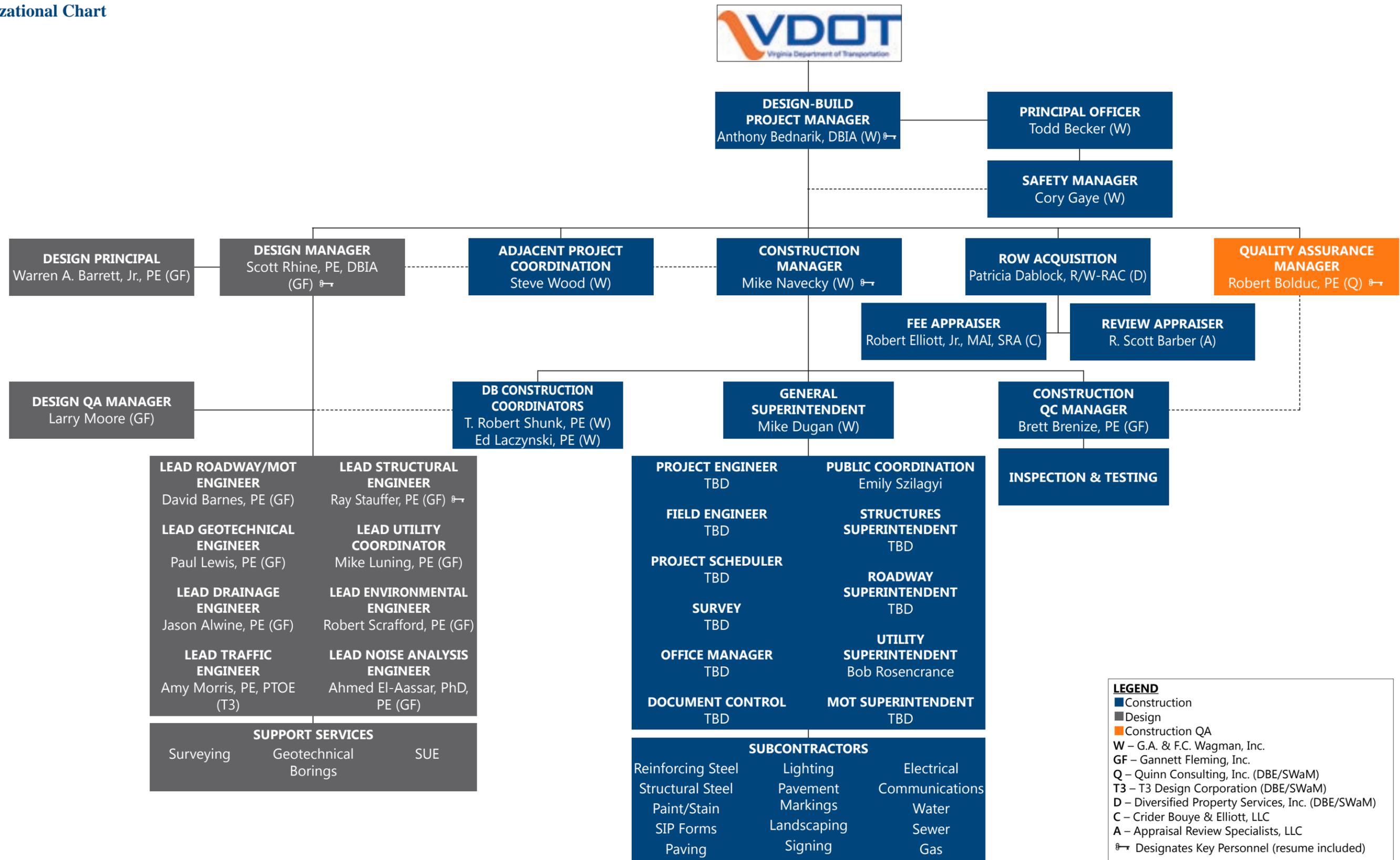
The Wagman/GF Team and our key personnel bring unmatched, relevant design, construction, and design-build experience, demonstrating our exceptional ability to safely deliver complex projects on schedule and within budget. In addition, Wagman recently increased our capabilities in the Virginia market by acquiring the assets of DW Lyle, Key Constructors, and Key Construction. All companies are in good standing with VDOT and the Commonwealth. Additionally, we have acquired the management, employees and equipment along with the office in Chester, VA and Clarksville, VA, which will allow us to better serve VDOT.

The Wagman/GF Team has the distinct feature of being an integrated, cohesive team founded on a 30-year history of choosing to work together. VDOT can trust that the Wagman/GF Team is qualified, capable and ready to partner with the Department to deliver a successful project.

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Organizational Chart



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Organizational Chart

A project of this complexity requires an experienced design and construction management team to successfully deliver a quality project in a fast-paced environment. The Wagman/GF Team will fully integrate our key personnel during the pursuit and execution phases to deliver the I-66/Route 15 project utilizing Gannett Fleming's office in Fairfax, VA - 20 minutes from the project site. During the past three decades, our team has successfully integrated to deliver numerous projects within budget and ahead of schedule – often exceeding our clients' expectations.

Management Structure

Our management structure incorporates the key personnel positions identified by VDOT, along with value-added positions to carry out team functions. All team members will work under the direction of Design-Build Project Manager **Anthony Bednarik, DBIA**, who will also serve as the primary point of contact with VDOT. Anthony's management team will be organized into functional groups to address safety, quality control, adjacent project and public coordination, design, construction, and right of way acquisition. These functional groups will coordinate work; provide leadership and insight to daily operations; report and recommend solutions; and advise Anthony of progress, potential challenges, and areas for improvement. These staff will report directly to Anthony, with the exception of the Safety Manager, who reports to the Principal Officer.

Quality Assurance Manager **Robert Bolduc, PE**, is with an independent firm and will have no involvement in construction operations. He will report directly to our Design-Build Project Manager. Robert will be assigned to the project full-time for the duration of construction activities. He will be responsible for supervising quality assurance staff and the quality assurance inspection and testing of all materials used and work performed, including monitoring the construction Quality Control Program.

Design Manager **Scott Rhine, PE, DBIA**, will report directly to our Design-Build Project Manager. Scott will be responsible for assuring that all design work is performed in accordance with VDOT policies, procedures and guidelines, as well as our project specific QA/QC design program. He will make sure the

appropriate resources are available as needed, oversee design subconsultants, coordinate design and review schedules, develop and implement corrective measures if necessary, and ensure that environmental compliance measures are integrated into the design. Scott will coordinate design elements with the DB Construction Coordinators: **T. Robert Shunk, PE**, and **Ed Laczynski, PE**, to develop innovative design solutions that can be efficiently constructed in the field. Robert and Ed will report directly to our Construction Manager. Both have worked with our Design Manager and his design staff in the past on successful design-build projects, including Pennsylvania Department of Transportation I-78 Bridge Overpass Design-Build and Maryland State Highway Administration InterCounty Connector Design-Build projects. Their coordination from pursuit phase through final execution will provide integration between the design and construction team members, as well as a consistent approach to optimize project elements.

Construction Manager **Mike Navecky** will report directly to our Design-Build Project Manager and work closely with the DB Construction Coordinators during the design phase. Mike will be located on the project site for the duration of construction operations, responsible for managing the construction process and providing QC for construction activities to verify compliance with contract requirements.

Recognizing the importance of seamless coordination with adjacent projects, our team includes a designated, value added position to lead Adjacent Project Coordination. **Steve Wood** will lead our team's coordination activities with other contractors working on projects adjacent or in the vicinity of the I-66/Route 15 Interchange. As part of these activities, Steve will facilitate joint meetings with the other contractors to verify all construction activities in the area are well-coordinated without adverse impacts to the schedule or traveling public. VDOT will be invited to participate in the joint construction meetings.

Lead Structural Engineer **Ray Stauffer, PE**, will report directly to our Design Manager. Ray will be responsible for structural design of the bridges and retaining walls. He will be available to review designs, as well as verify and modify designs, if necessary, based on field conditions and construction activities.

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Paul Lewis, PE, will serve as our Lead Geotechnical Engineer working under the direction of our Design Manager. Paul brings more than 30 years of geotechnical experience, including conducting subsurface investigations; providing foundation recommendations for highways, bridges and railroads; conducting evaluations of rock and earth stability; providing field and laboratory testing; and reviewing geotechnical construction activities. His project experience includes the Maryland State Highway Administration InterCounty Connector Contract B Design-Build, Maryland State Highway Administration Woodrow Wilson Bridge Design, and VDOT Statewide Service for Bridge Scour Assessment.

Paul Lewis has worked closely with Wagman for 20 years developing value engineering solutions for geotechnical and structural challenges.

David Barnes, PE, will serve as our Lead Roadway/MOT Engineer and report directly to our Design Manager. David has more than 17 years of design, engineering, and project management experience. The majority of his experience has involved working on VDOT transportation projects with an emphasis in interstate and interchange design. His experience also includes context-sensitive projects requiring continuous interaction with varying project stakeholders, effective communication skills and problem-solving abilities to achieve successful project outcomes. David's Virginia experience includes the Midtown Tunnel/MLK Boulevard Extension, as well as working with Anthony Bednarik on VDOT design-build project pursuits. David will be supported by T3 Design Corporation (T3) for traffic design. **Amy Morris, PE, PTOE**, of T3 will report directly to our Design Manager while providing key coordination with our design discipline leads.

Lead Utility Coordinator **Mike Luning, PE**, brings 33 years of planning, design and operations of utility systems experience. Under the direction of our Design Manager, Mike will identify potential utility conflicts early during project design and proactively work with the impacted Utility Agency Owners to develop utility conflict resolutions. Mike's relevant utility design and coordination experience includes the VDOT Utility Adjustments for Region IV, as well as the VDOT Hunting Run Water Supply project, which required a

VDOT permit for jack-and-bore crossings and pipe construction in VDOT's right-of-way.

Communication & Collaboration

Our Design-Build Project Manager will facilitate full integration of design and construction with regular design-build coordination meetings with all of the key managers and design leaders, including our Adjacent Project Coordinator, Right-of-Way Acquisition Manager, and Safety Manager. In addition, our team developed a management approach to make sure that each design activity is performed to the same standards. Our design discipline leaders (i.e., roadway, structures, drainage, etc.) will manage their design discipline and establish production drawing content and presentation to verify the appropriate standards are employed. They will be responsible for interfacing with other design disciplines and the design-build coordinators throughout the pursuit phase and project execution. Design and drawing production will be developed and controlled internally using ProjectWise® CADD management software.

Key members of the design team will manage and monitor the subconsultant design firms involved in design production, while also interacting from Gannett Fleming's office. Each design subconsultant will, by subcontract, commit to use standardized procedures and design programs, such as MicroStation and GEOPAK design software to create the design. In addition, our design-build team will utilize GF Projectmates, a web-based collaboration tool, for document control and file sharing for review, comments and acceptance during the project.

Our team's management approach combined with state-of-the-art collaboration tools increases efficiency during design and significantly minimizes design revisions in the field.

Our design process will integrate personnel by utilizing routine meetings, such as:

- Weekly design and construction managers staff meetings with design discipline leads and construction supervisors to discuss design status and progress; review schedule milestone dates, staffing, and informational needs; and weekly progress forecasts.

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- Task forces meetings composed of discipline leads, design-build coordinators and estimators, working together to develop multiple design concepts, evaluate costs/benefits and select the most efficient designs. Design discipline leads will initiate and lead their task force team meetings. These task force teams will be supplemented with our key design subcontractors and subconsultants as needed to provide specific expertise. The design-build coordinators work closely with designers to vet design concepts through a rigorous constructibility review process and filter ideas with construction challenges, while elevating concepts that present the best opportunities for efficiencies in construction.
- Informal over-the-shoulder review meetings with VDOT staff to keep VDOT informed of design progress and garner feedback and input.
- Review comment and resolution meetings, and formal design review sessions involving VDOT and other specified stakeholders.
- Specialty meetings for key members from adjacent projects, such as maintenance and protection of traffic, public outreach, signalization and ITS, adjacent developers, utility owners and other stakeholders as needed for proper coordination.

By implementing our team's proven processes of real-time sharing of information, ideas and documents, we will provide an enhanced opportunity for innovation, collaboration and improved decision-making to benefit the project.

After issuing design packages for construction, our design and construction personnel will continue to meet and collaborate throughout construction. Our design staff will transition from design to provide engineering services during construction, such as review shop drawings, respond to Requests for Information, provide technical assistance and prepare the as-built drawings. As-built information will be maintained concurrently with field construction operations and kept up-to-date, through field design change forms. Final as-built drawings will incorporate all previously approved field design changes.

Quality Assurance/Quality Control

Quality is a key factor to the success of any project. Maintaining quality at the highest level is a priority for our design-build team to minimize quality oversights that could lead to redesign, cost over-runs, and schedule delays. Quality Assurance Manager **Robert Bolduc, PE**, will verify that quality operations meet or exceed VDOT's expectations set forth in the *VDOT Minimum Requirements for Quality Assurance & Quality Control on Design-Build & Public-Private Transportation Act Projects*.

The quality operation is an integral part of design, construction, and maintenance of a project. Though independent of the production effort, the quality operation function is not only to train, educate, track, check, and communicate, but also to enforce the requirements and ensure compliance.

The Wagman/GF Team will develop and execute a design and construction quality assurance/quality control (QA/QC) plan, specifically for this project, at the start of the project through final completion. The QA/QC plans for design and construction will be developed and implemented in accordance with VDOT's requirements and will be submitted to VDOT for review and approval prior to the commencement of work. The QA/QC plan will develop a foundation of controls and guidelines that maintain and foster open, continuous communication and cooperation between VDOT and our team. The QA/QC plan will develop a set of tools that will facilitate effective monitoring and recording the day-to-day administration of design and construction activities. In addition, the QA/QC plan will outline documentation, scheduling and software tools to control cost, quantity and schedule.

The quality management organization is a proactive group whose primary goal is to verify zero defects. Key QA/QC elements will be developed in our Project Quality Plan to verify the procedures for quality control and quality assurance of design and construction operations are well-defined. Our team's design subconsultants, subcontractors, and fabricators will be required to meet all QA/QC requirements. Each subcontract and vendor agreement will include a quality management clause with a requirement to comply with the Project Quality Plan.

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Quality During Design

The cornerstone of the Design QA/QC program will be VDOT form LD 436 (Quality Control Checklist). Form LD 436 will be used by the design team to verify that the drawings, specifications, and other design submittal documents developed will be complete and adequate for further review and acceptance by the Department. The design team will consult form LD 436 on a daily basis to develop a work plan and allocate resources to areas of need. **Larry Moore** will serve as our Quality Assurance Design Manager and report directly to our Design Manager. Larry has more than 34 years of experience in the transportation industry, including 18 years of experience as a Transportation Manager with VDOT. He brings extensive knowledge of VDOT policies and procedures for compliance verification.

VDOT Form LD 436 will be passed along with the plan set for use by the internal Quality Control Reviewers (QC Reviewers). The QC Reviewers, under the direction and supervision of the QC Managers, will check the plans for completion using Form LD 436. The QC Reviewers shall check all calculations for accuracy, check all plan station and offsets for accuracy, check the concept of the plan for conformity to VDOT and FHWA standards, and verify all assumptions made during the design process. To assist the QC Reviewers with this task, all design team members shall record assumptions made during the design process, record locations where information was taken from a design manual including page number and figure number, and provide clear and legible calculations. These notes will be assembled within a design book and copies will be provided to the reviewers at all stages of the process.

