

ORIGINAL



Statement of Qualifications for

GLOUCESTER PARKWAY EXTENSION

Loudoun County, VA

State Project No.: 2150-053-052, UPC No.: 104418 | Contract ID Number: C00104418DB68





BRIDGING GENERATIONS • SINCE 1902

Virginia Department of Transportation
Kevin C. Reichert, P.E.
Alternate Project Delivery Office
1401 East Broad Street
Richmond, VA 23219

June 27, 2013

**LETTER OF SUBMITTAL FOR STATEMENT OF QUALIFICATIONS
GLOUCESTER PARKWAY EXTENSION**

Dear Mr. Reichert,

G.A. & F.C. Wagman Inc. (Wagman) is pleased to present our Statement of Qualifications in response to the Virginia Department of Transportation (VDOT) Request for Qualifications for the Gloucester Parkway Extension project in Loudoun County, VA. Enclosed please find our proposal specifically aligned with VDOT's goals for the successful completion of this project.

Wagman will be the Prime Contractor and the entity with whom VDOT will be contracting. We have assembled a strong and efficient team of highly-qualified professionals with the necessary expertise to successfully meet the goals and objectives of this project. KCI Technologies, Inc. (KCI) will be the Lead Design Firm and will be responsible for managing the other design team members – Volkert, Inc., GeoConcepts Engineering, Inc., H&B Surveying & Mapping, Froehling & Robertson, Inc., Crider Bouye & Elliott, LLC, and Appraisal Review Specialists, LLC.

Our team has a proven track record of successful performance with similar design-build projects throughout the Mid-Atlantic and Southeastern regions and has a working knowledge of VDOT design-build practices and procedures. Wagman has recently acquired Key Constructors, Inc., Key Construction and DW Lyle. This acquisition further strengthens our team in the Virginia market. The management for Key and DW Lyle will support the project with their experience, management skills and a workforce familiar with VDOT specifications. Our excellent record of performance on design-build projects is a result of effective project management, quality assurance/quality control procedures, budget/cost controls and compliance with client schedules.

We have the knowledge, resources, and expertise to successfully complete this project per VDOT requirements as outlined in the RFQ. As requested in Section 3.2, we have included the information on the following pages as part of our Letter of Submittal.

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

3290 N. Susquehanna Trail | Phone: 717-764-8521
York, PA 17406-9574 | Fax: 717-764-2799

WWW.WAGMAN.COM

EQUAL OPPORTUNITY EMPLOYER



3.2.2 OFFEROR’S POINT OF CONTACT INFORMATION | Our team has designated an official point of contact relative to this project, his information is as follows:

NAME & TITLE	ADDRESS	PHONE NUMBER	FAX NUMBER	EMAIL ADDRESS
Anthony Bednarik, DBIA VP of Design-Build and Estimating	3290 N. Susquehanna Trail York, PA 17406-9754	717-764-8521 x201	717-767-5457	awbednarik@wagman.com

3.2.3 PRINCIPAL OFFICER INFORMATION | Serving as the Prime Contractor for this project, Wagman’s principal officer’s information is as follows:

NAME & TITLE	ADDRESS	PHONE NUMBER	FAX NUMBER	EMAIL ADDRESS
Todd Becker, PE Senior Vice President Operations	3290 N. Susquehanna Trail York, PA 17406-9754	717-764-8521 x320	717-767-5457	tebecker@wagman.com

3.2.4 OFFEROR’S CORPORATE STRUCTURE | Wagman is an active, registered Corporation in the Commonwealth of Virginia and will take financial responsibility for this project. A single 100% performance bond and a single 100% payment bond will be provided for the total contract value and time period.

3.2.5 IDENTITY OF LEAD CONTRACTOR | G.A. & F.C. Wagman Inc. will serve as the prime/general contractor. We will be the sole legal entity who will execute the Contract with VDOT and will be responsible for overall construction of the project.

3.2.5 IDENTITY OF LEAD DESIGNER | KCI Technologies, Inc. (KCI) will serve as the prime design consulting firm responsible for the overall design of this project. They will provide project management, manage all pre-construction activities, provide structure and bridge design, environmental permitting, utility coordination, project inspection and project performance quality control monitoring.

3.2.6 AFFILIATED/SUBSIDIARY COMPANIES | Wagman has two affiliate companies; the full legal name and address of each can be found in Appendix 3.2.6.

3.2.7 DEBARMENT | Each of our team members certify that neither their firm 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, as reflected by each firm’s signed Certification Regarding Debarment Form, located in Appendix 3.2.7.

3.2.8 VDOT PREQUALIFICATION | Wagman is active, in good standing, and prequalified to bid on this project as outlined in VDOT’s Rules Governing Prequalification Privileges. Our prequalification number is W002. Evidence indicating Wagman is currently prequalified is located in Appendix 3.2.8

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

3290 N. Susquehanna Trail | Phone: 717-764-8521
York, PA 17406-9574 | Fax: 717-764-2799

WWW.WAGMAN.COM

EQUAL OPPORTUNITY EMPLOYER



3.2.9 BONDING CAPACITY | With over \$500 million in bonding capacity, Wagman is capable of obtaining a performance and payment bond based on the current estimated contract value referenced in RFQ Section 2.1, which bonds will cover the project and any warranty periods as detailed in the attached Letter of Surety, found in Appendix 3.2.9.

3.2.10 SCC AND DPOR REGISTRATION | All firms on our team comply with the law with regard to their respective organizational structure, any required registration with governmental agencies and/or entities, and any required governmental licensure, whether business, commercial, individual, or professional in nature. All team members are eligible at the time of this SOQ submittal, under the law and relevant regulations, to offer and to provide any services proposed or related to the project. All firms satisfy all commercial and professional registration requirements, including those requirements of the Virginia State Corporation Commission (SCC) and the Virginia Department of Professional and Occupational Regulations (DPOR). Full size copies of all SCC registrations and DPOR licenses, or evidence indicating the same, are included in Appendix 3.2.10. Additionally, a table of this information is provided on Attachment 3.2.10, included in the same tab.

3.2.11 DBE STATEMENT | Wagman supports the Disadvantaged Business Enterprise program and is committed to achieving or exceeding the 6% DBE goal for the entire value of the contract. Our team has identified the following two certified DBE consultants for this project, GeoConcepts Engineering, Inc. (#626642) and H&B Surveying and Mapping, LLC (#679423). We will also be soliciting quotes from several subcontractors with which we have long-term relationships, such as D.T. Read Steel Company, Inc. (# 626596) and Tavares Concrete Company, Inc. (# 626436), to assist during construction.

We look forward to working with and serving VDOT on this project. We greatly appreciate this opportunity and your strong consideration during the evaluation and selection process. If you have any questions in your review, please contact me at (717) 764-8521.

Respectfully,

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



Todd Becker, PE

Senior Vice President Operations

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

3290 N. Susquehanna Trail | Phone: 717-764-8521
York, PA 17406-9574 | Fax: 717-764-2799

WWW.WAGMAN.COM

EQUAL OPPORTUNITY EMPLOYER



3.3 OFFEROR'S TEAM STRUCTURE

3.3 OFFEROR’S TEAM STRUCTURE

Wagman – Offeror, Legal Entity, Prime/General Contractor | Wagman is a heavy civil contractor specializing in transportation infrastructure and has grown to become a nationally recognized leader within the industry. We are an experienced design-build contractor and have partnered to complete the design and construction of over \$1 billion of highways and bridges in the Mid-Atlantic region. Wagman’s core competencies include design-build, bridges, structures, highways excavation, drainage, marine construction, modified concrete and geotechnical construction services. We will be responsible for overall project management and will self-perform the majority of construction as the bridge contractor. With innovative engineering experience and a large fleet of heavy equipment, we are well-positioned to manage this project and can ensure a successful end result. Our 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 as a team member. Recently, Wagman purchased DW Lyle, Key Constructors, and Key Construction, thus expanding our workforce and resources in Virginia. Key personnel from all three companies will be involved in the project; in particular, David Lyle, head of VTCA’s bridge sub-committee, will be involved during design and construction as a value-added position.

KCI – Lead Designer, Project Management, Structure and Bridge Design, Environmental, Permitting, Utilities, Quality Control | KCI is an employee-owned, multi-disciplined engineering firm employing more than 1,000 people operating in 26 offices in 13 states and has consistently been placed among the top 100 engineering firms in the county by *Engineering News-Record*. KCI is proficient in providing design services for fast track, accelerated design-build projects. Their experience includes over 25 design-build projects, either completed or currently under construction. They have saved nearly \$12 million in value engineering redesigns for various state departments of transportation, providing more value engineering experience and innovative ideas than any other firm in the region. KCI’s structural engineers have earned national recognition and awards as well as the trust of federal, state, and local clients for their innovative designs on large- and small-scale projects. KCI’s Construction Services Department works with over 45 contractors throughout the Southeast, which has given them an edge with efficient designs and constructability.



Volkert – Roadway Design, Hydraulics, Traffic Control Devices, Transportation Management Plans, Right-of-Way, Public Involvement/Relations, Quality Assurance | In business for 88 years, Volkert, Inc. is a multidisciplinary transportation engineering and construction management firm. Volkert provides comprehensive transportation engineering services including civil, structural, and traffic engineering; environmental services; and construction management and inspection from 24 offices in 11 states and the District of Columbia. *Engineering News-Record* ranks Volkert #118 among the top 500 design firms and #83 among the top 100 pure design firms. In Roads and Bridges Magazine’s “Go-To” list of 2012, Volkert is ranked #18 and #19 among the top 25 highway and bridge firms that departments of transportation prefer to work with on the job site. Volkert has provided civil, structural, and traffic engineering; QC (quality control); and QA (quality assurance) services for design-build projects (including 100% federally funded projects) ranging in size up to \$465 million and they are a VDOT prequalified right-of-way consultant.

GeoConcepts – Geotechnical Engineering, Quality Assurance Testing | GeoConcepts Engineering, Inc. (GeoConcepts) is a woman/minority owned business located in Ashburn, Virginia that provides professional geotechnical engineering, hydrogeologic, and environmental consulting services to private and public sector clients. GeoConcepts is certified as a disadvantaged business enterprise (DBE) and a small, woman and minority-owned business (SWAM) by local government and public agencies including VDOT, WMATA, MWAA, and the Commonwealth of Virginia.

PROPOSED PROJECT TASKS	
Design	<ul style="list-style-type: none"> • Design Project Management • Public Involvement & Community Relations • Design Submittals Procedure • Roadway Design, Preliminary & Final Plans • Bridge/Structure Design, Preliminary & Final Plans • Design Surveys & Survey Verification • Hydraulic Design – Road & Bridge • NPDES & FEMA Compliance • Utility Design/Coordination • Geotechnical Exploration & Design • Traffic Control/MOT/Traffic Management Plan • Right-of-Way Acquisition & Services • Environmental Permitting & Mitigation
Construction	<ul style="list-style-type: none"> • Project Management & Partnering • Contractor Submittals/Contract Deliverables • Environmental Compliance & Monitoring • Utility Relocation Coordination • DBE & On the Job Training Participation • Community/Media Relations • Road Approach & Bridge/Structure Construction • Demolition & Disposal • Removal & Disposal Hazardous Materials/Lead Based Paint • Permanent & Construction Signing
Quality Assurance	<ul style="list-style-type: none"> • QA Testing • QA Field Inspection • QA Design Review • QA Inspection/QC Processes • Contract Document Compliance • Potential Nonconformance Reports (NCRs) • Pay Estimate Approvals
Quality Control	<ul style="list-style-type: none"> • Development & Approval of QC Plan • Monitor Erosion & Sediment Control • Materials Sampling & Testing • QC Inspection & Construction Oversight • Materials Certification/Document Control • Foundation Testing • As Built Plan Preparation/Reviews

F&R– Quality Control Testing | Froehling & Robertson, Inc. is a multi-disciplinary engineering firm that provides geotechnical laboratory testing services in 13 offices spread throughout the Mid-Atlantic region, including five testing laboratories in Virginia – with locations in Sterling, Crozet, Richmond, Roanoke and Chesapeake. Each of these labs are AASHTO accredited and have been accredited/inspected by AMRL and CCRL for the past 25 years. F&R’s testing services are performed in accordance with VDOT, AASHTO, ACI and ASTM standards/requirements under the direction of a professional engineer registered in the Commonwealth of Virginia.

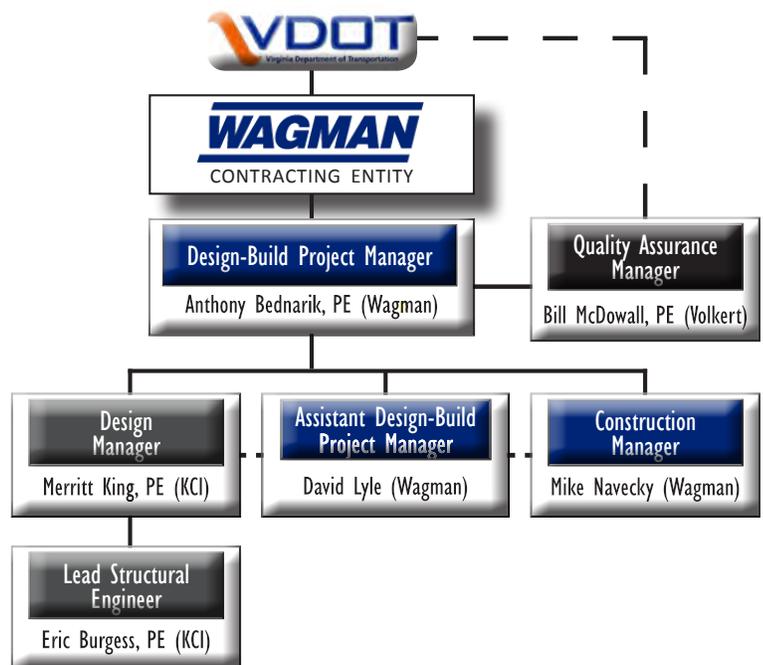
H&B – Surveying | A certified, woman-owned business based in Richmond Virginia, H & B Surveying and Mapping, LLC, (H&B) is a full service land surveying firm led by a team of professionals with over 75 years of combined experience. H&B has the ability to run three fully equipped conventional survey crews and have the office staff to support the work of these crews. H&B’s management and personnel have extensive experience in all phases of land surveying and aerial photogrammetry that involves surveying streets and highways throughout the Commonwealth of Virginia that are part of the VDOT system.

CBE – Crider Bouye & Elliott, LLC (CBE) will be providing fee appraisals for right-of-way acquisition on this project. This firm provides a VDOT prequalified Fee Appraiser.

ARS – Appraisal Review Specialists, LLC (ARS) will be providing appraisal reviews and is a VDOT prequalified Review Appraisal firm.

3.3.1 IDENTITY AND QUALIFICATIONS OF KEY PERSONNEL

The qualifications and experience of the Key Personnel demonstrates their performance of similar tasks on previous similar projects. These qualifications and experience ensure that the project and all risks will be effectively managed through personal competence and accountability. Our management team includes five Key Personnel positions as described below. Each of these individuals have been selected due to their extensive experience and expertise in each of their respective areas of design, construction and administration of similar projects.



Design-Build Project Manager – Anthony Bednarik (Wagman) | Mr. Bednarik is ultimately responsible for the successful completion of this project. He will be responsible for the overall project design, construction quality management and contract administration for the project. He will have full authority to make the final decisions on behalf of Wagman. Mr. Bednarik will proactively identify and mitigate project risks and will maintain the project schedule to ensure timely completion of design and construction. He is highly-recognized and respected in the construction industry with more than 28 years of experience, including 20 years of project management experience. He is a DBIA certified professional with over 14 years of design-build experience. David Lyle will be our assistant DBPM, as a value-added position. Mr. Lyle has over 25 years of experience with VDOT and long term professional relationships with Bill McDowell, Merritt King, and Eric Burgess.

Quality Assurance Manager (QAM) – Bill McDowall, PE (Volkert) | Mr. McDowall will be responsible for the quality assurance (QA) inspection and testing of all materials used and work performed on the project, to include monitoring of Wagman’s quality control (QC) program. He will ensure that all work and materials, testing, and sampling are performed in conformance with the contract requirements, and the “approved for construction” plans and specifications. Mr. McDowall is a registered, licensed, Professional Engineer in the Commonwealth of Virginia. Mr. McDowall has 33 years of combined experience in heavy highway construction, construction engineering, and QA for VDOT projects. He knows VDOT and FHWA construction requirements and methods and the procedures and requirements as outlined in VDOT’s *Design-Build Manual and Minimum Requirements for Quality Assurance and Quality Control on Design Build and Public-Private Transportation Act Projects*. His experience includes the development of QA/QC plans; supervision of QA inspectors and testing technicians; identifying and resolving non-compliance issues; and coordination with contractors and VDOT, FHWA, and local agency officials.

Design Manager – Merritt King, PE (KCI) | Mr. King will be responsible for coordinating the individual design disciplines and ensuring the overall project design is in conformance with the Contract Documents. He will also be responsible for establishing and overseeing a QA/QC program for all pertinent disciplines involved in the design of the project, including review of design, working plans, shop drawings, specifications, and constructability for the project. Mr. King is a registered, licensed, Professional Engineer in the Commonwealth of Virginia. Mr. King has over 25 years of transportation experience, with over 20 years in Virginia. He and been involved in over 500 highway and bridge design projects as a design engineer, project engineer or project manager and has performed the design or management of 22 major design-build highway projects for DOT clients in VA, NC, SC, GA, and MO. With a thorough knowledge of bridge design and construction procedures, Mr. King understands the requirements for project planning and pre-construction activities.

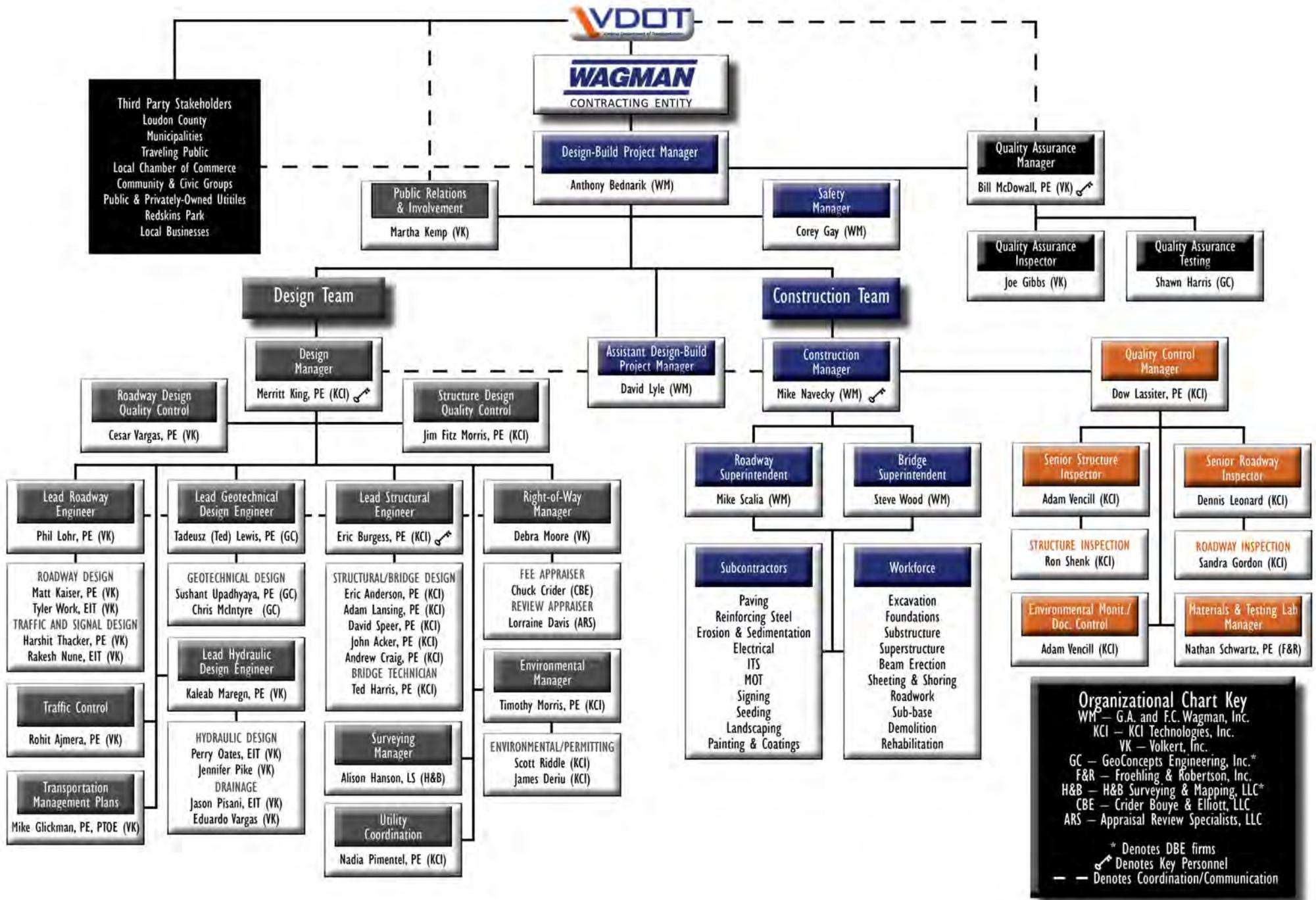
Construction Manager – Mike Navecky (Wagman) | Mr. Navecky will be located on the project site for the duration of construction operations. He will be responsible for managing the construction process, to include all Quality Control (QC) activities to ensure the materials used and work performed meet contract requirements and the “approved for construction” plans and specifications. Mr. Navecky will obtain 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 start of construction. Mr. Navecky has 32 years of experience, includes serving as Construction Manager responsible for maintaining the project budget and schedule without sacrificing safety or quality. Mr. Navecky works closely with the field personnel to plan and safely execute construction activities.

Lead Structural Engineer – Eric Burgess, PE (KCI) | Mr. Burgess will be responsible for structural design of the bridges and retaining walls and will report directly to Merritt King. He will lead an experienced team of structural engineers and technicians for the design and plan preparation of all structures. He will review designs and verify and modify designs, if necessary, based on field conditions and construction activities related to dismantling and removing portions of existing structures, installing foundation structures, handling and erecting bridge girders, and making superstructure and substructure repairs. Mr. Burgess is a registered, licensed, Professional Engineer in the Commonwealth of Virginia. Mr. Burgess provides VDOT with over 13 years of design-build and highway bridge and structure design knowledge and experience. He has been involved with over 50 DOT bridge replacement projects for multiple DOTs.

Resumes for the above Key Personnel are included in Appendix 3.3.1.

3.3.2 ORGANIZATIONAL CHART

Our team is illustrated on the following organization chart. We have established specific responsibilities for each key staff member of our organizational structure to ensure effective project management. The personnel presented are committed to the successful delivery of this project. Our team understands that no primary team member, including subcontractors and subconsultants, will be changed without VDOT approval. Our organizational chart shows the “chain of command” and reporting relationships of all team members. The solid lines represent reporting relationships in managing, designing, and constructing the project. The dashed lines represent the coordination and communication that will take place between the disciplines. Also shown below is the separation between QA and QC inspection and field/laboratory testing in accordance with the Minimum Requirements for Quality Assurance and Quality Control on Design Build and P3 Projects, January 2012.