Under the direction and supervision of the Quality Assurance Design Manager, the QA Reviewers will provide an independent, external, unbiased review of the drawings, specifications, and other design submittals to verify that the documents were prepared in such a manner as to be acceptable to the Department. The criteria used in such review shall include:

1. Conformity of the drawings, specifications, and other design submittals with the Contract
2. Assurance that all materials, equipment and elements of the work provided for in such

documents shall be incorporated into the project have been provided for and designed to perform satisfactorily for the purpose intended

3. The technical and grammatical accuracy, appearance, and organization of such documents

4. Verification that documents have been checked and signed by the drafter, designer, and reviewers

Gannett Fleming			
CHECK COPY			
Checked	_____	Date:	_____
Backchecked	_____	Date:	_____
Corrected	_____	Date:	_____

5. Where required under the Contract, generally accepted architectural or engineering practices or applicable law, verification that such documents have been stamped, signed and dated by the responsible Virginia registered civil engineer or architect
6. Assurance that such documents fully provide for constructibility, compatibility of materials and conformity to acceptance criteria for inspections and tests as provided in the Contract
7. Verification that plans fulfill the intent of the project design and are in agreement with other elements

In the event that the plans do not meet the above criteria, the drawings, specifications, and other design submittals will be returned to the design team for correction. Once the documents have been corrected by the design team, the plan documents will be signed, dated, marked and returned to the QC Reviewers for further review as described above. Upon successful QC and QA checks, the plans will be delivered to the Design Manager for review.

Quality During Construction

Construction quality procedures for QA/QC will be developed within the approved QA/QC plan mentioned above, and implemented and distributed to the construction management and staff. The established procedures will address inspection activities affecting quality to verify conformance with specification requirements, applicable codes, and standards. These procedures will be supplemented with the use of

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detailed checklists for the various discipline work elements for in-process and final inspection activities.

In accordance with VDOT requirements, the Wagman/GF Team will maintain a separation between construction Quality Assurance (QA) and Quality Control (QC). The aforementioned QA/QC plan will maintain a distinction between QA and QC and detail how our team will provide QA and QC for construction activities, including sampling, testing, inspection and non-compliant work remediation. The QA/QC plan will also identify the QA/QC organization and the roles, responsibilities, and relationships between QA, QC and VDOT personnel. The QA/QC staff will attend work plan, kick-off, and progress meetings to maintain a clear understanding of the schedule requirements for design, fabrication, and construction activities to schedule quality control personnel.

To verify QA controls as required by VDOT, the design-build team will employ the independent, third party quality assurance firm, **Quinn Consulting, Inc. (Quinn)**. Quinn is a well-respected QA firm that has completed numerous VDOT projects. Quinn will provide the Quality Assurance Manager (QAM) for this project, who has been identified as **Robert Bolduc, PE**. The QAM will oversee all construction QA function and will report directly to the Design-Build Project Manager, with the authority to stop construction activities in the event of non-compliant work. Quinn will also provide the design-build team with adequate, qualified testing technicians as appropriate for this project. Additionally, Quinn will facilitate independent QA laboratory testing services by utilizing a testing firm that is independent of the design-build team and is contracted directly to Quinn.

Brett Brenize, PE, DBIA, will serve as our Quality Control Construction Manager (QCM) for this project and will oversee all construction QC functions and personnel. Brett has extensive, relevant experience and previously served in this role for other design-build projects. In the spirit of maintaining separation and distinction from QA, the QCM will report exclusively to the Construction Manager. The QCM will coordinate and oversee adequate and properly trained QC testing technicians. The design-build team recognizes that our front-line personnel

comprise the first level of our QA/QC process and that their involvement is critical to achieve a high level of quality. Our team will verify that field and design staff have the training and experience necessary to plan and execute all facets of the QA/QC plan.

Our team is dedicated to furnishing quality engineering, design, project management, and construction services for this project. As a result of meeting these quality requirements, we will deliver a project that achieves our quality goals and meets VDOT's quality requirements.

Safety

Safety is a core value of our design-build team. We believe that all accidents are preventable and all employees have the ability to stop work if an unsafe operation is observed. Each employee is empowered to be a safety representative. Our design-build coordinators will review the designs for constructibility and safety, to confirm that the project is designed and constructed safely. To support our field workforce, we will utilize our corporate Safety Manager, **Cory Gaye**, who will be involved in the project on a weekly basis.

On the job, Wagman conducts daily huddles, weekly tool box talks, weekly management safety audits and monthly corporate safety audits. In the daily huddle, our foreman will discuss the work plan for the day and our Activity Hazard Analysis (AHA). Our AHA will be created during pre-planning to identify potential safety issues and address them during the planning stages. When we execute the work, our foreman will communicate the hazards of the day to the crew each morning. In weekly tool box talks, we will discuss and train our employees on job specific and general safety hazards. Each week our Construction Manager or one of his staff will conduct a weekly safety audit. They will inspect the entire project and work with our field crews daily to verify that the safety program is fully implemented. While on the project site during a normal weekly visit, Cory will conduct a more in-depth monthly safety audit and report to the executive committee. The audit validates that the Wagman safety culture is prevalent throughout the workforce and project management. After the audit, Cory may conduct additional training if it is required.

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EXPERIENCE OF OFFEROR'S TEAM

The Wagman/GF Team brings a 30-year history of partnering to provide innovative design and construction solutions to complex projects. As shown in **Table 2-2**, our firms have worked together to deliver nearly \$2.0 billion in infrastructure improvements.

Table 2-2: 30 Years of Team Experience

Project Title	Project Duration	Construction Value
I-78 Overpass Structures, PA	2011–2013	\$7M
ICC Contract B, MD	2007–2011	\$570M
ICC Contract A, MD	2008–2011	\$478M
Rt. 52 Causeway, NJ	2010	\$252M
I-95/I-695 Interchange, MD	2005–2007	\$216M
Woodrow Wilson Bridge, MD	2005–2007	\$259M
Youghiogheny Reservoir Bridge, PA	2003–2004	\$27M
I-76/Susquehanna River, PA	2002–2005	\$82M
Mill Creek Bridge, PA	1999–2001	\$10M
Danville underpass, PA	1998–2001	\$10M
Lackawanna Valley Industrial Highway, PA	1992–2004	\$48M
SR 00239/Susquehanna River, PA	1990s	\$15M
I-78 over Delaware River, PA & NJ	1982–1984	\$25M

Wagman

Founded in 1902, Wagman is a fourth generation, private, family-owned general contracting business with headquarters in York, PA. Wagman is founded on six core values: Integrity, Mutual Respect, Safety, Innovation, Sense of Urgency, and Community, which are an integral part of every decision and every plan at Wagman.

Wagman is a nationally recognized heavy civil contractor that specializes in building transportation infrastructure. Our firm's core competencies include design-build, bridges, structures, highways excavation, drainage, marine, modified concrete, and geotechnical construction services. Wagman has partnered to complete design and construction of more than \$1 billion of transportation projects. With more than \$500 million in bonding capacity and a large fleet of heavy equipment, Wagman is well positioned and equipped to manage and successfully deliver complex projects. Wagman's local resources and knowledge of the area,

combined with decades of experience working with owners, contractors and designers allows us to be a valuable resource and provide competitive advantages, such as cost and schedule savings, as a team member. Our local resources were recently enhanced with the acquisition of DW Lyle, Key Constructors, and Key Construction. Wagman acquired management, employees, and equipment, as well as offices in Chester and Clarksville, VA, allowing us to better serve VDOT.

Gannett Fleming, Inc.

Gannett Fleming has been connecting people and places with innovative transportation solutions for nearly a century. With experience in nearly every mode of transportation, we provide a comprehensive range of services that focus on safe, efficient, and cost-effective solutions to meet our clients' mobility challenges. Ranked by Owner agencies #10 Top Design-Build and #9 Top Bridge Design Firms for the Roads & Bridges Go-To List 2012, Gannett Fleming has provided alternative delivery services for 65 projects totaling more than \$7.5 billion in construction value.

Gannett Fleming has been providing continuous professional services in the Commonwealth of Virginia since 1955, when we designed significant portions of I-95. Our most recent roadway and interstate experience in Virginia includes I-64 Grove Busch Gardens Interchange, I-64 Bland Boulevard Interchange, Route 337 Nansemond Parkway, and Gilmerton Bridge Replacement. With local resources located in Fairfax, Gannett Fleming maintains a strong presence in Virginia that includes long-standing relationships with local permitting agencies, area businesses, community leaders, local residents, and other key stakeholders. Gannett Fleming is supported by a bench strength of 2,000 employees across more than 65 offices.

Building on Past Success

Working collaboratively with owners, Wagman and Gannett Fleming have teamed to deliver innovative contracting for 30 years. The alternative design process has afforded us the opportunity to work cohesively to develop innovative, yet practical solutions for numerous projects. The Wagman/GF Team has a proven track record of delivering quality, award-winning projects on or ahead of schedule.

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

PROJECT RISKS

The I-66/Route 15 Interchange Reconstruction Design-Build project is an important component of an overall program to improve mobility within the I-66 corridor. Located in the foothills of the Appalachian Mountains, the area surrounding the I-66 corridor is rich in cultural heritage and natural beauty, and convenient to one of the most globally significant regions in the world – making it extremely desirable for development and economic growth. The I-66/Route 15 Interchange Reconstruction project will accommodate future growth in the area, while improving safety, protecting the environment, and enhancing quality of life.

Understanding of Project Risks

Successfully identifying and mitigating risk is essential to minimizing project costs and maintaining the project schedule. The Wagman/GF Team has thoroughly evaluated the I-66/Route 15 Interchange Reconstruction Design-Build project, including performing a detailed review of the conceptual plans and RFQ documents, conducting a site visit, and reviewing construction elements within the corridor. Based on our past VDOT experience and understanding of the project, our team identified three critical project risks, including:

- Maintenance and protection of traffic
- Adjacent project coordination
- Schedule impacts due to third parties

Table 2-3 summarizes the three critical project risks and the proposed mitigation strategies. Our team’s proposed mitigation strategies are based on extensive design-build experience combined with our personal and organizational experience working with key project stakeholders while successfully managing and delivering similar, complex interchange reconstruction projects.

Risk #1: Maintenance & Protection of Traffic

Effectively and safely maintaining traffic during construction is critical to achieving project success. The I-66/Route 15 Interchange is located in a developed area where businesses, residences, and the highly-traveled I-66 must be accommodated during construction.

Impact of Risk on Project

Heavy construction work zones are inherently risky when located in high speed or congested traffic areas. An ineffective maintenance of traffic plan can cause driver confusion, compromise the safety of the traveling public and construction workers, and create delays, confusion, and hazardous conditions. These impacts can lead to schedule delays and cost overruns.

Mitigation Strategy

Maintaining a safe zone for the traveling public and workers during construction is our team’s highest priority. The Wagman/GF Team will develop an

Table 2-3: I-66/Route 15 Interchange Reconstruction – Potential Risk Factors

Risk	Mitigation Strategy
Risk 1: Maintenance and Protection of Traffic	Develop a detailed Transportation Management Plan, including functional MOT and traffic control plans
	Perform extensive reviews of MOT plans to ensure accuracy, completeness, and constructibility
	Work with VDOT to establish a Public Communications Plan to notify the community of upcoming lane closures
	Identify the most efficient, safest, and least disruptive construction staging
	Develop a contingency plan
Risk 2: Adjacent Project Coordination	Weekly coordination meetings to address MOT, permitting and design considerations
	Coordination of design and construction schedules to assist each contractor with on-going activities
	Utilize lessons learned from previous experience
Risk 3: Schedule Impacts due to Third Parties	Integrate all project functions into project schedule
	Create contingency plans with resource allocations to rectify any foreseen schedule slippage
	Provide frequent updates to the project schedule to identify and rectify potential problems before they occur
	Monitor and control other risk areas with mitigation strategies to prevent schedule slippage
	Hold frequent team meetings (weekly) to identify and rectify problems that may occur

Interstate 66/Route 15 Interchange Reconstruction

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efficient maintenance of traffic plan that maintains mobility through the corridor, minimizes impacts to the traveling public, local businesses and residences, and provides a safe construction zone. During design, our team will:

- Conduct a thorough traffic analysis to understand traffic patterns, peak travel times, and average daily traffic counts.
- Develop an effective Traffic Management Plan, Traffic Control Plan, and Maintenance of Traffic Plan early in the project to allow time for a detailed review with VDOT.
- Perform constructibility reviews to verify the design Maintenance of Traffic Plan will accommodate construction activities.
- Coordinate with project stakeholders to assure stable and authoritative lines of communication.
- Utilize an ATSSA-certified Traffic Control Supervisor who is experienced with VDOT Work Zone Traffic Control to verify compliance with VDOT maintenance of traffic requirements.

Our team will coordinate the maintenance of traffic plan with the adjacent I-66 Widening project to provide seamless traffic patterns and reduce driver confusion. Our team will communicate with the project stakeholders and local community early and often to maintain awareness of planned construction activities and changes in driving patterns. Our team will also utilize best practices during construction, such as:

- Identify time restrictions and schedule construction accordingly.
- Utilize off-peak hours for critical construction activities, such as bridge beam placement.
- Stagger lane closures to accommodate high traffic volumes – Route 15 to eastbound I-66 is heavy in the morning, and westbound I-66 to Route 15 off-ramp exceeds capacity in the afternoon.
- Maintain emergency vehicle access to the adjacent Heathcote Health Center at all times.
- Assist with the development of a proactive Crisis Communications Plan.

Role of VDOT & Others

It is important to our team to work closely with VDOT throughout the development and review of the Maintenance of Traffic Plan. Our team will partner with VDOT to maintain open lines of communication, facilitate discussion of potential maintenance of traffic challenges, and develop win-win solutions for impacted stakeholders prior to construction. Our goal is to obtain:

- Input, review and approval for our Maintenance of Traffic Plan, as well as information regarding construction activity constraints.
- Notification of changes to project requirements or provisions to accommodate community preferences.

In addition, our team will seek input from first responders and private property owners during design to understand and address their access needs. Early involvement and regular communication between all agencies, property owners, adjacent construction projects, and emergency response providers will be critical to developing an effective and efficient maintenance of traffic plan.

Risk #2: Adjacent Project Coordination

The I-66/Route 15 Interchange Reconstruction Design-Build project will coincide with several projects in the immediate area, including the I-66 Widening from Haymarket to Gainesville, I-66 Tier I EIS, and Route 29 and Linton Hall Road Interchange. Effective coordination with these adjacent projects will be critical during design and construction.

Impact of Risk on Project

Failure to effectively coordinate with other planned and on-going projects located within the I-66 corridor could cause impacts to maintenance of traffic, bridge/flyover design, stormwater management and drainage design. These impacts can result in hazardous conditions, reduced safety, driver confusion, design conflicts, permitting delays, and costly rework.

Mitigation Strategy

The Wagman/GF Team fully understands the risks and impacts that can result from ineffective coordination with adjacent projects. Our team includes a dedicated Adjacent Project Coordinator who will be responsible

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

for facilitating coordination with adjacent project teams. Our Adjacent Project Coordinator will have direct lines of communication with our Design and Construction Managers to allow for timely decisions throughout the project. Communication with the other project teams will begin immediately following Notice to Proceed to coordinate our design and planned construction activities. Our team will provide continuous communication and coordination throughout the duration of the project.

In reference to drainage design, preliminary plans for the I-66/Route 15 Interchange illustrate a stormwater management facility in the gore in the northwest corner of the interchange. If this is a shared facility, then design and installation of the facility must be coordinated with all impacted projects to provide effective stormwater management and meet the permitting requirements. In addition, the adjacent I-66 Widening project design must be well-coordinated with the I-66/Route 15 Interchange structure and ramp designs to avoid conflicts, assure seamless and compliant traffic movements, and meet stormwater management and drainage requirements.

The Wagman/GF Team will proactively partner with the adjacent project teams and encourage a collaborative approach to improving the I-66 corridor. Our goal will be to engage the other teams early to identify and resolve potential conflicts before they arise in the field. This proactive, inter-team approach will provide opportunities for value engineering to benefit VDOT, the local community and other project stakeholders.

Role of VDOT & Others

VDOT's participation in adjacent project coordination efforts is very important and necessary to achieve success for multiple projects within the I-66 corridor. It is our goal to engage VDOT in early and frequent inter-team meetings to discuss and address key aspects of shared facilities, maintenance of traffic, and project schedules. We will encourage all project teams to collaborate, coordinate, and safely deliver these projects on schedule. Where conflicts arise, our team will identify potential solutions will working with VDOT to meet all project requirements and keep the projects moving.