3.4 EXPERIENCE OF OFFEROR'S TEAM

3.4 EXPERIENCE OF OFFEROR’S TEAM

Our team has been involved in numerous VDOT, PPTA and design-build projects and has a proven track record of providing successful projects completed on schedule and within budget.

Wagman has constructed some of the most environmentally-sensitive projects in the DC Metro region such as the Intercounty Connector and the Woodrow Wilson Bridge Project, where Wagman was the largest contractor on-site by contract dollar volume after receiving five separate contracts. We have also been involved in design-build for over 30 years, primarily in bridge design and alternate bridge design.



KCI has provided design services on more than \$3 billion on 25 design-build contracts across the United States, including the VDOT Route 288/I-64 Interchange PPTA in Richmond, Virginia and the recent VDOT Region 2 Multiple Bridge Rehabilitation Project in the Salem and Lynchburg Districts. KCI’s projects have been recognized with awards from ACEC, ASCE, MDOT, and several regional professional organizations.



Volkert’s Mid-Atlantic office in Alexandria, Virginia has provided design and QA (quality assurance) services for five design-build/PPTA projects in Virginia ranging in size from \$3.5 million to more than \$40 million. Representative experience includes the following projects:

Middle Ground Boulevard, Newport News, VA	I-66 Rehabilitation, Fairfax, VA
Route 29 Tye River Design-Build Project, Lynchburg District, VA	Replacement of Route 61 over the New River Design-Build Project, Narrows, VA

GeoConcepts’ staff has completed over 630 projects in Loudoun County, giving them extensive experience dealing with the geologic issues in Loudoun County such as the high plasticity clays of the Diabase geology, rock excavation issues, and sinkhole development in the Limestone bedrock. GeoConcepts has also completed over 33 VDOT projects in the past 10 years, 10 of which were completed utilizing the design-build delivery approach. GeoConcepts’ design-build VDOT projects in Loudoun County include the following projects:

Pacific Boulevard Extension from Autoworld Drive to Severn Way, Sterling, VA	Waxpool Road and Loudoun County Parkway Intersection Improvements, Ashburn, VA
Pacific Boulevard Widening from Sterling Boulevard to Relocation Drive, Sterling, VA	Route 50 Widening from Route 742 to Route 28, Fairfax and Loudoun Counties, VA
Pacific Boulevard Extension from Relocation Drive to Dresden Street, Sterling, VA	Sycolin Road Overpass of the Route 7/Route 15 Bypass, Leesburg, VA

H&B has served on many projects that were a part of the previous Statewide, Regional and District On-Call Surveying and Photogrammetry Contracts for VDOT. H&B has surveyed well over 200 alignment miles of primary and secondary highways and have a combined knowledge of providing over 100 bridge situation surveys utilizing conventional and aerial methods. In the past two years, H&B has surveyed many projects throughout the Commonwealth that involved traffic calming intersection surveys, bike and pedestrian trail study surveys that included complete mapping utilizing aerial photogrammetry and conventional surveys, multiple drainage surveys to improve drainage along streets and throughways and thirteen complete bridge situation surveys for bridge rehab and replacement. Each of these projects consisted of advance warning to the public that surveying was being performed on the roadways via VDOT approved early warning traffic signs and lane closures. H&B is currently a subconsultant on seven Limited Services Surveying and Utility Contracts and five On-Call Engineering Term Contracts for VDOT. Other projects include:



Statewide Limited Services Term Contract for Utility Relocation Design and Associated Services	Statewide New Bridge Design Limited Services Term Contract
Two-Year Limited Services Statewide Surveying, Photogrammetry and Subsurface Utility Designation and Location Term Contract	Two-Year Limited Services Statewide Subsurface Utility & Location Term Contract Statewide Noise Abatement Engineering Services
Limited Services Statewide Design Term Contract	Limited Services Design Term Contract for the Northern Virginia District

Teaming Experience | Wagman and KCI have a long-standing partnership on transportation projects, including the Intercounty Connector, Contracts A & B in Montgomery and Prince George’s Counties, MD and the Woodrow Wilson Bridge, MD 210 Contracts 1 & 2 in Prince George’s County, MD, totaling \$1.1 billion in design-build contracts. KCI and Wagman, with their acquisition of DW Lyle, also have a 20-year history of working together in Virginia including the Route 288 PPTA project in Richmond. Merritt King and David Lyle have a close working relationship dating back to the early 1990s and will work closely together in the management and oversight of this contract.

Work History Forms for both Wagman and KCI are provided in Appendix 3.4.1. These projects demonstrate our team’s relevant experience on projects with similar scope and complexity.

3.5 PROJECT RISKS

Successfully mitigating risk is essential to minimizing project costs and maintaining the project schedule. Our risk mitigation strategies are based on personal and organizational experience working with key project stakeholders and managing complex design-build projects. Our team will deliver a quality project within budget and ahead of schedule, as well as responsibly with respect to safety and environmental compliance. Our team has evaluated the Gloucester Parkway Extension Project in detail to identify the potential risk factors encountered on a design-build project of this nature.

3.5.1 CRITICAL RISKS

As referenced in the RFQ Section 3.5 “Project Risks,” our team has identified three major areas of risk that we consider to be critical to the project’s success:

- **Environmental compliance and permitting**
- **Geotechnical evaluation for the dual bridge structure**
- **Utility coordination and potential relocation or protection**

Upon shortlist and receipt of the request for proposal documents, we will assemble the design-build team task leads and corporate support to form a technical advisory panel for a brainstorming session. An independent evaluation of the project approach will confirm the direction our team will take in preparation of the technical proposal. The purpose of the session is to provide our task leads a collaborative forum to analyze issues and develop cost-effective proven solutions. This process fosters project success through the analysis of issues early-on thus avoiding costly rework in design and construction. We have utilized this process on past projects to identify the best solutions to the biggest challenges on a project. The three critical risk factors are described in greater detail below with proposed solutions and mitigation strategies.

Environmental Compliance and Permitting

Environmental Compliance and permitting can be a challenging issue on any project, but it can become extremely challenging in a green field project that crosses a prominent waterway such as Broad Run. We have worked on many environmentally sensitive projects such as the Woodrow Wilson Bridge Project and the Intercounty Connector (ICC).

Impact of Risk on Project | Environmental compliance and permitting will be one of the first activities during the design process and will continue during construction. We will coordinate with VDOT and the environmental agencies to insure compliance and in turn reduce risk to the schedule cost, and the environment.

Mitigation Strategy | We will use lessons learned from past experience. Wagman and KCI have been involved

in two environmentally sensitive projects in the DC metro area and we have developed successful mitigation strategies:

1. Develop an environmental task force that will review all design and construction submittals for compliance. We successfully implemented a program similar to this on the ICC.
2. Members of the environmental task force will attend other design task force groups to maintain compliance.
3. Prior to any design or construction, the site will be surveyed to identify environmental resources. Once the resources are identified, we will utilize our design and construction experience to avoid or minimize impacts. We reduced impacts on the ICC over 20% from the estimated impacts in the EIS.
4. During construction, we will conduct a daily inspection of all environmental protective devices such as exclusion fence or Erosion and sedimentation controls.

VDOT or Other Agency Efforts in Mitigation | We will provide all information pertaining to the environmental impacts to the project and a list of environmental commitments made to the community, environmental agencies and any other third party stakeholder. Our team will request input, review and comment on our environmental plan, design submissions and construction plans.

Geotechnical Evaluation for the Dual Bridge Structure

The dual bridge structure is a major component of this project and the foundation system is the greatest risk to the design and construction of the structure. The foundation system will be based upon the design loads and the structural capacity of the in-situ soils and rock. There are many options for the foundations, they could be spread footings, h-pile, concrete pile, caisson, or micro pile depending on the existing conditions. Foundation type will determine span lengths and girder material (steel or pre-stressed concrete). Each foundation type has inherent risk that can affect schedule and budget. We understand that this area is prone to diabase. Diabase creates inherent risk during excavation and foundation design and construction, so a robust geotechnical investigation program is a must.

Impact of Risk on Project | The greatest risk to foundation construction is unforeseen geotechnical conditions. Anything below existing grade that is unseen can impact schedule and cost. Foundation systems by nature will determine the number of piers required which will impact time and cost.

Mitigation Strategy | To mitigate the geotechnical risk we will conduct a test boring program that will evaluate existing conditions. We will create a geotechnical task force that will include geotechnical engineers, structural engineers and geotechnical construction experts to evaluate the existing conditions and develop the most cost effective foundation system. In addition to our design team, Wagman employs Virginia Professional engineers that have experience with many different foundations systems including caissons, piling, spread footing and micro-piles.

Test borings will be conducted at each potential pier and abutment location. Core samples will be taken of the existing rock to determine the rock quality.

VDOT or Other Agency Efforts in Mitigation | We will provide any preliminary geotechnical information obtained during preliminary engineering. Participate in task force groups to discuss the foundation system and location for the dual bridge and provide input and comment on the design and foundation location.

Utility Coordination and Potential Relocation or Protection

The existing utilities in and around the project area will require confirmation of the impact, where possible, and design avoidance or relocation. The project facilities that may impact existing utilities include bridge and retaining wall foundations, signal & lighting pole foundations, pavement widening, roadway grading, along with drainage and SWM.

These utilities are necessary and vital to support a local community, businesses, traffic maintenance and other properties adjacent to the interchange. The risk of utility disruption is elevated with this project as there are “life safety” systems that depend on continuous service.

A secondary risk that is relative to utilities will be their timely relocation, if necessary, to allow for the construction schedule to be supported. Of particular concern are the utility relocations, removals, or improvements that are performed by the utility provider wherein the contractor does not have control of the schedule of private utility provider resources.

Impact of Risk on Project | Coordination of utility relocations with the construction schedule and owners is considered a critical path activity that can greatly affect the project schedule along with the MOT plan. Unforeseen disruptions in utility service can be seen as a negative to achieving stakeholder buy-in.

Mitigation Strategy | Our team is experienced in coordinating complex utility relocations of design-build projects. Our similar design-build experience has provided lessons learned that will prove valuable on this project. Our lessons learned and specific mitigation strategies include:

- Complete comprehensive utility investigation early during the design phase to identify utilities that require avoidance, relocation or protection. This will be accomplished by:
 - Research of publicly available records from property owners and utility owners.
 - Meeting with utility owners and requesting available record data and drawings on utilities within the project area.
 - Subsurface utility engineering including the use of ground penetrating radar, as necessary, to identify potential utility conflicts within the limits of proposed construction activities to minimize unforeseen utility conditions during construction.
 - Test pit and survey to physically locate all known utilities to design and construct the project with

minimal interference.

- Utilize design avoidance strategies to minimize impacts to utilities where possible.
- Coordinate with utility owners where impacts cannot be avoided regarding adjustment, protection and relocation procedures. This coordination will:
 - Determine procedures for the relocation and timing of the relocation.
 - Identify compensation for the relocation.
 - Confirm design standards including horizontal and vertical clearances.
 - Determine responsibility for the design and construction of the relocation(s).
 - Clarify service interruption policies and procedures and/or requirements to maintain service during the relocation.
 - Coordinate schedule of relocations to maintain the project schedule.
 - Establish utility easements and right-of-way early in the project to provide ample time for acquisition.
 - Maintain “life safety” systems that depend on continuous service.

VDOT or Other Agency Efforts in Mitigation | VDOT, along with affected utility owners, will provide input, review and approval of potential relocations along with betterments as necessary. The only additional demands on VDOT resources for the utility mitigation efforts will be for VDOT’s construction manager to be involved in the briefings on the utility issues and to be able to communicate the status of any necessary disruption or outages via the VDOT public relations office. Other efforts will include the private and municipal utility owners and their representatives’ support for relocations, removals or improvements necessary to maintain the project schedule. Again, the communication of all affected utilities early on within the initial project design will assist in mitigating any associated potential impacts prior to a formal Utility Field Inspection.

In addition to the three major risks above, we anticipate the following and have identified mitigation strategies for each:

ADDITIONAL RISKS	
Risk	Mitigation Strategy
Right-of-Way	Employ competent ROW subconsultant familiar with VDOT ROW requirements
	Identify ROW needs early in the design and planning process
Future Expansion	Design with future expansion in mind to minimize initial and life cycle costs
	Discuss future expansion with stakeholders
Rock	Identify location and competency of Rock below existing ground
	Plan for proper rock exaction, either bulk or structure excavation
Third Party Stakeholders	Identify all stakeholders impacted by the project
	Establish a Public Outreach program to inform third party stakeholders
	Invite stakeholders to task force meetings
Interface with Existing Facilities	Identify all interfaces at existing roadways such as electrical, signals, paving, ADA requirements, etc.
	Constructability reviews during design to eliminate conflicts and resolve the interface

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00104418DB68
PROJECT NO.: 2150-053-052

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 05/14/13
(Date)
2. Cover letter of _____
(Date)
3. Cover letter of _____
(Date)



June 17, 2013

SIGNATURE

DATE

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

ATTACHMENT 3.1.2

Project: 2150-053-052

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	Appendix 3.1.2
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendix 2.10
Letter of Submittal (on Offeror's letterhead)				Tab 3.2
Authorized Representative's signature	NA	Section 3.2.1	yes	3
Offeror's point of contact information	NA	Section 3.2.2	yes	2
Principal officer information	NA	Section 3.2.3	yes	2
Offeror's Corporate Structure	NA	Section 3.2.4	yes	2
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	2
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendix 3.2.6
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendix 3.2.7
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix 3.2.8
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix 3.2.9

ATTACHMENT 3.1.2

Project: 2150-053-052

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.10	no	Appendix 3.2.10
SCC Registration	3.2.10	Section 3.2.10.1	no	Appendix 3.2.10
DPOR Registration (Offices)	3.2.10	Section 3.2.10.2	no	Appendix 3.2.10
DPOR Registration (Key Personnel)	3.2.10	Section 3.2.10.3	no	Appendix 3.2.10
DPOR Registration (Non-APELSCIDLA)	3.2.10	Section 3.2.10.4	no	Appendix 3.2.10
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	3
Offeror's Team Structure				Tab 3.3
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	6-8
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix 3.3.1
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix 3.3.1
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix 3.3.1
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix 3.3.1
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.5	no	Appendix 3.3.1
Organizational chart	NA	Section 3.3.2	yes	9
Organizational chart narrative	NA	Section 3.3.2	yes	8

ATTACHMENT 3.1.2

Project: 2150-053-052

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
Experience of Offeror's Team				Tab 3.4
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4.1	no	Appendix 3.4.1
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4.1	no	Appendix 3.4.1
Project Risk				Tab 3.5
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	12-15

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 2150-053-052

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.

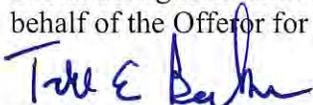
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under 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	Todd E. Becker, Senior V.P. of Operations
Signature	Date	Title

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

Name of Firm

ATTACHMENT NO. 3.2.7(b)

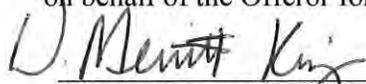
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 2150-053-052

- 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 19, 2013	Vice President
Signature	Date	Title
KCI Technologies, Inc.		
Name of Firm		

CERTIFICATION REGARDING DEBARMENT

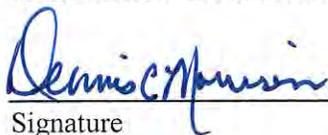
LOWER TIER COVERED TRANSACTIONS

(To be completed by a sub-consultant)

Project: 2150-053-052

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

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



Signature

June 10, 2013

Date

Senior Vice President

Title

Volkert, Inc.

Name of Firm

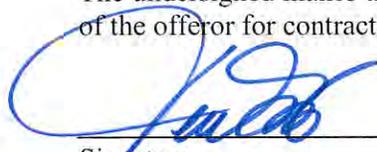
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS
(To be completed by a sub-consultant)

Project: 2150-053-052

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

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

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



Signature

June 12, 2013
Date

President
Title

GeoConcepts Engineering, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 2150-053-052

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.



6/24/2013
Signature Date

President
Title

Froehling & Robertson, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 2150-053-052

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	Vice President
Signature	Date	Title

H&B Surveying & Mapping, L.L.C.

Name of Firm

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS
(To be completed by a sub-consultant)

Project: 2150-053-052

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

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

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

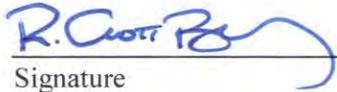
	6/18/13	Managing Partner
Signature	Date	Title
Criden Royce & Elliott		
Name of Firm		

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS
(To be completed by a sub-consultant)

Project: 2150-053-052

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

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

	June 20, 2013	Manager
Signature	Date	Title

Appraisal Review Specialists, LLC
Name of Firm

TRANSPORT - E22
LSPPREQ

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PREQUALIFIED VENDORS SORTED BY VENDOR NAME
THIS LIST INCLUDES ALL PREQUALIFIED LEVELS
AS OF 06/07/2013

06/07/2013
2:13 PM
PAGE 440

- W -

=====

W374
WAFF CONTRACTING, INC.
PREQ. EXP : 10/31/2013

--PREQ ADDRESS ----- WORK CLASSES (LISTED BUT NOT LIMITED TO)
P. O. BOX 237 030 - PILE DRIVING AND CAISSONS
EDENTON, NC 27932-0000 082 - SHORING AND SHEETING
PHONE : 252-482-7071
FAX : 252-482-4816

BUSINESS CONTACT: WEMPLE, PATRICK JOHN
EMAIL: PWEMPLE@WAFFGROUP.COM

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

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

=====

W002
G. A. & F. C. WAGMAN, INC.
PREQ. EXP : 10/31/2013

--PREQ ADDRESS ----- WORK CLASSES (LISTED BUT NOT LIMITED TO)
3290 NORTH SUSQUEHANNA TRAIL 003 - MAJOR STRUCTURES
YORK, PA 17406-9754 007 - MINOR STRUCTURES
PHONE : 717-764-8521 011 - CLEARING AND GRUBBING
FAX : 717-764-2799 080 - DEMOLITION OF STRUCTURES
 101 - EXCAVATING

BUSINESS CONTACT: BECKER, TODD EUGENE
EMAIL: INFO@WAGMAN.COM

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

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

=====



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: 2150-053-052, UPC No: 104418
Contract ID Number: C00104418DB68
Loudoun 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

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

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

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.”

ATTACHMENT 3.2.10

State Project No. 2150-053-052

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.

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			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.	F019898-8	Foreign Stock Corporation	Active, In Good Standing	3290 North Susquehanna Trail York, PA 17406	Contractor Class A	2701015887	01-31-2015
KCI Technologies	F059869-0	Foreign Stock Corporation	Active, In Good Standing	3014 Southcross Blvd. Rock Hill, SC 29730	Eng	0411000956	02-28-2014
Volkert, Inc.	F136659-2	Foreign Stock Corporation	Active, In Good Standing	5400 Shawnee Road Alexandria, VA 22312	ENG, LA	0407 002610	12-31-2013
GeoConcepts Engineering, Inc.	0516767-1	Stock Corporation	Active, In Good Standing	19955 Highland Vista Drive, Suite 170 Ashburn, VA 20147	ENG	0407004404	12-31-2013
Froehling & Robertson, Inc.	0027211-1	Stock Corporation	Active, In Good Standing	22923 Quicksilver Dr., Ste 111 Sterling, VA 20166	ENG	0411000051	02-28-2014
H&B Surveying & Mapping, LLC	S290560-4	LCC	Active, In Good Standing	612 Hull St, Suite 101B Richmond, VA 23224	LS	0407005432	12-31-2013
Crider, Bouye & Elliott, LLC	T050151-2	LCC	Active, In Good Standing	2 Ridgeway Ave Greenville, SC 29607	Real Estate Appraiser	4008001745	06-30-2014
Appraisal Review Specialists, LLC	T049068-2	LCC	Active, In Good Standing	3058 Mount Vernon Rd. Suite 12 Hurricane, WV 25523	Real Estate Appraiser	4008001735	04-30-2014

ATTACHMENT 3.2.10
State Project No. 2150-053-052
SCC and DPOR Information

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
Volkert, Inc.	William McDowall	Alexandria, VA	2701 Frankie Lane Hopewell, VA 23860	Professional Engineer	0402018236	10-31-2014
KCI Technologies, Inc.	William Merritt King	Rock Hill, SC	3014 Southcross Blvd. Rock Hill, SC 29730	Professional Engineer	0402035924	04-30-2015
KCI Technologies, Inc.	Robert Eric Burgess	Rock Hill, SC	3014 Southcross Blvd. Rock Hill, SC 29730	Professional Engineer	0402048509	02-28-2015
Crider, Bouye & Elliott, LLC	Charles Franklin Crider	Greenville, SC	2 Ridgeway Ave Greenville, SC 29607	Real Estate Appraiser	4001014045	12-31-2014
Appraisal Review Specialists, LLC	Lorraine A Davis	Hurricane, WV	647 Beall Avenue Luray, VA 22835	Real Estate Appraiser	4001000349	11-30-2013

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

Please note: The SCC website will be unavailable Thursday, June 20, from 6-10 p.m. for system maintenance. We apologize for the inconvenience and appreciate your patience.

ALERT to Virginia Corporations Regarding Solicitation from Corporate Records Service can be found in the Bulletin Archive in the right-hand navigation pane.

- SCC Home |
- Contact SCC |
- Site Map |
- Search



Virginia.gov

CISM0180

CORPORATE DATA INQUIRY

06/18/13

13:59:43

CORP ID: F019898 - 8 STATUS: 00 ACTIVE STATUS DATE: 10/08/10
 CORP NAME: WAGMAN, INC., G. A. & F. C.

DATE OF CERTIFICATE: 09/20/1967 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: PA PENNSYLVANIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 2500.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: CORPORATION SERVICE COMPANY

STREET: BANK OF AMERICA CENTER AR RTN MAIL:
 16TH FLOOR, 1111 EAST MAIN STREET
 CITY: RICHMOND STATE : VA ZIP: 23219
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 09/11/12 LOC : 216
 ACCEPTED AR#: 212 53 6903 DATE: 09/26/12 RICHMOND CITY
 CURRENT AR#: 212 53 6903 DATE: 09/26/12 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 12 1,700.00 4,000,000

(Screen Id:/Corp_Data_Inquiry)

Commonwealth of Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

KCI Technologies, Inc., a corporation existing under the laws of DELAWARE, holds a certificate of authority to transact business in Virginia, and is in good standing.

The certificate was issued on December 19, 1988.

Nothing more is hereby certified.

*Signed and Sealed at Richmond on this Date:
March 19, 2010*



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

Please note: The SCC website will be unavailable Thursday, June 20, from 6-10 p.m. for system maintenance. We apologize for the inconvenience and appreciate your patience.

ALERT to Virginia Corporations Regarding Solicitation from Corporate Records Service can be found in the Bulletin Archive in the right-hand navigation pane.

SCC Home |
Contact SCC |
Site Map |
Search



Virginia.gov

06/18/13

CISM0180

CORPORATE DATA INQUIRY

14:03:26

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

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

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

CITY: RICHMOND STATE : VA ZIP: 23219

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

ACCEPTED AR#: 212 54 8434 DATE: 12/17/12 RICHMOND CITY

CURRENT AR#: 212 54 8434 DATE: 12/17/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	100.00					1,000

(Screen Id:/Corp_Data_Inquiry)

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, December 7, 2009

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

Volkert, Inc.

(Formerly known as Volkert & Associates, Inc.)

(Formerly known as David Volkert & Associates, Inc.)