Risk #3: Schedule Impacts Due to Third Parties

Maintaining the project schedule is a critical aspect of this project and numerous third party elements pose potential risks to keeping the project on schedule. Specific third party risks for the I-66/Route 15 Interchange Reconstruction Design-Build project include right-of-way acquisition, water quality permits, and utility relocations.

Right-of-Way Acquisition

The preferred alternative for the I-66/Route 15 Interchange requires right-of-way acquisition, which is a long-lead item that will require extensive coordination with property owners and other associated stakeholders. While the design-build team can effectively manage the survey and preparation of property appraisals and other necessary documents, it is challenging and unrealistic to expect the design-build team to control the timing for resolution and completion of property acquisition.

- **Impact of Risk on Project** – Lengthy negotiations can cause project delays, which can result in cost overruns, public criticism, and impacts to adjacent projects. Significant delays can also lead to claims and disputes.
- **Mitigation Strategy** – The property acquisition process can often be delayed due to differing or conflicting priorities. The Wagman/GF Team includes right-of-way acquisition specialists **Diversified Property Services, Inc. (DPS)**, to lead this very important effort. DPS brings significant experience identifying and resolving property issues associated with right-of-way acquisition in Virginia. DPS will begin the right-of-way acquisition process early in the project to minimize or avoid project delays. One of our team's first steps will be to verify that property acquisitions are absolutely necessary to deliver the selected alternative. Once right-of-way needs are confirmed, we will immediately begin right-of-way acquisition efforts in coordination with VDOT. Our team will carefully phase construction in coordination with the I-66 Widening, and schedule construction of the ramps and flyover to occur as late in the project schedule as practical.

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from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

Water Quality Permits

The federal government continues its focus on the Chesapeake Bay through the US EPA oversight. Water quality requirements are becoming increasingly stringent in this major watershed, including in the location of the I-66/Route 15 Interchange. While our team fully understands the current permit requirements, there is potential for the requirements to change between now and the anticipated project award date in March 2014. In addition, the Virginia Department of Conservation & Recreation (VDCR) recently announced increased water quality standards will go into effect July 2014, including changes in organizational responsibility with Virginia Department of Environmental Quality (VDEQ).

- **Impact of Risk on Project** – Significant changes to permit requirements have the potential to impact not only the design and permitting process for I-66/Route 15 Interchange Reconstruction Design-Build project, but also permit coordination with adjacent projects within the corridor. Impacts could include extended permit review durations and rework for other projects that required coordinated drainage design, which both have potential cause delays in the project schedule.
- **Mitigation Strategy** – The Wagman/GF Team includes stormwater management staff with extensive experience working with current and emerging regulations in the Chesapeake Bay Watershed. Our team is practiced in traditional methods of stormwater management, including piped collection systems and ponds, as well as the latest approaches, such as maximizing local infiltration and Low Impact Development strategies, maintaining existing hydrology, minimizing runoff into streams and channels, and reducing sediment and pollutant loads that ultimately discharge into the Bay. We will coordinate early and often with VDOT, VDEQ, and VDCR to develop concepts that are compliant and able to obtain permit approval, and aimed improve water quality.
- **Role of VDOT & Others** – Based on our experience working with agencies in adjacent jurisdictions as they navigated through similar

changes in regulations, it is imperative for VDOT, VDEQ, and VDCR to partner with our team throughout the process. Promptly engaging all three agencies with our team will allow us to address changing permit requirements through timely reviews and acknowledgment of emerging best practices in the region.

Utility Relocations

Utility relocations are a critical risk for virtually every urban roadway improvement project. Utility conflicts must be identified, and mitigation plans and designs must be developed, reviewed, and approved very early during the design phase.

- **Impact of Risk on Project** – Utility relocations pose incredible risk to the project schedule if not properly planned and mitigated in advance. Discovering utility conflicts late in the project can lead to extensive schedule delays due to the time required to coordinate utility relocations with the Utility Agency Owners. Additionally, utility relocations and/or removals self-performed by the Utility Agency Owners pose greater risk due to challenges associated with integrating their relocation/removal activities into the design-build team's schedule.
- **Mitigation Strategy** – Our team will apply best practices developed from past projects, including:
 - Complete a comprehensive utility investigation early in the design phase to identify utilities that require avoidance and relocation.
 - Utilize design avoidance strategies to minimize impacts to utilities wherever possible.
 - Coordinate early and often with utility owners where impacts cannot be avoided.
 - Assure life safety systems are not interrupted at the nearby hospital.
- **Role of VDOT & Others** – It is important for VDOT and impacted Utility Agency Owners to provide input, review and approval of potential relocations, as well as betterments as necessary. Additionally, this project will include private and municipal utility owners' support for relocations, removals or improvements necessary to maintain the project schedule. Early communication will assist in mitigating potential impacts prior to a formal Utility Field Inspection.



APPENDIX A: SOQ CHECKLIST



Appendix A: SOQ Checklist



Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

ATTACHMENT 3.1.2

Project: 0066-076-074

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	A-1
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	B-1
Letter of Submittal (on Offeror's letterhead)				
Authorized Representative's signature	NA	Section 3.2.1	yes	1-2
Offeror's point of contact information	NA	Section 3.2.2	yes	1-1
Principal officer information	NA	Section 3.2.3	yes	1-1
Offeror's Corporate Structure	NA	Section 3.2.4	yes	1-1
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	1-2
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	C-1
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	D-1
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	E-1
Evidence of obtaining bonding	NA	Section 3.2.9	no	F-1

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

ATTACHMENT 3.1.2

Project: 0066-076-074

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	G-1
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	G-3
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	G-17
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	G-26
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	G-29
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	1-2
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	2-1
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	H-1
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	H-3
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	H-5
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	H-7
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.5	no	H-9

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

ATTACHMENT 3.1.2

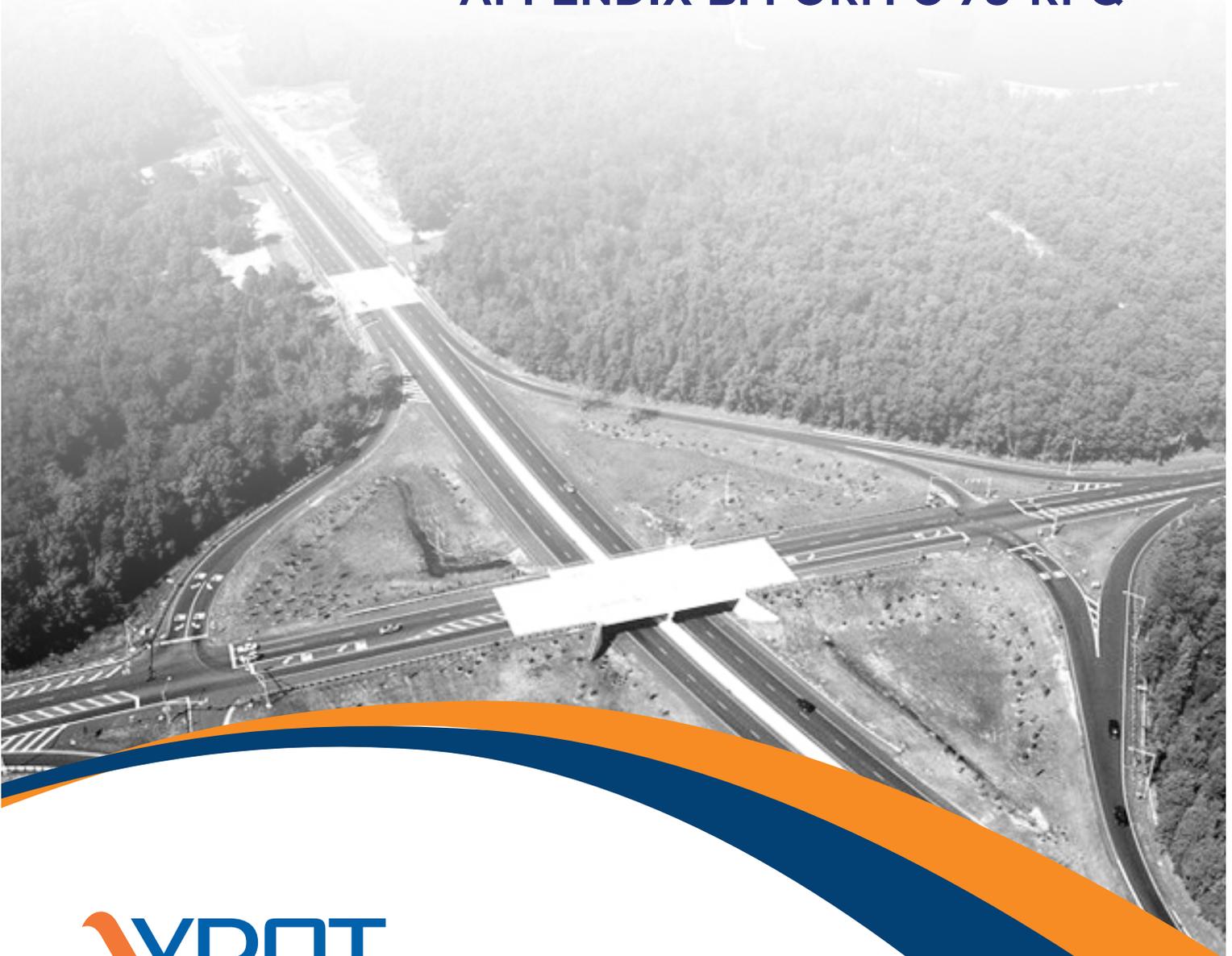
Project: 00666-076-074

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Organizational chart	NA	Section 3.3.2	yes	2-3
Organizational chart narrative	NA	Section 3.3.2	yes	2-4
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1 (a)	Section 3.4	no	2-9
Lead Designer Work History Form	Attachment 3.4.1 (b)	Section 3.4	no	H-11 H-14
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	2-10



APPENDIX B: FORM C-78-RFQ



Appendix B: Form C-78-RFQ



Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

Form C-78-RFQ

ATTACHMENT 2.10

COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION

RFQ NO. C00100566DB63
PROJECT NO.: 0066-076-074

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

Acknowledgement shall be made of receipt of the Request for Qualifications (RFQ) and/or any and all revisions and/or addenda pertaining to the above designated project which are issued by the Department prior to the Statement of Qualifications (SOQ) submission date shown herein. Failure to include this acknowledgement in the SOQ may result in the rejection of your SOQ.

By signing this Attachment 2.10, the Offeror acknowledges receipt of the RFQ and/or following revisions and/or addenda to the RFQ for the above designated project which were issued under cover letter(s) of the date(s) shown hereon:

1. Cover letter of RFQ 05/08/2013
(Date)
2. Cover letter of RFQ Addendum No. 1 05/20/13
(Date)
3. Cover letter of _____
(Date)



June 17, 2013

SIGNATURE

DATE

Todd E. Becker, Senior V.P. of Operations



APPENDIX C: AFFILIATED & SUBSIDIARY COMPANIES





APPENDIX D: DEBARMENT FORMS



Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

ATTACHMENT NO. 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT PRIMARY COVERED TRANSACTIONS

Project No.: 0066-076-074

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

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

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

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

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

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

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

	June 17, 2013	Senior V.P. of Operations
Signature	Date	Title
G.A. & F.C. Wagman, Inc.		
Name of Firm		

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT LOWER TIER COVERED TRANSACTIONS

Project No.: 0066-076-074

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

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



Signature

June 28, 2013

Date

Senior Vice President

Title

Gannett Fleming, Inc.

Name of Firm

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

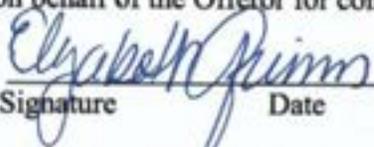
ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT LOWER TIER COVERED TRANSACTIONS

Project No.: 0066-076-074

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

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

	June 4, 2013	President
Signature	Date	Title
Quinn Consulting Services, Inc.		
Name of Firm		

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT LOWER TIER COVERED TRANSACTIONS

Project No.: 0066-076-074

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

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

 Signature	6/5/2013 Date	<u>Vice President</u> Title
<u>T3 Design Corporation</u> Name of Firm		

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT LOWER TIER COVERED TRANSACTIONS

Project No.: 0066-076-074

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

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

	6/10/13	President
Signature	Date	Title

Diversified Property Services, Inc.
Name of Firm

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT LOWER TIER COVERED TRANSACTIONS

Project No.: 0066-076-074

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

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

	June 24, 2013	Manager
Signature	Date	Title
<u>Appraisal Review Specialists, LLC</u>		
Name of Firm		

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

ATTACHMENT NO. 3.2.7(b)

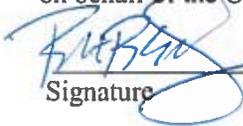
CERTIFICATION REGARDING DEBARMENT LOWER TIER COVERED TRANSACTIONS

Project No.: 0066-076-074

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

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

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

 _____
Signature 6/24/2013 Date Partner Title

Crider, Bouye & Elliott, LLC

Name of Firm



APPENDIX E: PREQUALIFICATION CERTIFICATE

Appendix E: Prequalification
Certificate





APPENDIX F: SURETY LETTER



Appendix F: Surety Letter



Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

Evidence of Obtaining Bonding



Three Radnor Corporate Center, 100 Matsonford Road, Suite 200, Radnor, PA 19087

June 18, 2013

Virginia Department of Transportation
VDOT Central Office
1221 East Broad Street
Richmond, VA 23219

**Re: Surety Letter
Request for Qualification
State Project No: IM-066-1(341)
Contract ID Number: C00100566DB63
Prince William County, Virginia
A Design-Build Project**

To Whom It May Concern:

As surety for G.A. & F.C. Wagman, Inc., Continental Casualty Company with an A.M Best Financial strength rating of "A" and a financial size category of XV, is capable of obtaining a 100% Performance Bond and a 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the project and any warranty periods as provided for in the contract documents on behalf of the contractor in the event that such firm be the successful bidder and enter into a contract for this project.

Signed, sealed and dated this 18th day of June, 2013.

Very truly yours,
Continental Casualty Company

By:

Eugene M. Fritz, Attorney-In-Fact

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

Know All Men By These Presents, That Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company (herein called "the CNA Companies"), are duly organized and existing insurance companies having their principal offices in the City of Chicago, and State of Illinois, and that they do by virtue of the signatures and seals herein affixed hereby make, constitute and appoint

James R Gould, Joseph G Buyakowski, Alson O Wolcott Jr, Eugene M Fritz, Patricia C Robinson, Kathy R Reisinger, Donald R Wert, Deborah L Cottom, Individually

of Mechanicsburg, PA, their true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on their behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

and to bind them thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of their insurance companies and all the acts of said Attorney, pursuant to the authority hereby given is hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law and Resolutions, printed on the reverse hereof, duly adopted, as indicated, by the Boards of Directors of the insurance companies.

In Witness Whereof, the CNA Companies have caused these presents to be signed by their Senior Vice President and their corporate seals to be hereto affixed on this 15th day of September, 2011.



Continental Casualty Company
National Fire Insurance Company of Hartford
American Casualty Company of Reading, Pennsylvania

Stathy Darcy Senior Vice President

State of Illinois, County of Cook, ss:

On this 15th day of September, 2011, before me personally came Stathy Darcy to me known, who, being by me duly sworn, did depose and say: that she resides in the City of Glenview, State of Illinois; that she is a Senior Vice President of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company described in and which executed the above instrument; that she knows the seals of said insurance companies; that the seals affixed to the said instrument are such corporate seals; that they were so affixed pursuant to authority given by the Boards of Directors of said insurance companies and that she signed her name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance companies.



My Commission Expires September 17, 2013

Eliza Price Notary Public

CERTIFICATE

I, Mary A. Ribikawskis, Assistant Secretary of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that the By-Law and Resolution of the Board of Directors of the insurance companies printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said insurance companies this 18th day of June, 2013



Continental Casualty Company
National Fire Insurance Company of Hartford
American Casualty Company of Reading, Pennsylvania

Mary A. Ribikawskis Assistant Secretary

Form F6853-1/2011

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

Authorizing By-Laws and Resolutions

ADOPTED BY THE BOARD OF DIRECTORS OF CONTINENTAL CASUALTY COMPANY:

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the Board of Directors of the Company.

"Article IX—Execution of Documents

Section 3. Appointment of Attorney-in-Fact. The Chairman of the Board of Directors, the President or any Executive, Senior or Group Vice President may, from time to time, appoint by written certificates attorneys-in-fact to act in behalf of the Company in the execution of policies of insurance, bonds, undertakings and other obligatory instruments of like nature. Such attorneys-in-fact, subject to the limitations set forth in their respective certificates of authority, shall have full power to bind the Company by their signature and execution of any such instruments and to attach the seal of the Company thereto. The Chairman of the Board of Directors, the President or any Executive, Senior or Group Vice President or the Board of Directors, may, at any time, revoke all power and authority previously given to any attorney-in-fact."

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company at a meeting duly called and held on the 17th day of February, 1993.

"Resolved, that the signature of the President or any Executive, Senior or Group Vice President and the seal of the Company may be affixed by facsimile on any power of attorney granted pursuant to Section 3 of Article IX of the By-Laws, and the signature of the Secretary or an Assistant Secretary and the seal of the Company may be affixed by facsimile to any certificate of any such power and any power or certificate bearing such facsimile signature and seal shall be valid and binding on the Company. Any such power so executed and sealed and certified by certificate so executed and sealed shall, with respect to any bond or undertaking to which it is attached, continue to be valid and binding on the Company."

ADOPTED BY THE BOARD OF DIRECTORS OF AMERICAN CASUALTY COMPANY OF READING, PENNSYLVANIA:

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the Board of Directors of the Company.

"Article VI—Execution of Documents

Section 3 Appointment of Attorney-in-Fact. The Chairman of the Board of Directors, the President or any Executive or Senior Vice President may, from time to time, appoint by written certificates attorneys-in-fact to act in behalf of the Company in the execution of policies of insurance, bonds, undertakings and other obligatory instruments of like nature. Such attorneys-in-fact, subject to the limitations set forth in their respective certificates of authority, shall have full power to bind the Company by their signature and execution of any such instruments and to attach the seal of the Company thereto. The Chairman of the Board of Directors, the President or any Executive or Senior Vice President or the Board of Directors may at any time revoke all power and authority previously given to any attorney-in-fact."

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company at a meeting duly called and held on the 17th day of February, 1993.

"Resolved, that the signature of the President or any Executive, Senior or Group Vice President and the seal of the Company may be affixed by facsimile on any power of attorney granted pursuant to Section 2 of Article VI of the By-Laws, and the signature of the Secretary or an Assistant Secretary and the seal of the Company may be affixed by facsimile to any certificate of any such power and any power or certificate bearing such facsimile signature and seal shall be valid and binding on the Company. Any such power so executed and sealed and certified by certificate so executed and sealed shall, with respect to any bond or undertaking to which it is attached, continue to be valid and binding on the Company."

ADOPTED BY THE BOARD OF DIRECTORS OF NATIONAL FIRE INSURANCE COMPANY OF HARTFORD:

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the Board of Directors of the Company.

"Article VII—Execution of Documents

Section 3. Appointment of Attorney-in-Fact. The Chairman of the Board of Directors, the President or any Executive or Senior Vice President may, from time to time, appoint by written certificates attorneys-in-fact to act in behalf of the Company in the execution of policies of insurance, bonds, undertakings and other obligatory instruments of like nature. Such attorneys-in-fact, subject to the limitations set forth in their respective certificates of authority shall have full power to bind the Company by their signature and execution of any such instruments and to attach the seal of the Company thereto. The Chairman of the Board of Directors, the President or any Executive, Senior Vice President or the Board of Directors, may, at any time, revoke all power and authority previously given to any attorney-in-fact."

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company at a meeting duly called and held on the 17th day of February, 1993.

"RESOLVED: That the signature of the President, an Executive Vice President or any Senior or Group Vice President and the seal of the Insurance Company may be affixed by facsimile on any power of attorney granted pursuant to the Resolution adopted by this Board of Directors on February 17, 1993 and the signature of a Secretary or an Assistant Secretary and the seal of the Insurance Company may be affixed by facsimile to any certificate of any such power, and any power or certificate bearing such facsimile signature and seal shall be valid and binding on the Insurance Company. Any such power so executed and sealed and certified by certificate so executed and sealed, shall with respect to any bond or undertaking to which it is attached, continue to be valid and binding on the Insurance Company."



APPENDIX G: SCC & DPOR



Appendix G: SCC & DPOR



Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

ATTACHMENT 3.2.10

State Project No. 00666-076-074

SCC and DPOR Information

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

Business Name	SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
G.A. & F.C. Wagman, Inc.	F0198988	Foreign Corporation	Active	3290 North Susquehanna Trail York, PA 17406	Contractor Businesses	2701015887	01-31-2015
Gannett Fleming, Inc.	F102463-9	Foreign Corporation	Active	207 Senate Avenue Camp Hill, PA 17011	APELSCIDLA	0407002949	12-31-2013
				P.O. Box 67100 Harrisburg, PA 17106-7100 (Main)			
				7133 Rutherford Road Suite 300 Windsor Mill, MD 21244 (Branch)			
Quinn Consulting Services, Inc.	04925517	Corporation	Active	4401 Fair Lakes Ct Ste 100 Fairfax, VA 22033 (Branch)	APELSCIDLA	0411000261	02-28-2014
				7021 Harbour View Blvd. Suite 112 Suffolk, VA 23435 (Branch)			
T3 Design Corporation	06585392	Corporation	Active	14160 Newbrook Dr. Suite 220 Chantilly, VA 20151	APELSCIDLA	0407003733	12-31-2013
Diversified Property Services of Virginia, Inc.	F1304106	Foreign Corporation	Active	3927 Old Lee Highway Suite 101-C Fairfax, VA 22030-2422	APELSCIDLA	0405001624	12-31-2013
				20 E. Timonium Road Suite 111 Timonium, MD 21093	Real Estate Appraiser Board	4008001190	11-30-2014

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

ATTACHMENT 3.2.10

State Project No. 0066-076-074

SCC and DPOR Information

Appraisal Review Specialists, LLC	T0490682	Foreign Limited Liability Company	Active	7288 Hanover Green Drive Mechanicsville, VA 23111	Real Estate Appraiser Board	4008001735	04-30-2014
Crider Bouye & Elliott, LLC	T0501512	Foreign Limited Liability Company	Active	4701 COX RD Glen Allen, VA 23060	Real Estate Appraiser Board	4008001745	06-30-2014

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)

Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Gannett Fleming, Inc.	Scott Rhine, PE	Fairfax, VA	1149 Treasure Lake Dubois, PA 15801	P.E.	0402047641	07-31-2014
Gannett Fleming, Inc.	Ray Stauffer, PE	Fairfax, VA	328 Blaclatch Lane Camp Hill, PA 17011	P.E.	0402049873	11-30-2013
Quinn Consulting Services, Inc.	Robert Bolduc, PE	Fairfax, VA	414302 Madrigal Drive Woodbridge, VA 22193	P.E.	0402042292	05-31-2014
Crider Bouye & Elliott, LLC	Robert Elliott Jr.	Fairfax, VA	2 Ridgeway Avenue Greenville, SC 29607	Certified General Real Estate Appraiser	4001015749	10-31-2013

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

SCC Registration & DPOR Licenses: G.A. & F.C. Wagman, Inc.

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That G. A. & F. C. WAGMAN, INC., a corporation incorporated under the law of Pennsylvania, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on September 20, 1967; and

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

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:
June 17, 2013

Joel H. Peck
Joel H. Peck, Clerk of the Commission

CISECOM
Document Control Number: 1306175437

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

SCC Registration & DPOR Licenses: G.A. & F.C. Wagman, Inc.

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SCC eFile Business Entity Details



G. A. & F. C. WAGMAN, INC.

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Additional Services

General

SCC ID: F0198988
 Entity Type: Foreign Corporation
 Jurisdiction of Formation: PA
 Date of Formation/Registration: 9/20/1967
 Status: Active
 Shares Authorized: 4000000

Principal Office

3290 NORTH SUSQUEHANNA TRAIL
 YORK PA17406

Registered Agent/Registered Office

CORPORATION SERVICE COMPANY
 BANK OF AMERICA CENTER
 16TH FLOOR, 1111 EAST MAIN STREET
 RICHMOND VA 23219
 RICHMOND CITY 216
 Status: Active
 Effective Date: 9/11/2012

Select an action

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Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

SCC Registration & DPOR Licenses: Gannett Fleming, Inc.

F-102463-9



STATE CORPORATION COMMISSION

Richmond, December 20, 1989

This is to certify that a certificate of authority to transact business in Virginia was this day issued and admitted to record in this office for

GANNETT FLEMING, INC.

a corporation organized under the laws of DELAWARE and that the said corporation is authorized to transact business in Virginia, subject to all Virginia laws applicable to the corporation and its business. Effective date: December 20, 1989



State Corporation Commission

Attest:

George W. Bryant, Jr. Clerk of the Commission

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

SCC Registration & DPOR Licenses: Gannett Fleming, Inc.

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SCC eFile Business Entity Details



GANNETT FLEMING, INC.

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General

SCC ID: F1024639
Entity Type: Foreign Corporation
Jurisdiction of Formation: DE
Date of Formation/Registration: 12/20/1989
Status: Active
Shares Authorized: 5000

Principal Office

207 SENATE AVE
CAMP HILL PA17011

Registered Agent/Registered Office

R EDWIN BLAIR JR
7021 HARBOUR BOULEVARD
SUITE 112
SUFFOLK VA 23435
SUFFOLK CITY 220
Status: Active
Effective Date: 7/28/2011

Select an action

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Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

SCC Registration & DPOR Licenses: Quinn Consulting Services Incorporated

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That QUINN CONSULTING SERVICES INCORPORATED is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is October 24, 1997;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
August 15, 2011*

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CIS0502

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

SCC Registration & DPOR Licenses: Quinn Consulting Services Incorporated

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SCC eFile Business Entity Details

QUINN CONSULTING SERVICES INCORPORATED

General

SCC ID: 04925517
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 10/24/1997
Status: Active
Shares Authorized: 5000

Principal Office

14160 NEWBROOK DRIVE
SUITE 220
CHANTILLY VA20151

Registered Agent/Registered Office

JOHN H QUINN JR
2208 S KNOLL ST
ARLINGTON VA 22202
ARLINGTON COUNTY 106
Status: Active
Effective Date: 10/24/1997

Select an action

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Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

SCC Registration & DPOR Licenses: T3 Design Corporation

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That T3 Design Corporation is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is May 18, 2006;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
November 20, 2012*

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CISECOM

Document Control Number: 1211205266

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

SCC Registration & DPOR Licenses: T3 Design Corporation

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SCC eFile Business Entity Details

T3 Design Corporation

General

SCC ID: 06585392
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 5/18/2006
Status: Active
Shares Authorized: 5000

Principal Office

3927 OLD LEE HIGHWAY STE 101C
FAIRFAX VA22030

Registered Agent/Registered Office

PATRICIA TIMBROOK
3927 OLD LEE HWY STE 101C
FAIRFAX VA 22030
FAIRFAX CITY (FILED IN FAIRFAX COUNTY)
303
Status: Active
Effective Date: 3/26/2013

Select an action

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Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

SCC Registration & DPOR Licenses: Diversified Property Services, Inc.

Commonwealth of Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC. (USED IN VA BY: DIVERSIFIED PROPERTY SERVICES, INC.), a corporation existing under the laws of MARYLAND, holds a certificate of authority to transact to transact business in Virginia, and is in good standing.

The certificate was issued on August 05, 1997.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
August 18, 2009*

Joel H. Peck
Joel H. Peck, Clerk of the Commission

C180353

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

SCC Registration & DPOR Licenses: Diversified Property Services, Inc.

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SCC eFile Business Entity Details

DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC.(USED IN VA BY: DIVERSIFIED PROPERTY SERVICES, INC

Select an action

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General

SCC ID: F1304106
Entity Type: Foreign Corporation
Jurisdiction of Formation: MD
Date of Formation/Registration: 8/5/1997
Status: Active
Shares Authorized: 5000

Principal Office

20 E TIMONIUM RD SUITE 111
TIMONIUM MD21093

Registered Agent/Registered Office

BRENDAN R HANTZES
3771 VERMACCHIA DR
CHANTILLY VA 20151
FAIRFAX COUNTY 129
Status: Active
Effective Date: 8/9/2002

SCC eFile

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UCC or Tax Liens

Court Services

Additional Services

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

SCC Registration & DPOR Licenses: Appraisal Review Specialists, LLC

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF FACT

I Certify the Following from the Records of the Commission:

That Appraisal Review Specialists, LLC, a limited liability company organized under the law of West Virginia, obtained a certificate of registration to transact business in Virginia from the Commission on February 3, 2012; and

That it is registered to transact business in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

June 24, 2013

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CISECOM
Document Control Number: 1306245476

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

SCC Registration & DPOR Licenses: Appraisal Review Specialists, LLC

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SCC eFile Business Entity Details

Appraisal Review Specialists, LLC

General

SCC ID: T0490682
Entity Type: Foreign Limited Liability Company
Jurisdiction of Formation: WV
Date of Formation/Registration: 2/3/2012
Status: Active

Principal Office

3058 MOUNT VERNON RD
HURRICANE WV25526

Registered Agent/Registered Office

INCORP SERVICES INC
7288 HANOVER GREEN DR
MECHANICSVILLE VA 23111
HANOVER COUNTY 142
Status: Active
Effective Date: 2/3/2012

Select an action

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Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

SCC Registration & DPOR Licenses: Crider Bouye & Elliott, LLC

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF FACT

I Certify the Following from the Records of the Commission:

That Crider, Bouye & Elliott, LLC, a limited liability company organized under the law of South Carolina, obtained a certificate of registration to transact business in Virginia from the Commission on May 22, 2012; and

That it is registered to transact business in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

June 24, 2013

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CISECOM

Document Control Number: 1306245272

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

SCC Registration & DPOR Licenses: Crider Bouye & Elliott, LLC

6/25/13

Business Entity Details

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SCC eFile
FAST. SIMPLE. SECURE.

Crider, Bouye & Elliott, LLC

General

SCC ID: T0501512
Entity Type: Foreign Limited Liability Company
Jurisdiction of Formation: SC
Date of Formation/Registration: 5/22/2012
Status: Active

Principal Office

2 RIDGEWAY AVE
GREENVILLE SC29607

Registered Agent/Registered Office

NATIONAL REGISTERED AGENTS INC
4701 COX RD
GLEN ALLEN VA 23060
HENRICO COUNTY 143
Status: Active
Effective Date: 5/22/2012

Select an action

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Screen ID: e1000
Need additional information? Contact scinfo@scv.virginia.gov. Website questions? Contact: webmaster@scv.virginia.gov. We provide external links throughout our site.

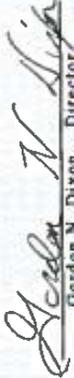
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Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

SCC Registration & DPOR Licenses: Gannett Fleming, Inc.

EXPIRES ON 12-31-2013	DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION COMMONWEALTH OF VIRGINIA 9960 Mayland Dr., Suite 400, Richmond, VA 23233 Telephone: (804) 367-8500	NUMBER 0407002949
BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS AND LANDSCAPE ARCHITECTS BUSINESS ENTITY REGISTRATION		
PROFESSIONS: ENG, ARC	GANNETT FLEMING, INC. ATTN CRIS MIZERAK P O BOX 67100 ATTN: JEFFREY D. BRYSON HARRISBURG, PA 17106-7100	  Gordon N. Dixon, Director

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

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

**BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407002949 EXPIRES: 12-31-2013
PROFESSIONS: ENG, ARC
GANNETT FLEMING, INC. ATTN: CRIS MIZERAK
P O BOX 67100
ATTN: JEFFREY D. BRYSON
HARRISBURG, PA 17106-7100**



(DETACH HERE)

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

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

SCC Registration & DPOR Licenses: Gannett Fleming, Inc.