(Date of qualification – January 21, 1999)

a corporation organized under the laws of ALABAMA and that the said corporation is authorized to transact business in Virginia, subject to all Virginia laws applicable to the corporation and its business.



State Corporation Commission

Attest:

Joel H. Peck
Clerk of the Commission

Commonwealth OF Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

Volkert, Inc., a corporation existing under the laws of ALABAMA, holds a certificate of authority to transact business in Virginia, and is in good standing.

The certificate was issued on January 21, 1999.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
December 7, 2009*

Joel H. Peck

Joel H. Peck, Clerk of the Commission

Please note: The SCC website will be unavailable Thursday, June 20, from 6-10 p.m. for system maintenance. We apologize for the inconvenience and appreciate your patience.

ALERT to Virginia Corporations Regarding Solicitation from Corporate Records Service can be found in the Bulletin Archive in the right-hand navigation pane.

- SCC Home |
- Contact SCC |
- Site Map |
- Search



Virginia.gov

06/18/13

CISM0180

CORPORATE DATA INQUIRY

14:05:08

CORP ID: F136659 - 2 STATUS: 00 ACTIVE STATUS DATE: 01/21/99
 CORP NAME: Volkert, Inc.

DATE OF CERTIFICATE: 01/21/1999 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: AL ALABAMA STOCK INDICATOR: S STOCK
 MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: CORPORATION SERVICE COMPANY

STREET: BANK OF AMERICA CENTER, 16TH FLOOR AR RTN MAIL:
 1111 EAST MAIN ST.

CITY: RICHMOND STATE : VA ZIP: 23219

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 07/13/11 LOC : 216

ACCEPTED AR#: 213 01 4511 DATE: 12/17/12 RICHMOND CITY

CURRENT AR#: 213 01 4511 DATE: 12/17/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	100.00					2,250

(Screen Id:/Corp_Data_Inquiry)

Commonwealth OF Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

GeoConcepts Engineering, Inc. (Entity ID#0516767-1) is a stock corporation existing under and by virtue of the laws of Virginia and is in good standing.

The date of incorporation is February 25, 1999.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
April 25, 2011*

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

Please note: The SCC website will be unavailable Thursday, June 20, from 6-10 p.m. for system maintenance. We apologize for the inconvenience and appreciate your patience.

ALERT to Virginia Corporations Regarding Solicitation from Corporate Records Service can be found in the Bulletin Archive in the right-hand navigation pane.

- [SCC Home](#) |
- [Contact SCC](#) |
- [Site Map](#) |
- [Search](#)



Virginia.gov

06/18/13

CISM0180

CORPORATE DATA INQUIRY

14:05:36

CORP ID: 0516767 - 1 STATUS: 00 ACTIVE STATUS DATE: 02/25/99
 CORP NAME: GEOCONCEPTS ENGINEERING, INC.

DATE OF CERTIFICATE: 02/25/1999 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: VIVIAN LEWIS

STREET: GEOCONCEPTS ENGINEERING INC AR RTN MAIL:
 19955 HIGHLAND VISTA DR #170
 CITY: ASHBURN STATE : VA ZIP: 20147
 R/A STATUS: 2 OFFICER EFF. DATE: 11/24/04 LOC : 153
 ACCEPTED AR#: 213 02 3773 DATE: 01/17/13 LOUDOUN COUNTY
 CURRENT AR#: 213 02 3773 DATE: 01/17/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	100.00					5,000

(Screen Id:/Corp_Data_Inquiry)

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That FROEHLING & ROBERTSON, INCORPORATED is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is October 11, 1924;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
January 9, 2013*

Joel H. Peck

Joel H. Peck, Clerk of the Commission

ALERT to Virginia Corporations Regarding Solicitation from Corporate Records Service can be found in the Bulletin Archive in the right-hand navigation pane.

SCC Home |
Contact SCC |
Site Map |
Search



Virginia.gov

06/24/13

CISM0180 CORPORATE DATA INQUIRY

11:44:48

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

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

STREET: 1900 ONE JAMES CENTER AR RTN MAIL:
901 E CARY ST
CITY: RICHMOND STATE : VA ZIP: 23219
R/A STATUS: 4 ATTORNEY EFF. DATE: 09/21/11 LOC : 216
ACCEPTED AR#: 212 14 0123 DATE: 08/29/12 RICHMOND CITY
CURRENT AR#: 212 14 0123 DATE: 08/29/12 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
12 1,700.00 1,100,000

(Screen Id:/Corp_Data_Inquiry)

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, April 27, 2009

This is to certify that the certificate of organization of

H & B Surveying and Mapping, LLC

was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: April 27, 2009



State Corporation Commission

Attest:

Joel Heck
Clerk of the Commission

Please note: The SCC website will be unavailable Thursday, June 20, from 6-10 p.m. for system maintenance. We apologize for the inconvenience and appreciate your patience.

ALERT to Virginia Corporations Regarding Solicitation from Corporate Records Service can be found in the Bulletin Archive in the right-hand navigation pane.

SCC Home |
Contact SCC |
Site Map |
Search



Virginia.gov

06/18/13

14:06:21

LLCM3220 LLC DATA INQUIRY

LLC ID: S290560 - 4 STATUS: 00 ACTIVE STATUS DATE: 04/27/09
LLC NAME: H & B Surveying and Mapping, LLC

DATE OF FILING: 04/27/2009 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

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

STREET: 612 HULL STREET STE 101B

CITY: RICHMOND STATE: VA ZIP: 23224-0000

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

R/A NAME: TIMOTHY H GUARE

STREET: TIMOTHY H GUARE PLC

6802 PARAGON PL STE 100

RTN MAIL:

CITY: HENRICO STATE: VA ZIP: 23230-0000

R/A STATUS: 4 MEMBER OF VSB EFF DATE: 07/02/09 LOC: 143 HENRICO COUNTY

YEAR FEES PENALTY INTEREST BALANCE

13 50.00

(Screen Id:/LLC_Data_Inquiry)

[Skip to Content \(#skipPoint\)](#)
[Skip to Content \(#skipPoint\)](#)
[\(http://www.virginia.gov/\)](http://www.virginia.gov/)

[Online Services \(http://portal.virginia.gov/online/\)](http://portal.virginia.gov/online/) | [Agencies \(http://portal.virginia.gov/commonwealth_website_directory/\)](http://portal.virginia.gov/commonwealth_website_directory/) | [Governor \(http://www.governor.virginia.gov\)](#) | [Help \(http://portal.virginia.gov/contact/\)](http://portal.virginia.gov/contact/)

[Search Virginia.Gov \(http://portal.virginia.gov/SearchResults/\)](http://portal.virginia.gov/SearchResults/)

[\(/applicants\)](#)

[\(/licensees\)](#)

[\(/consumers\)](#)

Enter Keyword

[Home \(/\)](#) > [License Lookup \(/LicenseLookup/\)](#) > License Lookup & Disciplinary Actions

License Lookup (/LicenseLookup/)
Online Renewal & Services (/OnlineServices/)
Boards (/Boards/)
Professions & Occupations (/ProfessionsAndOccupations/)
Forms & Applications (/FormsAndApplications/)
Fair Housing Office (/FairHousing/)
Community Associations (/CIC-Ombudsman/)
Report a Licensee (/Report-Licensee/)

Details of license number 2701015887

print

Name: GA & FC WAGMAN INC
License Number: 2701015887
License Description: Contractor Class A
Class Definitions: Corporation
Business Type: 3290 NORTH SUSQUEHANNA TRAIL
 YORK, PA 17406
Address: Highway / Heavy (H/H)
Specialties/Classifications: Highway / Heavy (H/H)
Classification Definitions:
Specialty Definitions:
Initial Certification Date: 1976-10-29
Expiration Date: 2015-01-31

No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of**

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-28-2014

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

NUMBER
0411000956

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

PROFESSIONS: ENG

KCI TECHNOLOGIES INC
3014 SOUTHCROSS BLVD
ROCK HILL, SC 29730



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR AP/ELSC/DLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000956 EXPIRES: 02-28-2014
PROFESSIONS: ENG
KCI TECHNOLOGIES INC
3014 SOUTHCROSS BLVD
ROCK HILL, SC 29730



(FOLD)

(DETACH HERE)

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

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

NUMBER
0407002610

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

PROFESSIONS: ENG, LA

VOLKERT INC
5400 SHAWNEE RD
STE 301
ALEXANDRIA, VA 22312



Gordon N. Dixon
Gordon N. Dixon, Director

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

NUMBER
0407004404

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

PROFESSIONS: ENG

GEOCONCEPTS ENGINEERING INC
1995 HIGHLAND VISTA DRIVE
SUITE 170
ASHBURN, VA 20147



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407004404 EXPIRES: 12-31-2013
PROFESSIONS: ENG
GEOCONCEPTS ENGINEERING INC
1995 HIGHLAND VISTA DRIVE
SUITE 170
ASHBURN, VA 20147



(DETACH HERE)

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

(FOLD)

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-28-2014

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

NUMBER
0411000051

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

PROFESSIONS: ENG

FROEHLING & ROBERTSON, INC
22923 QUICKSILVER DR STE 111
STERLING, VA 20166



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APESCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000051 EXPIRES: 02-28-2014
PROFESSIONS: ENG
FROEHLING & ROBERTSON, INC
22923 QUICKSILVER DR STE 111
STERLING, VA 20166



(DETACH HERE)

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

from

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

12-31-2013

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

NUMBER

0407005432

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

PROFESSIONS: LS

H & B SURVEYING & MAPPING LLC
612 HULL ST
SUITE 101B
RICHMOND, VA 23224



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON

06-30-2014

NUMBER

4008 001745

REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION



CRIDER BOUYE & ELLIOTT LLC

2 RIDGEWAY AVE

GREENVILLE SC 29607

Gordon N. Dixon

Gordon N. Dixon, Director

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

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
04-30-2014

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

NUMBER
4008 001735

REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION

APPRAISAL REVIEW SPECIALISTS LLC
3058 MOUNT VERNON ROAD SUITE 12
HURRICANE WV 25523



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION
NUMBER: 4008 001735 EXPIRES: 04-30-2014
APPRAISAL REVIEW SPECIALISTS LLC
3058 MOUNT VERNON ROAD SUITE 12
HURRICANE WV 25523



(fold)

(DETACH HERE)

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

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

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

EXPIRES ON
10-31-2014

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

NUMBER
0402018236

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

WILLIAM DOUGLAS MCDOWALL II
2701 FRANKIE LN
HOPEWELL, VA 23860-7777



Gordon N. Dixon
Gordon N. Dixon, Director

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

04-30-2015

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

NUMBER

0402035924

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

WILLIAM MERRITT KING
KCI TECHNOLOGIES, INC
3014 SOUTHCROSS BLVD
ROCK HILL, SC 29730



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APESCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402035924 EXPIRES: 04-30-2015

WILLIAM MERRITT KING
KCI TECHNOLOGIES, INC
3014 SOUTHCROSS BLVD
ROCK HILL, SC 29730



(FOLD)

(DETACH HERE)

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

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

10010 (7/11) 107028-3

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-28-2015

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

NUMBER
0402048509

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

ROBERT ERIC BURGESS
KCI TECHNOLOGIES, INC
3014 SOUTHCROSS BLVD
ROCK HILL, SC 29730



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APPLSCLDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402048509 EXPIRES: 02-28-2015

ROBERT ERIC BURGESS
KCI TECHNOLOGIES, INC
3014 SOUTHCROSS BLVD
ROCK HILL, SC 29730



(FOLD)

(DETACH HERE)