EXPIRES ON 02-28-2014	NUMBER 0411000261
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION COMMONWEALTH OF VIRGINIA 9960 Mayland Dr., Suite 400, Richmond, VA 23233 Telephone: (804) 367-8500	
BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS AND LANDSCAPE ARCHITECTS BUSINESS ENTITY BRANCH OFFICE REGISTRATION	
PROFESSIONS: ENG	
GANNETT FLEMING INC 4401 FAIR LAKES CT STE 100 FAIRFAX, VA 22033	
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(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)	
<small>(POCKET CARD)</small> COMMONWEALTH OF VIRGINIA BOARD FOR APELSCIDLA BUSINESS ENTITY BRANCH OFFICE REGISTRATION NUMBER: 0411000261 EXPIRES: 02-28-2014 PROFESSIONS: ENG GANNETT FLEMING INC 4401 FAIR LAKES CT STE 100 FAIRFAX, VA 22033	<small>(DETACH HERE)</small> DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION 9960 Mayland Dr., Suite 400, Richmond, VA 23233
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Gordon N. Dixon
Gordon N. Dixon, Director



Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

SCC Registration & DPOR Licenses: Gannett Fleming, Inc.

EXPIRES ON
02-28-2014

NUMBER
0411000055

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA**
9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

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

PROFESSIONS: ARC, ENG

GANNETT FLEMING, INC.
ATTENTION CRIS MIZERAK
7021 HARBOUR VIEW BLVD
SUITE 112
SUFFOLK, VA 23435



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

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(POCKET CARD) COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000055 EXPIRES: 02-28-2014
PROFESSIONS: ARC, ENG
GANNETT FLEMING, INC.
ATTENTION CRIS MIZERAK
7021 HARBOUR VIEW BLVD
SUITE 112
SUFFOLK, VA 23435



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

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

SCC Registration & DPOR Licenses: Gannett Fleming, Inc.

EXPIRES ON 02-28-2014	NUMBER 0411000750
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**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA**
9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

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

PROFESSIONS: ENG

GANNETT FLEMING, INC.
7133 RUTHERFORD ROAD
SUITE 300
WINDSOR MILL, MD 21244



Gordon N. Dixon
Gordon N. Dixon, Director

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(POCKET CARD) **COMMONWEALTH OF VIRGINIA**
BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000750 EXPIRES: 02-28-2014
PROFESSIONS: ENG
GANNETT FLEMING, INC.
7133 RUTHERFORD ROAD
SUITE 300
WINDSOR MILL, MD 21244



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

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Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

SCC Registration & DPOR Licenses: Quinn Consulting Services Incorporated

EXPIRES ON
12-31-2013

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA**
9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

NUMBER
0407003733

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

PROFESSIONS: ENG

QUINN CONSULTING SERVICES INC
14160 NEWBROOK DR
SUITE 220
CHANTILLY, VA 20151



Gordon N. Dixon
Gordon N. Dixon, Director

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(POCKET CARD) COMMONWEALTH OF VIRGINIA

**BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION**
NUMBER: 0407003733 EXPIRES: 12-31-2013
PROFESSIONS: ENG
QUINN CONSULTING SERVICES INC
14160 NEWBROOK DR
SUITE 220
CHANTILLY, VA 20151



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

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10010 (7/11) 107029-3

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

SCC Registration & DPOR Licenses: T3 Design Corporation

EXPIRES ON 12-31-2013	DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION COMMONWEALTH OF VIRGINIA 9960 Mayland Dr., Suite 400, Richmond, VA 23233 Telephone: (804) 367-8500	NUMBER 0405001624
PROFESSIONS: ENG	BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS AND LANDSCAPE ARCHITECTS PROFESSIONAL CORPORATION REGISTRATION	
	T3 DESIGN CORPORATION 3927 OLD LEE HWY STE 101-C FAIRFAX, VA 22030-2422	 Gordon N. Dixon, Director

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Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

SCC Registration & DPOR Licenses: Diversified Property Services, Inc.

EXPIRES ON 11-30-2014	DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION COMMONWEALTH OF VIRGINIA 9960 Mayland Dr., Suite 400, Richmond, VA 23233 Telephone: (804) 367-8500	NUMBER 4008 001190
REAL ESTATE APPRAISER BOARD BUSINESS REGISTRATION		
DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC.		
20 E TIMONIUM ROAD SUITE 111 TIMONIUM MD 21093 0000		
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<small>(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)</small>		
COMMONWEALTH OF VIRGINIA REAL ESTATE APPRAISER BOARD BUSINESS REGISTRATION NUMBER: 4008 001190 EXPIRES: 11-30-2014 DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC. 20 E TIMONIUM ROAD SUITE TIMONIUM MD 21093 0000		 <i>Charles N. Davis</i> Charles N. Davis, Director
<small>(POCKET COPY)</small>	<small>(DETACH HERE)</small>	
<small>DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION 9960 Mayland Dr., Suite 400, Richmond, VA 23233</small>		
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Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

SCC Registration & DPOR Licenses: Appraisal Review Specialists, LLC

EXPIRES ON 04-30-2014	NUMBER 4008 001735
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION COMMONWEALTH OF VIRGINIA 9960 Mayland Dr., Suite 400, Richmond, VA 23233 Telephone: (804) 367-8500	
REAL ESTATE APPRAISER BOARD BUSINESS REGISTRATION	
APPRAISAL REVIEW SPECIALISTS LLC 3058 MOUNT VERNON ROAD SUITE 12 HURRICANE WV 25523	
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<small>(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)</small>	
<small>(POCKET CARD)</small> COMMONWEALTH OF VIRGINIA REAL ESTATE APPRAISER BOARD BUSINESS REGISTRATION NUMBER: 4008 001735 EXPIRES: 04-30-2014 APPRAISAL REVIEW SPECIALISTS LLC 3058 MOUNT VERNON ROAD SUITE 12 HURRICANE WV 25523	<small>(DETACH HERE)</small> DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION 9960 Mayland Dr., Suite 400, Richmond, VA 23233
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Gordon N. Dixon
Gordon N. Dixon, Director

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

SCC Registration & DPOR Licenses: Crider Bouye & Elliott, LLC

EXPIRES ON 06-30-2014	DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION COMMONWEALTH OF VIRGINIA 9960 Mayland Dr., Suite 400, Richmond, VA 23283 Telephone: (804) 387-8500	NUMBER 4008 001745
REAL ESTATE APPRAISER BOARD BUSINESS REGISTRATION		
CRIDER BOUYE & ELLIOTT LLC 2 RIDGEWAY AVE GREENVILLE SC 29607		
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<small>(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)</small>		
		  Gordon N. Dixon, Director

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

SCC Registration & DPOR Licenses: Gannett Fleming, Inc.

EXPIRES ON
07-31-2014

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA
9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

NUMBER
0402047641

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

SCOTT NEAL RHINE
1149 TREASURE LAKE
DUBOIS, PA 15801



Gordon N. Dixon
Gordon N. Dixon, Director

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Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

SCC Registration & DPOR Licenses: Gannett Fleming, Inc.

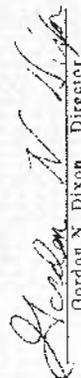
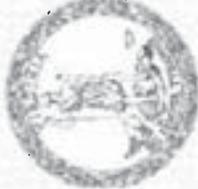
EXPIRES ON 11-30-2013	DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION COMMONWEALTH OF VIRGINIA 9960 Mayland Dr., Suite 400, Richmond, VA 23233 Telephone: (804) 367-8500	NUMBER 0402049873
BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS AND LANDSCAPE ARCHITECTS PROFESSIONAL ENGINEER LICENSE		
RAY T STAUFFER 328 BLACLATCH LN CAMP HILL, PA 17011		
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(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

(POCKET CARD): COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402049873 EXPIRES: 11-30-2013

RAY T STAUFFER
328 BLACLATCH LN
CAMP HILL, PA 17011

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



Gordon N. Dixon, Director

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Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

SCC Registration & DPOR Licenses: Quinn Consulting Services Incorporated

EXPIRES ON 05-31-2014	NUMBER 0402042292
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION COMMONWEALTH OF VIRGINIA 9960 Mayland Dr., Suite 400, Richmond, VA 23233 Telephone: (804) 367-8500	
BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS AND LANDSCAPE ARCHITECTS PROFESSIONAL ENGINEER LICENSE	
ROBERT GILES BOLDUC 14302 MADRIGAL DRIVE WOODBIDGE, VA 22193	
	
 Gordon N. Dixon, Director	
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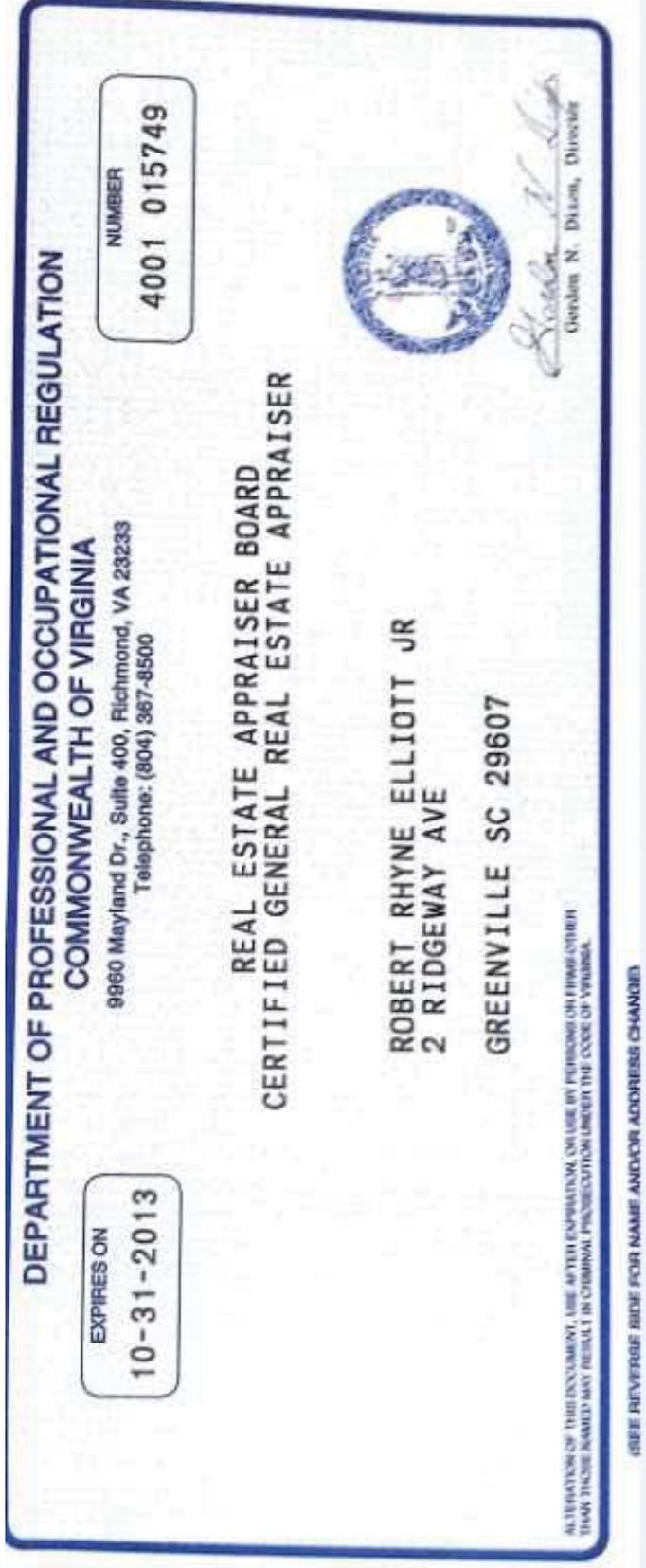
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POCKET CARD	(DETACH HERE)
COMMONWEALTH OF VIRGINIA BOARD FOR APELSCIDLA PROFESSIONAL ENGINEER LICENSE NUMBER: 0402042292 EXPIRES: 05-31-2014	DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION 9960 Mayland Dr., Suite 400, Richmond, VA 23233
ROBERT GILES BOLDUC 14302 MADRIGAL DRIVE WOODBIDGE, VA 22193	
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Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

SCC Registration & DPOR Licenses: Crider Bouye & Elliott, LLC





APPENDIX H: KEY PERSONNEL RESUMES & WORK HISTORY



Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: Anthony W. Bednarik, DBIA – Vice President	
b. Project Assignment: Design-Build Project Manager	
c. Name of Firm with which you are now associated: G.A. & F.C. Wagman, Inc.	
d. Years experience: With this Firm <u>14</u> Years With Other Firms <u>12</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): Vice President of Estimating and Design-Build for G.A. & F.C. Wagman, Inc. responsible for management and oversight of the estimating staff. In this role, Anthony is involved in every design-build project for Wagman from pursuit to final completion. Over the past 15 years, Anthony has served as Design-Build Project Manager, Design-Build Coordinator, Project Manager and Estimator for projects totaling more than \$2.0 billion in construction value, including more than \$1.0 billion in design-build projects.	KEY QUALIFICATIONS <ul style="list-style-type: none">✓ DBIA Designated Design-Build Professional✓ 20 years of project management experience, including 12+ years of design-build experience✓ Experience with adjacent project coordination involving other contractors and contracts✓ Extensive partnering with stakeholders and public outreach✓ VDOT design-build pursuit experience✓ Experience working with Gannett Fleming✓ 10+ years of experience working with Design Manager Scott Rhine✓ 14 years of experience working with Lead Structural Engineer Ray Stauffer
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Bucknell University – Lewisburg, PA/Bachelor’s of Science/1987/Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2010/DBIA Designated Design-Build Professional	
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) Design-Build Services for FHWA Route 1 Widening at Ft. Belvoir, Fairfax County, VA, FHWA Eastern Federal Lands, G.A. & F.C. Wagman, Inc. Project Executive and Design-Build Manager for Wagman for this \$69 million project. Serving as executive and Wagman’s highest ranking manager on this project, responsible for delivering this project within budget and on schedule without compromising safety or quality. Also responsible for design-build coordination and project execution as construction begins. ROW acquisition and utility relocation is integral to design coordination. The project will be constructed in accordance with VDOT specifications and requirements for roadway,	

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

structure construction, utility relocation, ROW acquisition and QC/QA. [2012 – Present]

Design-Build Services for InterCounty Connector (ICC) Contract B, Montgomery County, MD, Maryland State Highway Administration, G.A. & F.C. Wagman, Inc. Wagman's Senior Representative on this \$570 million project. Using lessons learned on ICC Contract A, instrumental in the successful prosecution of Contract B. Also served as Assistant Design Coordination Manager responsible for all design coordination from environmental to structures. Worked with designers and field personnel to assure that the design met all environmental commitments, design requirements, and constructability constraints. Provided innovative assistance to design development and construction activities. Provided in-depth understanding of the MDE review process, which was a key element that kept the project on schedule. [2009 – 2012]

Design-Build Services for InterCounty Connector (ICC) Contract A, Montgomery County, MD, Maryland State Highway Administration, G.A. & F.C. Wagman, Inc. Wagman's Senior Representative for Contract A as part of a joint venture team from preliminary design and proposal preparation through construction to final completion of this \$478 million project. Also served as Assistant Design-Build Project Manager during project start-up responsible for design coordination, project mobilization, and technical assistance to all disciplines, including acquisition of MDE permits, ROW acquisition, earthmoving, utilities, and structures. [2006 – 2009]

Youghiogeny Reservoir Bridge Replacement, Fayette County, PA, Pennsylvania Department of Transportation, District 12-0, G.A. & F.C. Wagman, Inc. Project Manager for this \$27 million project in western Pennsylvania. As permitted by PennDOT bid documents, Wagman teamed with Gannett Fleming to prepare a successful pre-bid alternate design for this 1,500 ft. long bridge across Youghiogeny Reservoir. The alternate design eliminated construction of two piers in the 80 ft. deep lake, resulting in significant time and cost savings to PennDOT, as well as minimizing environmental and recreational impacts on the lake. As Project Manager, responsible for all design coordination and field activities, including interaction with the U.S. Army Corps of Engineers, which controlled the fluctuating reservoir level. [2003 – 2006]

Design-Build Services for Mill Creek Bridge Replacement and Route 15 Widening, Tioga County, PA, Pennsylvania Department of Transportation, District 3-0, G.A. & F.C. Wagman, Inc. Project Manager for Wagman responsible for supervising construction and providing coordination with Gannett Fleming design activities, which were executed simultaneously to meet an aggressive schedule in a mountainous area with a limited construction season. This \$10 million project, one of the first design-build bridge projects awarded in Pennsylvania, required completion of a partially constructed substructure and a full 1,510 ft. long superstructure to widen the existing high-level bridge across Tioga Lake from two to four lanes. Other aspects of this project included approach highway design and construction, a contractor designed traffic maintenance plan, and coordination with the Army Corps of Engineers Lake Management Operations. [1999 – 2001]

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: Robert G. Bolduc, PE – Quality Assurance Manager	
b. Project Assignment: Quality Assurance Manager	
c. Name of Firm with which you are now associated: Quinn Consulting Services, Incorporated	
d. Years experience: With this Firm <u>≤1</u> Years With Other Firms <u>40</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): Quality Assurance Manager for Quinn Consulting Services, Incorporated responsible for working exclusively on design-build projects in lead QA and QC roles. Previous experience includes serving as the Quality Manager , Project Engineer and Estimator on various design-build and engineering projects for VDOT throughout Northern Virginia while working for a construction firm. Also served as Senior Project Manager and QA/QC Manager while working for a design firm. Experience includes contract management, change requests, invoicing, minority participation, public involvement, design review and resolution of design issues.	KEY QUALIFICATIONS ✓ 40 years of experience, including serving in QA and QC roles for design and construction ✓ Relevant VDOT design-build experience ✓ Extensive design-build experience
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Illinois/Bachelor's of Science/1972/Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1992/Professional Engineer/Virginia No. 0402042292	
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) I-95 Express Lanes Public-Private Transportation Act (PPTA), Prince William and Fairfax Counties, VA, Virginia Department of Transportation (VDOT), Quinn Consulting Services, Incorporated. Quality Assurance Manager for this nearly \$1 billion project financed, constructed and operated under Virginia's PPTA. Scheduled to be completed in December 2014, the I-95 Express Lane project is divided into the following four segments: <ul style="list-style-type: none"> • Segment 1 (8.3 miles) – Garrisonville Road to Dumfries Road, two-lane reversible section on new location (seven new bridges, including two flyovers and NB slip ramp) • Segment 2 (7 miles) – Dumfries Road to Prince William Parkway, maintained geometry of existing roadway. • Segment 3 (11.9 miles) – Prince William Parkway to I-495, added third lane. • Segment 4 (2.2 miles) – I-495 to North of Edsall Road, added third lane. Responsible for overseeing project QA staff and verifying that all work performed on the project was inspected and tested in accordance with the VDOT Minimum Requirements for Quality Assurance and Quality Control on Design-Build and Public-Private Transportation Act projects and the Project Specific QA/QC Plan. [2013-2014]	

Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

Design-Build Services for I-495 High Occupancy Toll (HOT) Lanes, Washington, DC, Virginia Department of Transportation (VDOT), The Lane Construction Corporation. Quality Assurance Manager responsible for the quality control/quality assurance for the I-495 Express HOT Lanes for the Washington, DC Beltway (I-495). The \$1.5B I-495 Express Lanes project included construction of four new general purpose traffic lanes (two in each direction) on the outside of the existing lanes of the Capital Beltway, and reconstruction of ramps, interchanges, frontage roads, overpasses and underpasses, bridges, and other necessary crossings. Responsibilities included reviewing VDOT's requirements for quality control and quality assurance on design-build projects and developing the design-builder's Project Quality Management System Plan, consistent with ISO 9001 requirements. In addition, managed the quality program, reporting to the design-build team's Board of Directors. Verified that the design contractor and its design subcontractors were compliant with their individual quality programs, managed design changes during the construction phase, managed the quality control and quality assurance inspection teams, verified that construction subcontractors complied with their plans, and managed an extensive quality program documentation system. Duties also included preparing reports on the quality program for the design-build team's Board, Concessionaire, VDOT, and the Independent Engineer, and attending status meetings with the various oversight entities. Developed and implemented a robust design and construction quality program with regular audits of designers and the construction self-perform teams and construction subcontractors. In association with VDOT and the Concessionaire, developed a Quality Management Assessment Program that measured the effectiveness of project quality on a month-by-month basis. The project achieved substantial completion one month ahead of schedule. [2007-2013]

Design-Build Services for Blue Line Extension to Largo, Prince George's County, MD, Washington Metropolitan Area Transit Authority (WMATA), Jacobs Engineering. QA/QC Manager for WMATA's heavy-rail extension to Largo, which included safety certification for this \$217M design-build extension to the heavy-rail rapid transit system. Prepared the quality plan, procedures, work instructions, and inspection and test plan. Reviewed 12 subcontractor and supplier quality control plans; conducted 21 audits and completed audit reports; resolved quality issues with production personnel and agency staff; and prepared monthly reports for the joint-venture executive management board. In addition, prepared and presented two training sessions in railroads, rail transit, signals and train control, as well as completed the ANSI - RAB ISO 9000:2000 Series Auditor/Lead Auditor of Quality Systems Course. Responsible for Design-Builder Safety Certification, coordinating with WMATA to assure system safety certification requirements were fulfilled. Developed lock-out/tag-out procedure to ensure safe working conditions around the third rail; developed forms and procedures for daily track access and repair (including certification for safe operations) during operations testing; maintained test reports and certification files for successful final system safety audit; developed the test records procedure and reported weekly progress for integrated systems testing, and; prepared safety certification letters for design-builder and subcontractors. [2002-2005]

Design-Build Services for Brentwood Yard, Washington, DC, Washington Metropolitan Area Transit Authority (WMATA). WMATA's Project Manager responsible for completion of the Project Management Plan, Quality Management System, Safety and Security Certification Plan and contract kick-off meeting for this design-build project. Responsible for several RFIs and coordination with shop personnel. [2005]

Dallas Area Rapid Transit Starter System, Dallas, TX, Texas Department of Transportation (TxDOT), Sverdrup Corporation. Managed the development of fast-track bid documents for the \$100 million twin-bore tunnel under US 75, including coordination with TxDOT's Dallas District, contractors' peer review, design report, ventilation study and report, specifications, and responses to more than 250 contractor questions. Performed preliminary engineering for the initial line section, including the 4,930-foot Trinity River Aerial Crossing. Provided construction support services, including submittal reviews, responding to requests for information, preparing change requests and engineer's estimates, and developing engineering solutions to construction problems. [1990 - 1995]

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ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: Scott Rhine, P.E., DBIA – National Design-Build Leader/National Design-Build Project Manager	
b. Project Assignment: Design Manager	
c. Name of Firm with which you are now associated: Gannett Fleming, Inc.	
d. Years experience: With this Firm <u>15</u> Years With Other Firms <u>2</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): National Design-Build Leader with the Gannett Fleming’s Design-Build Leadership Team. Responsible for effort and coordination associated with projects involving contractors, departments of transportation, turnpike commissions, and other transportation clients through the design-build initiatives across the country. National Design-Build Project Manager responsible for overseeing transportation projects and professional staff. Project experience includes complete development of plans and specifications, inspections, and evaluations for new and rehabilitated bridges, highways, and related civil works projects. Also responsible for developing proposals, setting project schedules and milestones, making staff assignments, and establishing and monitoring project budgets. Transportation Manager responsible for overseeing transportation projects and professional staff. Project experience includes complete development of plans and specifications, inspections, and evaluations for new and rehabilitated bridges, highways, and related civil works projects. Also responsible for developing proposals, setting project schedules and milestones, making staff assignments, and establishing and monitoring project budgets. Also serving as National Design-Build Leader with the firm's Design-Build Leadership Team. Responsible for effort and coordination associated with projects involving contractors, departments of transportation, turnpike commissions, and other transportation clients through the design-build initiatives across the country.	KEY QUALIFICATIONS <ul style="list-style-type: none"> ✓ DBIA Designated Design-Build Professional ✓ 15+ years of experience managing design for similar projects ✓ Highway, interchanges, structures, drainage design, utility relocations, ROW acquisition, and permitting experience ✓ Extensive design-build experience ✓ VDOT design-build pursuit experience ✓ Experience working with Wagman ✓ 10+ years of experience working with Design-Build Project Manager Anthony Bednarik ✓ Experience working with Construction Manager Mike Navecky
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Pittsburgh – Johnstown, PA/Bachelor’s of Science/1996/Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2010/Professional Engineer/Virginia No. 0402047641 2008/DBIA Designated Design-Build Professional/No. 424	
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"> 1. Note your specific responsibilities and authorities for each assignment, not those of the firm. 2. Note whether experience is with current firm or with other firm. 3. Provide beginning and end dates for each assignment. <p>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</p> <p>Design-Build Services for InterCounty Connector (ICC) Contract B, Montgomery County, MD, Maryland State Highway Administration/Kiewit, Corman Construction, and G.A. & F.C. Wagman, Gannett Fleming, Inc. Gannett</p>	

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Fleming Project Manager responsible for final design elements for ICC Contract B, which includes seven miles of controlled access for six lanes of traffic, five dual multi-span mainline bridges, four 2-span overhead bridges, one overhead single-point urban interchange structure, and roadway interchanges at MD 182 and MD 650. Contract B contained the most environmentally sensitive areas on the entire ICC corridor; all of the mainline bridges, with a minimum length of 575 feet and longest span at 1,300 feet, cross over many of the streams and wetlands in these sensitive areas. Based on environmental commitments, the contract provided noise walls throughout the corridor for the community as well as a culvert for animal passage under the ICC. Served as Project Segment Lead - East and West for MD 200 Constructors Design Team responsible for preparing construction drawings and specifications for the roadway, interchange, drainage, lighting, environmental, utility relocations, landscaping, intelligent transportation system (ITS), electronic toll collection, geotechnical, and structure design efforts in two of three project design segments. Responsible for specific project structure tasks such as the geotechnical and structure design for two overhead structures and two dual mainline structures. These two dual mainline structures are the longest bridges on the Contract B Project, one being a 1,140-foot-long curved steel plate girder bridge with two-column pier bents utilizing 6.5-foot-diameter concrete drilled shafts and the other being a 1,300-foot-long prestressed-concrete Bulb-tee beam bridge with two-column pier bents utilizing 6.5-foot-diameter concrete drilled shafts. [2008-2010]

Design-Build Services for American Parkway, Lehigh County, PA, Pennsylvania Department of Transportation, District 5-0/New Enterprise Stone & Lime Co., Inc., Gannett Fleming, Inc. Design Manager for the pursuit, final design, and engineering services during construction (ESDC) for a \$33 million design-build project. The American Parkway is located in Allentown, Pennsylvania, and spans across the Lehigh River. The brand new Parkway is a four-lane facility approximately 6,000 feet long that connects to S.R. 0022 near the airport. The new signature bridge is an 800-foot-long, five-span, prestressed concrete bridge over Norfolk Southern Railroad and the Lehigh River. Another new three-span, chorded, prestressed-concrete bridge over an access road and private railroad is included. Other structure work includes a new noise barrier wall and new retaining wall. Work includes construction of several access roads, collector road, and connections to municipal roadways. Roadway work includes signal plans for five intersections, erosion and sediment control, traffic control, roadway lighting, landscaping, signing and pavement markings, and utility relocations. Responsible for design staff, schedules, and budgets associated with design services for roadway, drainage, traffic, lighting, signals, utility coordination, environmental, landscaping, geotechnical, hydrology and hydraulics, and structures. Also providing ESDC to New Enterprise Stone and Lime Co., Inc. [2012-present]

Design-Build Services for All-Electronic Toll Conversion, Florida's Turnpike, Miami-Dade and Broward Counties, FL, Florida Department of Transportation, Florida's Turnpike Enterprise, Gannett Fleming, Inc. Deputy Design Manager responsible for management, design-build team coordination, project staffing, and design packages for phased construction. The project consists of converting all tolls to electronic tolling on the Homestead Extension of Florida's Turnpike (HEFT). Specific project design elements include roadway, traffic control, signing and marking, lighting, sign structures, toll facilities, and intelligent transportation systems (ITS) plans as well as utility coordination. Our design-build best value team was successfully selected for the project. Also provided post-design services including requests for information, field design changes, notice of design changes, and shop drawings. [2010]

Design-Build Services for I-78 Overpass Structures, Berks County, PA, Pennsylvania Department of Transportation, District 5-0/G.A. & F.C. Wagman, Gannett Fleming, Inc. Project Principal/Quality Manager for the pursuit, final design, and construction support for a design-build project to replace two bridges over I-78. Project is located in Greenwich Township, Berks County, PA approximately one mile to the east of Lenhartsville, from Milepost (MP) 36.5 to MP 37.5 of I-78. Finally, right-of-way (ROW) acquisition is also the responsibility of the design-build team. Five properties are involved, including one complete take. ROW acquisition is the critical path activity in the design schedule, as construction cannot begin until the ROW acquisition process has been completed. Also provided post design services to the contractor during construction activities. [2010-2013]

Design-Build Services for VA Route 29/Charlottesville Bypass, VA, Virginia Department of Transportation, Culpepper District/Granite Construction and G.A. & F.C. Wagman, Gannett Fleming, Inc. Design Manager responsible for Step 1 and Step 2 of pursuit phase for conceptual design and bidding elements associated with roadway, drainage, hydraulics and hydrology, traffic, structures, geotechnical, intelligent transportation systems (ITS), utilities, lighting, permitting, wetland, and stream mitigation as well as environmental compliance. The project included design and construction of a new four-lane divided, limited-access bypass to the west of existing VA Route 29, as well as maintaining the following existing public crossing roads along the corridor: Barracks Road; Lambs Road; Roslyn Ridge Road; Earlysville Road; and Woodburn Road. Modifications were made to existing VA Route 29/250 Bypass at the southern terminus and existing VA Route 29 at the northern terminus. The proposed bypass was approximately 6 miles long with diverging diamond interchange and included 13 new bridges ranging from 150-foot-long, single-span structures to 900-foot-long, multi-span structures; sign structures; box culverts; retaining walls; and noise walls. [2011-2012]

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ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: Mike Navecky – Project Manager	
b. Project Assignment: Construction Manager	
c. Name of Firm with which you are now associated: G.A. & F.C. Wagman, Inc.	
d. Years experience: With this Firm <u>11</u> Years With Other Firms <u>21</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): Project Manager for G.A. & F.C. Wagman, Inc. for the past 11 years plus 21 years of additional experience, including prior experience working in the Estimating Department of Granite Construction pursuing large, design-build projects in the eastern United States. As Project Manager, responsible for maintaining safety, quality, budget and schedule. In this role, works closely with field personnel to plan and execute construction projects. Also responsible for developing CPM schedules and coordinating all field efforts to deliver a high-quality project without sacrificing safety.	KEY QUALIFICATIONS <ul style="list-style-type: none">✓ 32 years of experience✓ Design-build experience✓ Heavy maintenance of traffic experience✓ Built fly-overs over heavily traveled interstates✓ VDOT design-build pursuit experience✓ Experience working with Gannett Fleming✓ Experience working with Design Manager Scott Rhine✓ Experience working with Lead Structural Engineer Ray Stauffer
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Penn State University – State College, PA/Bachelor’s of Science/1979/Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Mike Navecky will hold a Virginia Department of Conservation and Recreation (DCR) Responsible Land Disturber (RLD) Certification and a VDOT Erosion and Sediment Control Contractor Certification (ESCCC) prior to the commencement of construction.	
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) Design-Build Services for I-78 Bridge Overpass, Berks County, PA, Pennsylvania Department of Transportation, G.A. & F.C. Wagman, Inc. Project Manager for this design-build project in eastern Pennsylvania. The project included replacement of two deficient bridges over a major interstate. As Project Manager, responsible for assisting with design	