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

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

12-31-2014

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

NUMBER

4001 014045

REAL ESTATE APPRAISER BOARD
CERTIFIED GENERAL REAL ESTATE APPRAISER

CHARLES FRANKLIN CRIDER
2 RIDGEWAY AVENUE

GREENVILLE SC 29607 2919



Gordon N. Dixon
Gordon N. Dixon, Director

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON

11-30-2013

NUMBER

4001 000349

REAL ESTATE APPRAISER BOARD
CERTIFIED GENERAL REAL ESTATE APPRAISER

LORRAINE A DAVIS
647 BEALL AVENUE

LURAY VA 22835



Gordon N. Dixon
Gordon N. Dixon, Director

ALTERATION OF THIS DECISION, USE, AT THE 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)

COMMONWEALTH OF VIRGINIA

REAL ESTATE APPRAISER BOARD
CERTIFIED GENERAL REAL ESTATE APPRAISER

NUMBER: 4001 000349 EXPIRES: 11-30-2013

LORRAINE A DAVIS
647 BEALL AVENUE



(DETACH HERE)

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

LURAY VA 22835 USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Anthony W. Bednarik, Vice President, Business Development and Estimating
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.): Name of Firm: G.A. & F.C. Wagman, Inc. Start Date: Dec. 2003 End Date: Present Position: Vice President, Business Development and Estimating Responsible for estimating staff and design-build project pursuits from proposal to project completion. Anthony worked as a design-build project manager, design-build coordinator, project manager and estimator over the last 15 years. Relevant Skills <ul style="list-style-type: none">✓ Design-build project management✓ Design-build coordination✓ Project management✓ Design and construction of large dual bridges over existing streams✓ Green field projects✓ Local experience✓ Utility coordination & relocations✓ Environmental compliance, avoidance and minimization✓ Coordination with environmental agencies✓ Community coordination and third party stakeholder involvement
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Bucknell University/B.S./1987/Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: DBIA Certified 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.) Maryland SHA, Intercounty Connector, Contract B Owner – Maryland Department of Transportation, State Highway Administration for Maryland Transportation Authority Firm – G.A. & F.C. Wagman, Inc. Dates – November 2011 Role and Description – Anthony served as Wagman’s senior representative on this \$560 million project. Using lessons learned on the ICC Contract A project, Anthony was instrumental in the successful prosecution of Contract B. He served as assistant design coordination manager and was responsible for all design coordination from environmental to structures. He worked with designers and field personnel to assure that the design met all environmental commitments, design requirements, and constructability constraints. He provided innovative assistance to design development and construction activities. His understanding of the MDE review process was key element that kept the project on schedule.

FHWA Route 1 Widening at Ft. Belvoir - \$69 million

Owner – FHWA Eastern Federal Lands

Firm – G.A. & F.C. Wagman, Inc.

Role and Description – Anthony is the project executive and design-build manager for G.A. & F.C. Wagman, Inc. As executive, Anthony is Wagman's highest ranking manager on this project and is responsible that the project is completed on budget, on schedule in a safe manner with the highest quality. Anthony will help with the design build coordination and project execution as the construction begins. Right-of-way acquisition and utility relocation is integral to the design coordination and Anthony manages the design build coordination for Wagman. The project will be constructed in accordance with VDOT specifications and requirements for roadway, structure construction, utility relocation, right-of-way acquisition and QC/QA.

Maryland SHA, Intercounty Connector, Contract A

Owner – Maryland Department of Transportation, State Highway Administration for Maryland Transportation Authority

Firm – G.A. & F.C. Wagman, Inc.

Dates – November 2011

Role and Description – Anthony was part of the Contract A Joint Venture team from preliminary design and proposal preparation through construction to final completion, serving as Wagman's senior representative on this \$478 million project. Anthony served as assistant design-build project manager during project start-up and was responsible for design coordination, project mobilization, and technical assistance to all disciplines, including acquisition of MDE permits, acquisition of ROW, earthmoving, utilities, and structures.

Youghiogeny Reservoir Bridge Replacement

Owner – Pennsylvania Department of Transportation, District 12-0

Firm – G.A. & F.C. Wagman, Inc.

Dates –

Role and Description – Anthony was the 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 1500 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 the Owner, as well as minimizing environmental and recreational impact on the lake. As project manager Anthony was responsible for all design coordination and field activities, including interaction with the U.S. Army Corps of Engineers, which controlled the fluctuating reservoir level.

Mill Creek Bridge Replacement and Route 15 Widening

Owner – Pennsylvania Department of Transportation, District 3-0

Firm – G.A. & F.C. Wagman, Inc.

Role and Description – 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, 1510 ft. long superstructure to widen the existing high-level bridge across Tioga Lake from two to four lanes. As project manager for Wagman, Anthony was responsible for supervision of construction and coordination with Gannett Fleming design activities, which were carried on simultaneously in order to meet an aggressive schedule in a mountainous area with a limited construction season.. Other aspects of this project included approach highway design and construction, a Contractor designed traffic maintenance scheme, and coordination with the Army Corps of Engineers lake management operations.

Role and Description – *Quality Assurance Manager*. Managed quality assurance to verify that construction of this bridge widening (from 3 to 4 lanes with a full shoulder) project complied with contract documents. The new bridge included a reinforced concrete deck, steel plate girders, elastomeric bearings, piers, end bents, MSE walls, and seismic design and included the 1,500-2,000 feet of roadway approaches. Prepared QA test plans with testing types and frequencies. Managed inspection and testing personnel and conducted preparatory inspection meetings. Oversight of materials testing including density, moisture, slump, and air content of concrete, compressive strength test on concrete, and used one-point proctors on soils. Addressed non-conformance issues regarding concrete quality and failed subgrades, reviewed the contractor’s recovery plan, monitored corrective actions, and maintained the non-conformance log. Monitored schedule, budget, and compliance with work zone safety, environmental, and EEO/DBE regulations. Oversight of document control procedures and quality including the materials book, reviewed daily work reports, and submitted materials test reports, non-conformance reports, and progress reports to VDOT. Developed punchlist and conducted punchlist inspection. Responsible for progress payment certification. Conducted constructability reviews during design.

Replacement of Route 61 over the New River Design-Build Project, Narrows, Virginia

Owner – VDOT **Client** – Key Construction

Firm – Volkert, Inc.

Dates – Jan. 2011-Oct. 2013

Role and Description – *Quality Assurance Oversight*. Oversight of QAM IA and VST during the design and \$22 million construction of a new, 2-lane, prestressed-concrete beam, bulb-t bridge (1.131 feet in length) to replace a structurally deficient bridge. The project also includes the construction of 5,970 lf of MSE wall and 174 lf of other retaining wall, roadway approaches, storm drainage system, bike lanes, sidewalks, and utilities. Reviewed the QA/QC plan, meets weekly with the QA manager and inspector, monitors budget and schedule, evaluates and confirms compliance of QA services with the *VDOT Minimum Requirements for QA/QC on Design-Build and PPTA Projects* and Volkert’s quality standards, reviews documentation to confirm accuracy and completeness, verifies VDOT’s and contractor’s satisfaction with Volkert’s services, and provides technical guidance regarding matters such as installation of drilled shafts and form work for bridge piers.

Route 11/460 Widening, Salem, Virginia

Owner – VDOT

Firm – Volkert, Inc.

Dates – Nov. 2010 - May 2013

Role and Description – *QA/QC Manager*. Conducts QA review, constructability review, CPM schedule review and impact analysis, NOI analysis, and engineering support to address construction issues for a \$30-million construction project, which includes widening of a 2.1-mile section of 3-lane road to 4 lanes, including a 44-foot long bridge with 36 drilled shaft foundations over Little Bear Rock Branch, a triple- and double-box culverts, a raised median, center and right-turn lanes at intersections and crossovers, and an extensive storm drainage system with stormwater management ponds and large jack and bore segments under the Norfolk Southern Railroad tracks. The project included blasting and associated safety measures for 25,000CY of grading. Conducts site visits to observe the inspectors’ work and checks project documentation and testing reports for completeness, accuracy, and proper organization. Discusses upcoming work activities with inspection staff to verify proper equipment on hand and understanding of testing frequency. Meets with VDOT and contractor representatives to discuss and evaluate construction issues and advise on potential cost effective solutions to potential and existing issues.

Sycolin Road Widening, Town of Leesburg, Virginia

Owner – Town of Leesburg

Firm – Volkert, Inc.

Dates – July 2006-March 2008

Role and Description – *Project Manager*. Managed construction management and inspection for the widening of approximately 0.5 miles of roadway including Sycolin Road and the future Battlefield Parkway/Lawson Road intersection. Conducted a constructability review, a CPM schedule review, and a risk analysis; evaluated cost/benefit issues; and prepared a cost estimate. Led the preconstruction meeting. Coordinated with the Town’s project manager, inspection staff, and the contractor. Implemented the QA program including QA visits and audits to confirm the quality of the inspector’s work. Worked with contractor to determine cost-effective solutions to problems encountered in the field and resolve scheduling issues. Developed as-built schedule. Conducted NOI analysis and change order and claim negotiations on behalf of the Town. Monitored costs and schedule. Volkert saved the Town approximately \$564,000 by recommending an alternative method to determine the amount of necessary rock excavation. Volkert’s accurate records and documentation provided the justification to deny the contractor a \$950,000 claim. The project involved protection of a wetland area, significant erosion and sedimentation control, grading, a new 66-inch storm sewer under the roadway, lighting, traffic signals and signage, new 16-inch water main, miscellaneous concrete items, asphalt paving, and landscaping. Because the project is close to a school, safety of busses and pedestrian traffic was a high priority.

highway while the remaining eight bridge sites are located on more rural secondary roads. The superstructure types included structural steel with concrete decks, precast concrete slabs, structural steel with timber decking, structural steel truss with concrete deck and glued-laminated timber planks. Mr. King served as principal-in-charge for this project with KCI and was active in the pre-bid process as well as the design of eight of the superstructures. Mr. King was responsible for providing quality assurance/quality control for the design process, the design and coordination of bridge plans and all subconsultants on an accelerated schedule as requested by the contractor.

I-520 Palmetto Parkway Design-Build, Phases I and II, Aiken County, SC

Owner – SCDOT

Firm – KCI Technologies, Inc.

Dates – Phase I: August 2002 – June 2004; Phase II: February 2007 – December 2009

Role and Description – *Structure Design Manager*. KCI served as the lead engineer for the I-520 Palmetto Parkway Phases I and II project. This \$192 million, major design-build project consisted of connecting I-20 in North Augusta, SC to I-520 Bobby Jones Expressway in Augusta, GA. This four-lane, divided interstate facility on new alignment is controlled access and includes 11 major interchanges, 12 miles of interstate and 21 bridges. As the structure design manager for the team, Mr. King was responsible for the coordination between all of the subconsultants for geotechnical, hydrology and bridge design and with the SCDOT project manager for submittals and approvals. Under Mr. King's management, KCI was able to provide final design and plan details for the 2000' long bridge over the Savannah River in only five months and provided responsive contractor support during construction to ensure that the project was completed ahead of schedule. This project was awarded the 2006 ACEC-SC Engineering Excellence Award for Phase I and the 2010 ACEC-SC Engineering Excellence Award for Phase II for KCI's ability to produce the bridge design and plans on a very accelerated schedule in order to meet the construction deadline.

Johnnie Dodds Boulevard Design-Build, Charleston County, SC

Owner – Charleston County

Firm – KCI Technologies, Inc.

Dates – June 2010 – Feb. 2013

Role and Description – *Design Manager*. KCI served as the lead bridge designer for this major design-build project consisting of improvements to three miles of US 17 through the town of Mount Pleasant, SC. This project included improvements to the corridor with redesigned intersections, roadways, drainage facilities, pedestrian safety improvements, landscaping and a grade separation of US 17 and Bowman Road with aesthetically enhanced features. Mr. King was responsible for coordinating bridge design for both bridges and managing the geotechnical, hydrology, roadway, utility, MSE wall, architectural and quality control consultants in combination with Charleston County and the City of Mount Pleasant.

US 17 Washington Bypass/NC 33 Interchange Bridge Design-Build Project, Beaufort County, NC

Owner – NCDOT

Firm – KCI Technologies, Inc.