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coordination and constructability reviews. Gannett Fleming served as the designer and many of the staff members from this successful project are proposed for the I-66/Route 15 Interchange Design-Build. This project required ROW acquisition and obtaining the proper environmental permits to replace the bridges. Responsible for working daily with the engineers during design, and transitioning to manage construction. Coordinated with the designer, owner and third party stakeholders. Effective project management was instrumental when working through an environmental challenge. For example, under the direction of the Project Manager, the design-build team obtained the proper ACOE permit and maintained the project schedule when the owner failed to obtain it. [2010 – Present]

I-95/I-495/I-295 Interchange Ramps E, E-1, F, R, Oxen Hill, MD, Maryland Department of Transportation, State Highway Administration, G.A. & F.C. Wagman, Inc. Project Manager for this \$45 million project responsible for coordination with the field superintendents, owner, GEC, and overall project management. The project involved interchange construction between I-95, I-495 and I-295, which included bridges over all three highways, retaining walls, roadway reconstruction, utility coordination, erosion and sedimentation control and traffic control. [2001 – 2005]

I-95/I-495/MD 210 Indian Head Highway Interchange Mainline and Ramp B, Oxen Hill, MD, Maryland Department of Transportation, State Highway Administration, G.A. & F.C. Wagman, Inc. Project Manager responsible for the entire construction team, including construction manager, field superintendents, and subcontractors. Also responsible for schedule, subcontractor coordination, major traffic shifts and overall project management. This \$61 million project was the last phase of construction of the MD 210 interchange with I-95 and reconstruction of mainline I-95. Unique to this project was a design-build retaining wall, where the Project Manager was responsible for managing the design and construction of a 1,000-foot long retaining wall along the outer loop of the Washington Beltway. This Project received MdQI Award of Excellence. [2006 – 2010]

I-95/I-495/I-295 Inner Loop Local and Inner Loop Express, Oxen Hill, MD, Maryland Department of Transportation, State Highway Administration, G.A. & F.C. Wagman, Inc. Project Manager on this \$106 million project responsible for completing one of the last interchanges on the Maryland side of the Woodrow Wilson Bridge. This project connected the Washington Beltway into the main bridge over the Potomac River. A key element to the success of this project was the Design-Build/Value Engineering of Bridge 29 over the beltway and approaches. Wagman worked with Gannett Fleming to re-design Bridge 29, including re-designing piling, retaining walls, abutments, and traffic control to save the owner more than \$2 million dollars. As Project Manager, responsible for managing design and construction a large permanent retaining wall along the outer loop of the Washington beltway saving hundreds of thousands of dollars. This project was completed on schedule for the main bridge opening and achieved the MdQI Award for Excellence. [2005 – 2010]

I-95/I-495/MD 210 (Indian Head Highway) Interchange, Oxen Hill, MD, Maryland Department of Transportation, State Highway Administration, G.A. & F.C. Wagman, Inc. Project Manager for this \$18 million project, which included Phase 1 of the MD210 and I-95 interchange. Responsible for project coordination with field superintendents, schedule, subcontractor coordination, owner coordination, traffic shifts, utility coordination, public outreach coordination, environmental coordination and overall project management. This project included a design-build retaining wall. As Project Manager, integral in the design and construction of this complex highway element. [2003 – 2006]

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ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: Ray Stauffer, P.E. – Structures Manager	
b. Project Assignment: Lead Structural Engineer	
c. Name of Firm with which you are now associated: Gannett Fleming, Inc.	
d. Years experience: With this Firm <u>26</u> Years With Other Firms <u>0</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): Project Engineer responsible for technical supervision, analysis, design, and inspection of bridges, transportation facilities, and sanitary structures. Technical background includes steel and concrete design using American Concrete Institute (ACI), American Institute of Steel Construction (AISC), and American Association of State Highway and Transportation Officials (AASHTO) codes. Responsibilities include managing the bridge/structural effort for the pursuit, final design, and construction support for design-build projects.	KEY QUALIFICATIONS <ul style="list-style-type: none"> ✓ 25+ years of experience in the design of bridges, retaining walls, culverts and other highway related structures ✓ Complex interchange and flyover design ✓ AASHTO Load Resistance Factor Design Bridge Design Specs ✓ Experience designing VDOT structures ✓ Extensive design-build experience ✓ VDOT design-build pursuit experience ✓ Experience working with Wagman ✓ 14 years of experience working with Design-Build Project Manager Anthony Bednarik ✓ Experience working with Construction Manager Mike Navecky
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Pennsylvania State University, State College, PA/Bachelor’s of Science/1988/Civil Engineering (Structures)	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2011/Professional Engineer/Virginia No. 0402049873	
g. Document the extent and depth of your experience and qualifications relevant to the Project.	
<ol style="list-style-type: none"> 1. Note your specific responsibilities and authorities for each assignment, not those of the firm. 2. Note whether experience is with current firm or with other firm. 3. Provide beginning and end dates for each assignment. <p>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</p> <p>Gilmerton Bridge, U.S. Route 13, Chesapeake, VA, Virginia Department of Transportation, Gannett Fleming, Inc. Structural Engineer involved in the design of a replacement approach structure, consisting of 1,600 feet of tapered, multiple-concrete-beam spans, and detailed construction staging for this moveable lift-span bridge project. Complex geometry and right-of-way constraints complicated the job of coordinating requirements with the U.S. Army Corps of Engineers, the Hampton Roads Maritime Association, the U.S. Coast Guard, and the Norfolk Southern Railroad, as well as with the local and Virginia departments of transportation. The replacement bridge will be constructed between the existing roadway structure and the existing Norfolk Southern Railroad structure, having only 25 feet of clearance from the existing railroad structure. Deep foundation alternatives considered large-diameter cylinder piles, six-foot drilled</p>	

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shafts, and large pipe piles. Superstructure alternatives included steel plate girders and modified, precast/prestressed concrete bulb tees. The project also included over 300 feet of concrete retaining walls at the approach slabs. [1999, 2012]

Design-Build Services for I-78 Overpass Structures, Berks County, PA, Pennsylvania Department of Transportation, District 5-0/G.A. & F.C. Wagman, Gannett Fleming, Inc. Project Manager for the pursuit, final design, and construction support for a design-build project to replace two bridges over I-78, one carrying Donat Road (S.R. 1015), the other carrying Saddle Road (S.R. 1053) over I-78 (S.R. 0078, Section 12B). Project is located in Greenwich Township, Berks County, PA approximately one mile to the east of Lenhartsville, from Milepost (MP) 36.5 to MP 37.5 of I-78. The proposed structures will provide adequate vertical clearance, in addition to increased horizontal clearance, allowing for future reconstruction and widening of I-78. The Saddle Road structure is a 107-foot simple span, utilizing steel plate girders, cast-in-place pile-supported abutments, and mechanically stabilized earth (MSE) wingwalls. At Donat Road, the proposed bridge is a two-span structure, with Span 1 crossing I-78 and Span 2 crossing a tributary to Maiden Creek, with a total length of 242 feet between abutments. This bridge must be constructed in two stages to maintain traffic during construction. Substructure units at Donat Road will be cast-in-place concrete founded on driven H-piles, with MSE wingwalls at Abutment 1. A reinforced soil slope is required on the west side of Donat Road at Abutment 2 to keep the embankment from encroaching on an adjacent stream. In addition to the bridge replacement, the grade of the approach roadways must be raised slightly in order to provide the increased vertical clearance over I-78. Included in the roadway design effort is preparation of roadway cross sections, erosion and sediment pollution control plans, and traffic control plans. In addition, permit applications must be submitted by the design-build team, including General Permit-1s for both bridge locations and a National Pollutant Discharge Elimination System (NPDES) permit at Donat Road. Finally, right-of-way (ROW) acquisition is also the responsibility of the design-build team. Five properties are involved, including one complete take. ROW acquisition is the critical path activity in the design schedule, as construction cannot begin until the ROW acquisition process has been completed. Also provided post design services to the contractor during construction activities. [2010-2013]

Design-Build Services for InterCounty Connector (ICC) Contract B, Montgomery County, MD, Maryland State Highway Administration, Gannett Fleming, Inc. Structural Project Engineer for ICC Contract B, which has seven miles of controlled access for six lanes of traffic, five dual multi-span mainline bridges, four 2-span overhead bridges, one overhead single-point urban interchange structure, and roadway interchanges at MD 182 and MD 650. Contract B contained the most environmentally sensitive areas on the entire ICC corridor; all of the mainline bridges, with a minimum length of 575 feet and longest span at 1,300 feet, cross over many of the streams and wetlands in these sensitive areas. Responsibilities included final design of two temporary bridges and review of shop drawings. [2008-2009]

S.R. 0040, Section 06M Over the Youghiogeny Reservoir, Fayette and Somerset Counties, PA, Pennsylvania Department of Transportation, Districts 12-0 and 9-0, Gannett Fleming, Inc. Structural Project Engineer responsible for preparation of as-built drawings for a 1,730-foot-long steel bridge composed of 90-inch-deep steel plate girders and spans exceeding 232 feet. Piers consist of 9'-0" diameter multi-column bents supported by drilled caisson foundations. The alternate design was tailored for competitive low bid to best suit the contractor's operations relative to cost and an accelerated schedule. [2008]

Design-Build Services for VA Route 29/Charlottesville Bypass, VA, Virginia Department of Transportation, Culpepper District/Granite Construction and G.A. & F.C. Wagman, Gannett Fleming, Inc. Structural Engineer involved in Step 2 for conceptual design and bidding elements. The project included design and construction of a new four-lane divided, limited-access bypass to the west of existing VA Route 29, as well as maintaining the following existing public crossing roads along the corridor: Barracks Road; Lambs Road; Roslyn Ridge Road; Earlysville Road; and Woodburn Road. Modifications were made to existing VA Route 29/250 Bypass at the southern terminus and existing VA Route 29 at the northern terminus. The proposed bypass was approximately 6 miles long with diverging diamond interchange and includes 13 new bridges ranging from 150-foot-long, single-span structures to 900-foot-long, multi-span structures; sign structures; box culverts; retaining walls; and noise walls. [2011-2012]

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ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: InterCounty Connector, Contracts A & B Location: Montgomery & Prince George's Counties, MD	Name: Lead Designer: Parsons Additional Designers: Gannett Fleming, Inc. KCI A. Morton Thomas	Name of Client: Maryland Department of Transportation State Highway Administration Project Manager: Melinda Peters Phone: (410) 545-0401 Email: MPeters@sha.state.md.us	11/2011	11/2011	\$1,038,000	\$1,042,000	\$591,660

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

Contract A: As part of a construction joint venture, **Wagman** provided construction for the InterCounty Connector, which was a large design-build project located in Montgomery and Prince George's Counties, Maryland. Contract A included a \$478 million design-build best value project that was 8.5 miles long with 18 structures and multiple noise walls. The project involved utility relocations, ROW acquisition, environmental permitting and monitoring, drainage, more than three million cubic yard of excavation, and four interchanges. On the western end of the project, the team widened and rehabilitated six bridges under active traffic on I-370. The project also included extensive ITS, signalization and open road tolling. **Gannett Fleming** provided construction inspection and material testing services as part of the contractor's quality control plan. Gannett Fleming's inspectors worked with SHA personnel and their quality assurance representatives to verify that the project was constructed in accordance with contract documents, as well as State of Maryland and federal requirements. The work generally consisted of constructing a new alignment for mainline, ramps and cross roads pavement, utility relocations, bridges, retaining walls, noise walls, earthen beams, drainage facilities, landscaping, signing, signals, lighting, pavement markings, tolling infrastructure, maintenance of traffic, intelligent transportation devices, and environmental compliance. Gannett Fleming provided five inspectors, including lead structural inspector, office engineer's assistant, lead soils technician and compaction inspector, as well as two other inspectors who tested materials and inspected both structural and roadway construction activities.

Awards: 2012 National Design-Build Award Design-Build Institute of America (DBIA); 2012 Exemplary Ecosystem Initiatives Award Federal Highway Administration (FHWA); 2012 Alliant Build America Award - Associated General Contractors of America (ACG); 2011 Northeast Region's Best Overall Project (Transportation) - Engineering News Record, Northeast Region (ENR Northeast); 2011 President's Award for Highways - American Association of State Highway and Transportation Officials (AASHTO); 2010 Intercounty Safety Award - EFCO

Contract B: As part of the MD200 Constructors design-build team, **Wagman** provided construction for this \$570 million highway design-build, best value project extending from MD 97 to MD 29. Contract B involved 7.5 miles of new controlled access, six-lane, tolled roadway and two interchanges. The new highway created interchanges with MD 650 New Hampshire Avenue and MD 182 Layhill Road. The work included mainline excavation, ramps, cross roads, utility relocations, bridges and retaining walls. The InterCounty Connector project is an extremely environmentally and community sensitive project. The design-build team used extensive measures to minimize the environmental impacts of this project. Contract B was the second of five contracts planned to create the \$1.5 billion 18.8-mile InterCounty Connector that will ultimately connect the I-270 corridor in Montgomery County to the I-95/US1 corridor in Prince George's County, MD. **Gannett Fleming** provided traffic, highway, bridge, and geotechnical engineering services for this contract, which involved the design of seven miles of controlled access for six lanes of traffic, five dual, multi-span mainline bridges and four two-span overhead bridges. The contract also included one overhead, single-point urban interchange at MD 650, and a tight diamond interchange at MD 182. Gannett Fleming was responsible for managing the west segment design tasks in conjunction with the MDE process for permit approvals for the early grade and drain, rough grade and drain, and final packages. The firm also provided roadway, traffic, geotechnical, and structural design throughout three project design segments, interacting with our environmental task leads to optimize our design to best accommodate environmental aspects for avoidance and minimization. Gannett Fleming led geotechnical and structural design for two steel overhead structures and two dual mainline structures. The dual structures included a 1,140' long curved steel plate girder bridge, and a 1,280' long prestressed concrete bulb-tee beam bridge.

Awards: 2013 Award of Excellence, Partnering Silver Award – Maryland Quality Initiative (MDQI); 2012 National Design-Build Award - Design-Build Institute of America (DBIA); 2012 Exemplary Ecosystem Initiatives Award - Federal Highway Administration (FHWA); 2012 Alliance Award - Northern Virginia Transportation Alliance; 2012 Globe Award for Environmental Excellence - American Road & Transportation Builders Association (ARTBA); 2012 Best Transportation Project - Engineering News Record (ENR)

WAGMAN/GF STAFF INVOLVED

- ✓ Design-Build Project Manager Anthony Bednarik
- ✓ Design Manager Scott Rhine
- ✓ Lead Structural Engineer Ray Stauffer
- ✓ Lead Geotechnical Engineer Paul Lewis
- ✓ Lead Drainage Engineer Jason Alwine
- ✓ Construction QC Manager Brett Brenize

RELEVANT PROJECT ASPECTS

- ✓ Existing interchange improvements
- ✓ Utility relocations
- ✓ Environmental compliance/permitting
- ✓ ROW acquisition
- ✓ Complex maintenance of traffic
- ✓ Independent Quality Assurance Manager
- ✓ Public outreach
- ✓ Adjacent project coordination



Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Section 100 I-95/I-695 Interchange Location: Baltimore, MD	Name: Lead Designer: Johnson, Mirmiran and Thompson Designer for foundation VE: Gannett Fleming	Name of Client: Maryland Transportation Authority Project Manager: Dave LaBella Phone: (410) 931-0808 Email: dlabella@mdta.state.md.us	06/2010	Contract extended due to Extra Work: completion 08/2010	\$208,440	\$216,788	\$118,800

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

Wagman served as managing partner of the joint venture for the \$208 million interchange reconstruction project north of Baltimore, MD. The project involved reconstructing the I-95 and I-695 interchange to eliminate a braided interchange and provide upgrades to allow construction of Express Toll Lanes. The project included two new mainline bridges on I-95 and four long steel fly-over ramp structures to connect I-95 to I-695. In addition, the structural work included several small overpass bridges, MSE retaining walls, noise barriers, and extensive support of excavation. A unique design-build element included the redesign of the foundation system of the large flyover structures to implement standard H-pile over drilled and concrete piles. The team provided this design-build approach as a value engineering proposal to the owner, which resulted in a cost savings of more than \$1 million for the owner. **Gannett Fleming** served as the designer for the modified foundations.