Dates – Feb. 2006 – Feb. 2010

Role and Description – *Design Manager*. As part of the \$192 million design-build project, KCI performed the design of the US 17/NC 33 Interchange bridge and assisted the contractor with construction engineering for the Tar River Bridge. The 6.8-mile grade-separated divided highway bypass on new alignment with 2.8-mile long bridge over Tar River and wetlands, two interchanges, three overpass bridges and two box culverts will utilize a new patent pending variation of the top-down construction technique to ensure minimal disturbance to the environment. Mr. King managed operations for this project and managed the coordination of all subconsultants on this project.

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.): Name of Firm: G.A. & F.C. Wagman, Inc. Start Date: 2002 End Date: Present Position: Project Manager Prior to joining Wagman 11 years ago, Mike worked in the estimating department for Granite Construction, pursuing large design-build projects in the eastern United States. As project manager at Wagman, Mike is responsible for safety, quality budget and schedule. Mike works closely with our field personnel to plan and execute our construction projects. Mike develops the CPM schedule for all of his projects and coordinates all field efforts to ensure a safe and quality project. Relevant Skills ✓ Design-build experience ✓ Project management ✓ Local experience ✓ Green field projects ✓ Complex coordination between adjacent contracts ✓ Large bridge projects ✓ Heavy traffic maintenance ✓ Utility coordination & relocations ✓ Environmental compliance, E&S construction and maintenance ✓ Community coordination and third party stakeholder involvement
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Penn State University/B.S./1979/Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:
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-78 Bridge Overpass, PennDOT Berks County Owner – Pennsylvania Department of Transportation Firm – G.A. & F.C. Wagman, Inc. Role and Description – Mike was the project manager for this design-build project in Eastern Pennsylvania. The project replaced two deficient bridges over a major interstate. As project manager, Mike was responsible for assisting with the design-coordination and constructability reviews. This project required acquisition of right-of-way and obtaining the proper environmental permits to replace the bridges. Mike worked daily with the engineers during design, and then transitioned to manage the construction. Mike coordinated with the designer, owner and third party stakeholders. Mike’s management was instrumental when working through an environmental issue. The owner failed to obtain the proper ACOE permit and, working as a team, we were able to get the permit and keep the project on schedule.

Woodrow Wilson Bridge, I-95/I-495/I-295 Interchange Ramps E, E-1, F, R, Oxen Hill, MD

Owner – Maryland Department of Transportation, State Highway Administration

Firm – G.A. & F.C. Wagman, Inc.

Role and Description – As project manager on this \$45 million project, Mike was responsible for project coordination with the field superintendents, the Owner, the 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.

Woodrow Wilson Bridge, I-95/I-495/MD 210 Indian Head Highway Interchange Mainline and Ramp B, Oxen Hill, MD

Owner – Maryland Department of Transportation, State Highway Administration

Firm – G.A. & F.C. Wagman, Inc.

Role and Description – This \$61 million project was the last phase of construction of the MD 210 interchange with I-95 and reconstruction of mainline I-95. As project manager, Mike was responsible for the entire construction team including construction manager, field superintendents, and subcontractors. Mike was responsible for schedule, subcontract coordination, major traffic switches and overall project management. Unique to this project was a design-build retaining wall, where Mike managed the design and construction of a 1000-foot long retaining wall along the outer loop of the Washington Beltway. This project received MDQI Award of Excellence

Woodrow Wilson Bridge, I-95/I-495/I-295 Inner Loop Local and Inner Loop Express, Oxen Hill, MD

Owner – Maryland Department of Transportation, State Highway Administration

Firm – G.A. & F.C. Wagman, Inc.

Role and Description – As project manager on this \$106 million project, Mike and his team completed one of the last interchanges on the Maryland side of the Woodrow Wilson Bridge. This project tied 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. As project manager, Mike managed the design and construction a large permanent retaining wall along the outer loop of the Washington beltway saving hundreds of thousands of dollars. Mike continued to prove himself as a quality project manager by completing this highway project on-time for the main bridge opening and achieving the MDQI award for excellence.

Woodrow Wilson Bridge, I-95/I-495/MD 210 (Indian Head Highway) Interchange, Oxen Hill, MD

Owner – Maryland Department of Transportation, State Highway Administration

Firm – G.A. & F.C. Wagman, Inc.

Role and Description - This project was Phase 1 of the MD 210 and I-95 interchange. As project manager on this \$18 million project, Mike performed his typical duties of project coordination with field superintendents, schedule, subcontract coordination, owner relations, traffic switches, utility coordination, public outreach coordination, environmental coordination and overall project management. This project included a design-build retaining wall and Mike was integral in the design and construction of this complex highway element.

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Eric Burgess, PE, Transportation Structures Practice Leader
b. Project Assignment: Lead Structural Engineer
c. Name of Firm with which you are now associated: KCI Technologies, Inc.
d. Years experience: With this Firm <u>13</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): Name of Firm: KCI Technologies, Inc. Start Date: Dec. 2003 End Date: Present Position: Transportation Structures Practice Leader Responsible for design and design management of highway bridge projects. Mr. Burgess has served as project engineer, project manager, vice president of design services and now, transportation structures practice leader.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Clemson University/B.S./1997/Civil Engineering Clemson University/M.E.1999/Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2011/Professional Engineer/0402048509
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.) VDOT Multiple Bridge Replacements Design-Build Project, Region II, VA Owner – VDOT Firm – KCI Technologies, Inc. Dates – Sept. 2009 – Sept. 2011 Role and Description – <i>Project Manager.</i> KCI served as the lead engineering firm for VDOT’s first-ever multiple bridge rehabilitation projects. The contract included the complete replacement of the superstructures and substructure repairs and rehabilitation on 12 bridge sites. Mr. Burgess served as a project manager for this project. His duties include design coordination and oversight for the bridge design team. Mr. Burgess was actively involved in the bid process including field reconnaissance to determine the overall project approach for each site. A major portion of the project approach was the evaluation of existing substructures to determine rehabilitation and modification requirements to suit the new superstructures. KCI provided design and coordination of bridge plans on an accelerated schedule requested by the contractor. The majority of design on the 12 bridge sites was completed within three months of the contract award date. KCI also provided design alternatives that reduced the impacts of construction to the traveling public. KCI was responsible for holding a public information meeting to inform citizens of the detour/construction schedule, as well as the purpose of the bridge replacements over Route 29 in Pittsylvania County.

VDOT Route 288/I-64 Interchange Design-Build, Richmond, VA

Owner - VDOT

Firm – KCI Technologies, Inc.

Dates – Jan. 2001 – June 2003

Role and Description – *Lead Bridge Engineer* The Route 288/I-64 Interchange was part of the \$236 million design-build project in Richmond, VA funded through the Public-Private Transportation Act of 1995 (PPTA) and was completed within two years. Mr. Burgess served as the lead bridge engineer for Ramps E, G & H at the interchange of Route 288 and I-64. These bridges are all multi-span, horizontally curved continuous steel plate girder structures with spans ranging from 211 feet to 246 feet. The superstructures are supported on drilled shaft foundations and hammerhead piers. The abutments were supported by driven steel pipe pile and Ramps G & H utilized a shared MSE (mechanically stabilized earth) retained wall, with heights as great as 70 feet. With an accelerated schedule, the ramps were designed in 10 months and constructed in 20 months.

John N. Hardee Expressway Design-Build, Columbia, SC

Owner – SCDOT

Firm – KCI Technologies, Inc.

Dates – June 2002 – December 2003

Role and Description – *Bridge Design Manager*. KCI provided the value engineering design services to replace approximately 1,529 feet of multi-span dual bridge structures with a single 190 ft. simple span structure and replace costly concrete retaining walls with decorative, soldier pile and panel walls. The long simple span bridge design required 78 inch deep structural steel plate girders and MSE high wall abutments to provide the necessary horizontal clearances for the underlying roadway. The MSE and extensive retaining walls were designed with multiple tiers for landscaping treatments and contain decorative palmetto tree reveals in the wall panels for added aesthetics. This value engineering option provided a functionally adequate and aesthetically pleasing structure with significantly lower maintenance costs at a construction savings of \$2.8 million to the SCDOT. This project was completed within one and a half years. Mr. Burgess served as the bridge design manager for this project.

Anderson East-West Connector Design-Build, Anderson County, SC

Owner – SCDOT

Firm – KCI Technologies, Inc.

Dates – July 2011 – July 2012

Role and Description – *Lead Bridge Engineer*. KCI served as the bridge design engineer for this \$4 million project, which consisted of connecting Clemson Boulevard with SC-81 in Anderson County, SC. The four-lane road includes a planted median as well as a bicycle path along the 2.9-mile length of the project. As the lead bridge engineer, Mr. Burgess was responsible for coordination with subconsultants and the bridge contractor. The stream crossing was originally designed to include a concrete arch culvert but KCI and the contractor determined that a bridge was more economical due to the poor soil conditions encountered at the site. An overhead transmission line was in conflict with the substructure construction, however, KCI worked directly with the contractor to develop a solution that provided the necessary clearance for drilled shaft and pile installation. This close coordination saved relocation cost and overall construction time for the project.

SC 150 Emergency Bridge over I-85 Design-Build, Cherokee County, SC

Owner – SCDOT

Firm – KCI Technologies, Inc.

Dates – July 2001 – Oct. 2011

Role and Description – *Lead Design Engineer*. KCI served as the bridge design engineer for the emergency bridge replacement of South Carolina Route 150 over Interstate 85. This design-build project consisted of replacing the existing bridge carrying Providence Road (SC-150) over I-85 in Cherokee County, SC. The replacement was required because of bridge damage sustained by a tractor trailer collision with one of the interior bents. KCI was responsible for the bridge design as well as coordination with the subconsultants, SCDOT, and suppliers in order to meet the accelerated deadlines required by the emergency replacement guidelines. The bridge design and construction plan development was on the critical path to meet the construction schedule. The project was completed 28 days ahead of the project deadline, thus further reducing the impacts to the traveling public and allowing the contractor to receive the maximum incentive bonus as stipulated by the contract. Mr. Burgess served as lead design engineer for this project.

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 Contract A & B Location: Montgomery and Prince George's County, MD	Name: Various Lead Designers: KCI Technologies , Parsons, Gannett-Fleming, A. Morton Thomas	Name of Client./ Owner: Maryland Department of Transportation State Highway Administration Phone: 410-838-7788 Project Manager: Firm Representative Melinda Peters Phone: 410-838-7788 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.

The Intercounty Connector was a large design-build project in Montgomery and Prince George's County, Maryland. Contract A was a \$464 million dollar design-build, best value project. The project was 8.5 miles long with 18 structures, multiple noise walls, utility relocations, right-of-way acquisition, environmental permitting and monitoring, drainage, over three million cubic yard of excavation, and four interchanges. On the Western end of the project, we had to widen and rehabilitate six bridges under active traffic on I-370. The project included extensive ITS, signalization and open road tolling.

ICC B was a \$570 million highway design-build, best value project extending from MD 97 to MD 29. Contract B involves 7.5 miles of new controlled access, six-lane tolled roadway and two interchanges. The new highway will create interchanges with MD 650 New Hampshire Avenue and MD 182 Layhill Road. The work includes mainline excavation, ramps, cross roads, utility relocations, bridges and retaining walls. The Intercounty Connector project is an extremely environmentally and community sensitive project and extensive measures were planned by the design-build team to minimize the environmental impact 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.

This project received the following awards: 2013 MDQI Partnering Award, 2012 DBIA National Design-Build Award, 2012 FHWA Exemplary Ecosystem Initiative Award, 2012 AASHTO America's Transportation Award Top 10 Finalist, 2012 NVTA Northern Virginia Transportation Alliance Award, 2012 ARTBA Globe Award for Environmental Excellence, 2012 AGC Alliant Build America Award, 2011 ENR Northeast Region Best Overall Project – Transportation, and 2011 AASHTO President's Award for Highways.