A critical element of the project, Wagman safely maintained traffic during construction through one of the most heavily-traveled interchanges in the country. Providing safe maintenance and protection of traffic along I-95 and I-695 was also a major component. Wagman successfully achieved multiple project milestones while optimizing traffic flow while erecting large steel flyovers over major a highway, similar to the VDOT I-66/Route 15 Reconstruction project. Through proper planning and coordination, the flyovers were constructed with minimum impact to the traveling public. Wagman maintained an A rating for erosion and sedimentation implementation and maintenance, the highest rating that can be achieved.

Awards: 2011 National Achievement Award, Special Recognition for a Structure Project - National Partnership for Highway Quality (NPHQ); 2011 Award of Excellence, Partnering Silver Award - Maryland Quality Initiative (MDQI); 2011 Award of Excellence, Structure New/Structure Rehabilitation Over \$5 Million – MDQI; 2010 Silver Award for Public Communication – NPHQ; 2010 Excellence in Concrete Award - American Concrete Institute (ACI), Maryland Chapter

WAGMAN/GF STAFF INVOLVED

- ✓ Design-Build Project Manager Anthony Bednarik
- ✓ Construction Manager Mike Navecky
- ✓ Lead Structural Engineer Ray Stauffer
- ✓ Lead Geotechnical Engineer Paul Lewis

RELEVANT PROJECT ASPECTS

- ✓ Existing interchange improvements
- ✓ Utility relocations
- ✓ Environmental compliance/permitting
- ✓ ROW acquisition
- ✓ Complex maintenance of traffic
- ✓ Independent Quality Assurance Manager
- ✓ Public outreach
- ✓ Adjacent project coordination



Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

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					Original Contract Value	Final or Estimated Contract Value	
Name: Woodrow Wilson Bridge Location: Prince George's County, MD	Name: Various Lead Designers: Johnson, Mirmiran and Thompson KCI Gannett Fleming	Name of Client: Maryland Department of Transportation State Highway Administration Project Manager: Sherlene Cleveland Phone: (410) 545-8838 Email: SCleveland@sha.state.md.us	Various completion dates for each contract (five total). All contracts completed on time.	06/2009	\$259,177 (Total for all five contracts)	\$267,193	\$168,465

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

Wagman provided construction of the Woodrow Wilson Bridge Maryland Interchange project, which included five individual contracts totaling \$267 million. The project involved reconstruction of the I-95/I-495 Maryland corridor up to the new Woodrow Wilson Bridge, the new National Harbor interchange, I-295 interchange, and portions of the MD 210 interchange. The project involved 32 bridges, 35 retaining walls (349,950 SF), 95,980 SF of noise walls, one million CY of excavation, 56,000 LF of drainage, sub-base, bituminous paving, guardrail, signing, landscaping, architectural features, electrical, grading, ITS maintenance and protection of traffic, and incidental work for the mainline Capital Beltway and 30 associated ramps.

Maintenance and protection of traffic was extensive as a result of the project's location along the heavily traveled I-95/I-495 corridor located outside of Washington, D.C. Wagman maintained traffic on I-295, I-95 and I-495 while constructing three interchanges and reconstructing the beltway. Wagman reconstructed the Inner and Outer Loop of the Washington Beltway from the new Woodrow Wilson Bridge to two miles north of the MD 210 interchange. Many of the structures were steel flyovers constructed over active traffic lanes. Wagman re-designed a structure over I-95/I-495 and the approaches, which provided a \$2 million savings to the owner and expedited construction of the overpass eliminating impacts to the aesthetics of the structure and minimizing environmental impacts.

Wagman employed **Gannett Fleming** to assist in the re-design of this structure. Wagman was responsible for the design and construction of two large retaining walls and worked with our geotechnical group to design a tie-back wall with a concrete face. This design was completed in house. This project was part of the larger Woodrow Wilson Bridge project that required a massive coordination effort between adjacent contracts and the local stakeholders. Wagman supported MD SHA in the public outreach effort. Located in the environmentally sensitive Potomac River Basin, the project required compliance with environmental agency permits and general environmental regulations. All five contracts maintained the highest E&S rating (4.0). Additionally, Wagman exceeded all required DBE subcontracting goals. Wagman maintained the schedule and earned all available milestone bonuses, completing each contract on time, safely and within budget. Construction Manager Mike Navecky served as the project manager on four of the five Woodrow Wilson Bridge contracts.

Awards: 2012 Alliance Award - Northern Virginia Transportation Alliance; 2011 Award of Excellence, Partnering Bronze Award - Maryland Quality Initiative (MDQI); 2010 Award of Excellence, Major Roadway Over \$10 Million - MDQI

WAGMAN/GF STAFF INVOLVED

- ✓ Design-Build Project Manager Anthony Bednarik
- ✓ Construction Manager Mike Navecky
- ✓ Lead Structural Engineer Ray Stauffer
- ✓ Lead Geotechnical Engineer Paul Lewis

RELEVANT PROJECT ASPECTS

- ✓ Existing interchange improvements
- ✓ Utility relocations
- ✓ Environmental compliance/permitting
- ✓ ROW acquisition
- ✓ Complex maintenance of traffic
- ✓ Independent Quality Assurance Manager
- ✓ Public outreach
- ✓ Adjacent project coordination



Interstate 66/Route 15 Interchange Reconstruction

from approximately 0.5 miles west of Route 15 to approximately 0.6 miles east of Route 15

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: InterCounty Connector, Contracts A & B Location: Montgomery & Prince George's Counties, MD	Name: Wagman Other Contractors: Kiewit, Corman & Granite	Name of Client: Maryland State Highway Administration Project Manager: Melinda Peters Phone: (410) 545-0401 Email: MPeters@sha.state.md.us	11/2011	11/2011	\$1,038,000	\$1,042,000	\$6,429

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

Contract A: Gannett Fleming provided construction inspection and material testing services for InterCounty Constructors, a joint venture between Granite, Corman, and Wagman as a subconsultant and as part of the contractor's quality control plan. Gannett Fleming's inspectors worked with SHA personnel and their quality assurance representatives to verify that the project was constructed in accordance with contract documents, as well as State of Maryland and federal requirements. The work generally consisted of constructing a new alignment for mainline, ramps and cross roads pavement, utility relocations, bridges, retaining walls, noise walls, earthen beams, drainage facilities, landscaping, signing, signals, lighting, pavement markings, tolling infrastructure, maintenance of traffic, intelligent transportation devices, and environmental compliance. Gannett Fleming provided five inspectors, including lead structural inspector, office engineer's assistant, lead soils technician and compaction inspector, as well as two other inspectors who tested materials and inspected both structural and roadway construction activities.

Contract B: Gannett Fleming, as part of the Kiewit, Wagman, and Corman design-build team (MD200 Constructors), worked on Contract B of the InterCounty Connector (ICC). Gannett Fleming provided traffic, highway, bridge, and geotechnical engineering services for this contract, which involved the design of seven miles of controlled access for six lanes of traffic, five dual, multi-span mainline bridges and four two-span overhead bridges. The contract also included one overhead, single-point urban interchange at MD 650, and a tight diamond interchange at MD 182. Gannett Fleming was responsible for managing the west segment design tasks in conjunction with the MDE process for permit approvals for the early grade and drain, rough grade and drain, and final packages. The firm also provided roadway, traffic, geotechnical, and structural design throughout three project design segments, interacting with our environmental task leads to optimize our design to best accommodate environmental aspects for avoidance and minimization. Gannett Fleming led geotechnical and structural design for two steel overhead structures and two dual mainline structures. The dual structures included a 1,140' long curved steel plate girder bridge, and a 1,280' long prestressed concrete bulb-tee beam bridge.

In addition to roadway and bridge design, Gannett Fleming was responsible for the development, implementation, monitoring, and evaluation of the transportation management plan (TMP) and multi-phased maintenance-of-traffic (MOT) plans. The seven-mile project site was divided into three segments with five subsections, each with multiple-phase construction sequences per design submittal. Gannett Fleming's traffic-related responsibilities included TMP development; construction-phase services, including monitoring and implementing field adjustments to MOT setups if traffic or road conditions deteriorate to unacceptable levels of service, or if an incident occurs within the project area; and coordinating MOT activities with the administration (ICC team) to make sure performance specifications are met and that traffic management strategies are implemented to minimize traffic operations impacts. The MOT plans included temporary roadway, with and without temporary bridges; temporary traffic signals; detour routes; multi-stage lane closures; signing, and pavement marking for all phases of construction, which typically extend outside the designated project limits. Detour roadways were designed to maintain existing traffic capacities safely and structurally for the duration of construction. All plans were prepared in accordance with the Maryland Transportation Authority (MDTA) and State Highway Administration (SHA) traffic control design criteria, utilizing the latest accepted editions of the Manual on Uniform Traffic Control Devices (MUTCD), Maryland MUTCD, and SHA standards as provided by the Office of Traffic Safety (OOTS). The design of temporary traffic signals was also incorporated into several construction phases to maintain existing intersection operations.

Gannett Fleming provided design innovations during the proposal stage through the Alternative Technical Concept process, including balancing earthwork from a very large waste project and minimizing environmental impacts for the bridges by using concrete drilled shafts for the piers.

Awards: 2013 Award of Excellence, Partnering Silver Award – Maryland Quality Initiative (MDQI); 2012 National Design-Build Award - Design-Build Institute of America (DBIA); 2012 Exemplary Ecosystem Initiatives Award - Federal Highway Administration (FHWA); 2012 Alliance Award - Northern Virginia Transportation Alliance; 2012 Globe Award for Environmental Excellence - American Road & Transportation Builders Association (ARTBA); 2012 Best Transportation Project - Engineering News Record (ENR)

WAGMAN/GF STAFF INVOLVED

- ✓ Design-Build Project Manager Anthony Bednarik
- ✓ Design Manager Scott Rhine
- ✓ Lead Structural Engineer Ray Stauffer
- ✓ Lead Geotechnical Engineer Paul Lewis
- ✓ Lead Drainage Engineer Jason Alwine
- ✓ Construction QC Manager Brett Brenize

RELEVANT PROJECT ASPECTS

- ✓ Existing interchange improvements
- ✓ Utility relocations
- ✓ Environmental compliance/permitting
- ✓ ROW acquisition
- ✓ Complex maintenance of traffic
- ✓ Independent Quality Assurance Manager
- ✓ Public outreach
- ✓ Adjacent project coordination



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ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

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					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-78 & Garden State Parkway Interchange Improvements Location: Union and Essex Counties, NJ	N/A	Name of Client: New Jersey Turnpike Authority Project Manager: John Withers, PE Phone: (732) 750-5300 x8283 Email: jwithers@turnpike.state.nj.us	01/2012	07/2011 (six months ahead of schedule)	\$16,734 (design)	\$16,734 (design) \$125,000 (construction)	\$16,734

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

Gannett Fleming provided preliminary and final design for the reconstruction of the I-78 and Garden State Parkway interchange. The project included one mile of roadway reconstruction; five new bridges; 10 interstate bridge widenings; 9 new or modified retaining walls; 2,000' of relocated noise wall; 12 new or modified sign structures; and six new or reconstructed ramps totaling more than 12,000'. The project also included a new toll facility building with a pedestrian access tunnel at the Union Ramp toll plaza. Preliminary and final design included the development of plans, reports permit materials and specifications. This involved extensive survey and mapping efforts within high traffic volume; the preparation of a design exception report; the design of highway sections, 26 geometric baselines, pavement design, and overhead sign panels. It also involved right-of-way documents with 25 partial acquisitions and seven VX-parcels. Gannett Fleming managed NJDOT's utility process to mitigate impacted utilities within the project footprint; involved coordination with 10 utility companies and one railroad. Environmental activities included noise monitoring, study and wall design; site assessment for seven properties; sensitive area avoidance strategies (eliminating the placement of piers within the Elizabeth River); preparation of permit documents for stream encroachment and general wetlands along with best management practices to address water quality (including seven manufactured treatment devices); and implementation of soil erosion and sediment control measures.

The project site conditions included high traffic volumes of more than 100,000 vehicles/day, which required restricted work areas and activity duration to minimize public travel impact; structural challenges to accommodate the curved, sharply skewed ramp crossings with minimal impacts to span lengths, structure depths, and profile grades; poor foundation soils; contaminated soils; and a mature urban setting that involved relocation of noise barriers, and tight ROW.

Project Details:

- Three ramp flyover bridges
- Two simple-span ramp bridges
- 10 I-78 bridge widening
- Nine retaining walls, including post and panel, MSE, sheet pile and soil nail wall types
- Three relocated noise walls and one new noise wall.
- 12 sign structures
- One mile of reconstructed pavement on I-78 (local and express roadways – total of 12 lane miles)
- Upgraded deceleration and acceleration lanes to improve safety
- Upgraded guide rail and impact attenuators
- Reconstructed pavement at portions of the interchange
- Relocated service building and tunnel for Union Ramp Toll Plaza
- Extension of ITS trunk line along I-78 corridor and upgrades to interconnection with NJTA ITS network
- Utility relocations
- Several water quality measures, including a detention basin, sand filter and seven pre-manufactured stormwater management devices
- Special geotechnical concerns included large diameter drilled shafts for foundations, soil nails for a retaining wall, ground improvement measures for construction over a former landfill

Awards: #8 Roadway Project and #2 Bridge Project in Roads & Bridges Magazine, Top 10 in 2011

WAGMAN/GF STAFF INVOLVED

- ✓ Lead Structural Engineer Ray Stauffer

RELEVANT PROJECT ASPECTS

- ✓ Existing interchange improvements
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Name: Gilmerton Bridge Replacement, U.S. Route 13 Location: Chesapeake, VA	PCL Civil Construction, Inc.	Name of Client: Virginia Department of Transportation Project Manager: Rick Correa Phone: (757) 925-2629 Email: ricardo.correa@vdot.virginia.gov	01/2014	01/2014 (estimated)	\$134,000	\$134,000	\$1,600

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

Gannett Fleming provided design and plans preparation for the roadway and fixed span portion of the bridge. The firm completed preliminary alignment studies for the bridge, preliminary and final design for the fixed spans, roadway widening, drainage, wetland impact drawings, maintenance of traffic plans, and estimates of construction costs. Gannett Fleming is currently providing assistance with construction services. It was of paramount consideration that construction of the new bridge would not interfere with the operation of the immediately adjacent Norfolk Southern rail line and bridge structure. The preferred alternative was identified as staged construction of a vertical lift bridge with precast, prestressed concrete beam fixed approach spans. The roadway geometric standard is a six-lane urban arterial. Drilled shaft foundations were selected as the most feasible primarily due to the close proximity of the existing railroad bridge.

The new approach structure is 1,658 feet long, prestressed, precast concrete bulb-tee design. Conventional retaining walls supported by 24-inch prestressed concrete piles are used at each abutment. The roadway design included final roadway geometrics, horizontal and vertical geometry, drainage, right of way and easement plans, environmental permit drawings and staged sequence of construction plans. Roadway and drainage design were carried out with the goal of minimizing impacts to the adjacent Norfolk Southern railway tracks. An extensive Transportation Management Plan and MOT along with the Stormwater Pollution Prevention Plans were integrated into the project and incorporated into the final plans.

WAGMAN/GF STAFF INVOLVED

- ✓ Lead Structural Engineer Ray Stauffer
- ✓ Design QA Manager Larry Moore

RELEVANT PROJECT ASPECTS

- ✓ Existing interchange improvements
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- ✓ Public outreach
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