Project Similarities to Gloucester

- ✓ Green field project
- ✓ Dual bridge structures spanning floodplains and utilities
- ✓ Bridge stream crossing with existing utility running parallel to stream
- ✓ Multiple foundation types, caisson, piling, and spread footings
- ✓ Environmental compliance, environmental avoidance and minimization

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: Woodrow Wilson Bridge Project Location: Prince Georges County, MD	Name: Various Lead Designers: KCI Technologies , Johnson, Mirmiran and Thompson, Gannett-Fleming	Name of Client./ Owner: Maryland Department of Transportation State Highway Administration Project Manager: Sherlene Cleveland Phone: 410-545-8838 Email: SCleveland@sha.state.md.us	Various Completion dates each contract (5 total) All completed on time	06/2009	\$259,177 (Total for all 5 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.

The Woodrow Wilson Bridge project included five individual contracts totaling \$267 million to reconstruct the I-95/I-495 Maryland corridor up to the new Woodrow Wilson Bridge, the new National Harbor interchange and reconstruct the 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, 1 million CY of excavation, 56,000 LF of drainage, subbase, bituminous paving, guardrail, signing, landscaping, architectural features, electrical, grading, ITS maintenance and protection of traffic, and performing 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-95/495 corridor, outside Washington, D.C. We had to maintain traffic on I-295, I-95 & I-495 while we constructed the three interchanges and reconstructed 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 redesigned a structure over I-95/I-495 and the approaches which provided a \$2 million dollar savings to the owner and expedited construction of the overpass without affecting the aesthetics of the structure and minimizing impacts to the environment. Wagman was responsible for the design and construction of two large retaining walls. We worked with our geotechnical group to design a tie-back wall with a concrete face. This design was completed in house. Our project fell within the larger Woodrow Wilson Bridge Project that required a massive coordination effort between contracts and the local stakeholders. We supported MD SHA in the public outreach effort. The project was 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) and Wagman has exceeded all required DBE subcontracting goals. Wagman maintained the schedule and earned all available milestone bonuses and each contract was completed on time, safely and within budget. Mike Navecky was the project manager on four of the five contracts.

This project received the following awards: 2012 NVTVA Northern Virginia Transportation Alliance Award, 2011 Award of Excellence in Partnering, 2010 MDQI Award of Excellence Major Roadway over \$10 million, and 2008 MDQI Award of Excellence Major Roadway over \$10 million.



- Project Similarities to Gloucester**
- ✓ Environmentally sensitive; with environmental compliance, avoidance and minimization
 - ✓ Close proximity to active airport
 - ✓ Utility coordination & relocations
 - ✓ Tie-in to existing interchanges
 - ✓ Multiple foundation types, caisson, piling, and spread footings
 - ✓ Foundation re-design to create a savings to the owner

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	Name of Client./ Owner: Maryland Transportation Authority Project Manager: Dave LaBella Phone: 410-931-0808 Email: dlabela@mdta.state.md.us	06/2010	08/2010 (Contract extended due to Extra Work)	\$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.

G.A. & F.C. 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 upgrade the interchange to allow construction of Express Toll Lanes through the interchange. 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 was the redesign of the foundation system of the large flyover structures to implement standard H-pile over drilled and concrete piles. We offered this design-build as a value engineering proposal to the owner which resulted in a cost savings of over \$1 million dollars for the owner. Wagman had to maintain traffic through one of the most heavily-traveled interchange in the country. During construction, maintenance and protection of traffic along I-95 and I-695 was a major component, and we successfully achieved multiple project milestones while optimizing traffic flow. We were able to erect large steel flyovers over major highway similar to I-66. Through proper planning and coordination, the flyovers were constructed with minimum impact to the travelling public. Wagman was able to maintain an A rating for erosion and sedimentation implementation and maintenance (an A rating is the highest).

This project received the following awards: 2011 NPHQ National Achievement Award - Structure Project, 2011 MDQI Award of Excellence Structure over \$5 million, 2010 MDQI Award of Excellence MOT 2nd place, 2011 Award of Excellence Partnering, 2010 NPHQ award for Public Communications, and 2010 ACI Excellence in Concrete Award.



- Project Similarities to Gloucester**
- ✓ Many large, high bridge structures
 - ✓ Bridge stream crossing with existing utility running parallel to stream
 - ✓ Tie-in to existing interchanges
 - ✓ Foundation re-design to create a savings to the owner
 - ✓ Environmental compliance, environmental avoidance and minimization
 - ✓ Multiple foundation types, caisson, piling, and spread footings

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: Route 288 PPTA Route 288/I-64 Interchange Location: Richmond, VA	Name: APAC/United Contractors, LLC	Name of Client: VDOT Phone: 804-364-6313 Project Manager: Jim Fariss, PE Phone: 804-786-2998 Email: James.Fariss@VDOT.Virginia.gov	03/2003	03/2003	\$236,000	\$236,000	\$634

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

The project was awarded to the design-build team assembled by APAC and United Contractors, on which KCI served as the lead structural designer. KCI was responsible for the design of Ramps G & H and design management for Ramp E, all of which are multi-span, horizontally curved, and continuous structural steel bridges at the interchange of Route 288 and I-64. The Route 288/I-64 Interchange is part of the \$236 million design-build project in Richmond, Virginia funded through the Public-Private Transportation Act of 1995. The superstructures for the ramps consist of curved structural steel plate girders with spans that range from 211' to 246'. The superstructures for Ramps G & H are supported by hammer-head piers and MSE high wall abutments. The beginning bridge ends for Ramps G & H are supported by a single, shared MSE wall system with the highest portions of the MSE wall system being 70' tall – which was the tallest MSE wall in the Commonwealth of Virginia. Since the project was constructed in the design-build format, two submittals for each structure were required to facilitate construction of the substructures. The separate submittals enabled construction of the substructure components to take place while the final design, plan details, and fabrication for the superstructure components were completed. With an accelerated schedule, the ramps were designed in 10 months and were constructed in 20 months.



- Project Similarities to Gloucester**
- ✓ Divided highway on new alignment
 - ✓ Environmentally sensitive areas
 - ✓ Design coordination
 - ✓ Traffic tie-ins at existing interchanges
 - ✓ Extensive utility coordination
 - ✓ Coordinating and negotiating with multiple property owners

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: MD 355 Hoya Road to Maple/Chapman Avenues Design-Build Location: Montgomery County, MD	Name: Concrete General, Inc.	Name of Client: Maryland State Highway Administration Phone: 877-578-7440 Project Manager: Lisa Choplin Phone: 410-545-8825 Email: lchoplin@sha.state.md.us	11/2011	11/2011	\$25,000	\$25,000	\$3,000

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.

This interchange project relocated the existing Randolph Road slightly south to align with the recently completed Montrose Parkway and provided a new grade-separated interchange at Rockville Pike (MD 355) Montrose Parkway. The construction was necessary to improve safety and traffic flow at the busy Rockville intersection. This project improved capacity and safety for the Montrose Parkway and Randolph Road corridor, and eliminated a major congested intersection in the MD 355 corridor. KCI prepared the preliminary final design plans for the grade separation of MD 355 and Randolph Road and Montrose Road. KCI also provided construction documents for the grade-separated interchange for MD 355, including drainage, SWM, E&SC, traffic signals, pedestrian lighting, parking lot lighting, roadway pavement design, slope stabilization, utility, and multi-phased MOT and E&SC. KCI also provided inspections for WSSC's water line. KCI designed the MD 355 Bridge over Relocated Randolph Road, as well as the retaining walls on Ramp A and along MD 355. The improvements provided pedestrian connectivity to local shopping centers, apartments, schools and the park-and-ride lot. In addition to sidewalks, a bike path on the north side of MD 355 and east side of Randolph Road was designed and constructed. New or reconstructed signals were added at various roadway crossings for MD 35. ADA sidewalk ramps were provided at all intersections with the current required accessible pedestrian signal features. After the MOT was established, project displays were developed for viewing and the Team held a community information meeting to review the upcoming construction activities. KCI, participating with the MSHA and the contractor, attended monthly partnering meetings with all utility companies and community leaders, during the construction activities. Because of congestion and development around the existing interchange, maintaining traffic was a vital piece of the sequence of construction strategy. Special attention was given to accommodate a high volume of trucks and address traffic operational issues in the project area. Through careful planning and a complex, six-phase maintenance of traffic plan, all lanes of traffic were maintained at all times. The successful sequence of construction safely conveyed vehicular, pedestrian and bicycle traffic through the work area while providing a safe work zone. Plans illustrated temporary signing, pavement markings, channelization devices, locations for changeable message signs, temporary concrete barriers, and temporary traffic signals and lighting. Temporary roadways or connections were designed to comply with design speed requirements and maintain positive drainage.



- Project Similarities to Gloucester**
- ✓ Highway on new alignment
 - ✓ Environmentally sensitive issues
 - ✓ Design coordination
 - ✓ Heavy MOT/traffic control and/or traffic staging
 - ✓ Extensive utility coordination
 - ✓ Coordinating and negotiating with multiple property owners

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: I-520 Palmetto Parkway, Phase I & II Location: Aiken County, SC/Augusta, GA	Name: United Contractors, LLC	Name of Client.: SCDOT Phone: 855-467-2368 Project Manager: David Rister, PE Phone: 803-737-1490 Email: ristergd@dot.state.sc.us	Phase I: 06/2005 Phase II: 12/2009	Phase I: 06/2004 Phase II: 12/2009	Phase I: \$42,000 Phase II: \$152,500	Phase I: \$42,000 Phase II: \$152,500	Phase I: \$2,400 Phase II: \$9,600

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.

KCI served as the lead engineer for the I-520 Palmetto Parkway Phase I & Phase II projects. This \$192 million, major design-build project consisted of connecting I-20 in North Augusta, SC to I-520 Bobby Jones Expressway in Augusta, GA. This four-lane divided interstate facility on new alignment is controlled access and includes 11 major interchanges, 12 miles of interstate and 21 bridges. The project also included roadway improvements to US Route 25, SC 126 (Clearwater Road), S-33 (Ascauga Lake Road) and various secondary and local roads. As the design management entity and lead design firm for the team, KCI was responsible for the coordination between all of the subconsultants, and with the SCDOT Project Manager, Resident Engineer and design staff for submittals and approvals. In addition to design management for the project, KCI was also responsible for producing the design and construction plan details for all bridge structures. The design of the structures was on the critical path of the design-build project. The bridge over the Savannah River is a 14 span, 1,900' bridge consisting of 74" prestressed concrete bulb-tee beams with spans up to 139'. The bridge superstructure is supported by 20" diameter pipe piles at the end bents and 72" diameter drilled shaft piers with crash wall struts in the navigable channel as required by the vessel impact loading study. The bridge geometry includes two tapers on the bridge deck for acceleration and deceleration lanes in combination with horizontal and vertical curve alignments, all of which added complexity to the seismic design and detailing requirements of the SCDOT's Seismic Design Specifications for Highway Bridges, 2001. The award of contract was due in large part to the aggressive schedule set by the design-build team and the ability of KCI to produce the bridge design and plans on a very accelerated schedule in order to meet the construction deadline. This project was awarded the 2006 ACEC-SC Engineering Excellence Award for Phase I and the 2010 ACEC-SC Engineering Excellence Award for Phase II. KCI's performance on Phase II also contributed to KCI's receipt of the 2010 Small Firm Award from ACEC-SC.



- Project Similarities to Gloucester**
- ✓ Divided highway on new alignment
 - ✓ Environmentally sensitive areas
 - ✓ Design management, coordination, and quality control inspection/testing
 - ✓ Heavy MOT/traffic control/staging
 - ✓ Extensive utility coordination
 - ✓ Coordinating and negotiating with multiple property owners