Greenview Drive Widening
From: Hermitage Route (Route 1541)
To: 0.2 Miles South of Leesville Road (Route 682)
3.2 Letter of Submittal
July 31, 2014

Mr. Kevin Reichert, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation (VDOT)
1401 East Broad Street
Richmond, Virginia 23219

RE: Greenvew Drive Widening, City of Lynchburg and Campbell County, VA, A Design-Build Project

From: Hermitage Road (Route 1541) / To: 0.2 Miles South of Leesville Road (Route 682)
Contract ID No: C00106320DB79 / State Project No: U000-118-259, R201, C501

Dear Mr. Reichert:

G.A. & F.C. Wagman, Inc. (Wagman) is pleased to submit one (1) original paper version of our Statement of Qualifications (SOQ) including one (1) CD-ROM containing the entire SOQ and eight (8) abbreviated copies for this DB project to the VDOT to provide DB services for the Greenview Drive Widening project. In preparing this proposal, Wagman has carefully reviewed the RFQ dated June 30, 2014; attended the Public Informational Meeting on July 11, 2014; reviewed the Addendum No. 1 and Q&A dated 7/24/2014; and visited the project site.

PROJECT TEAM

Wagman will be the Lead Contractor and is the Offeror who has the overall authority on the project. Wagman is an experienced DB Contractor who has partnered to complete the design/ construction of over $1B of transportation projects. Wagman acquired Key Construction Company, Inc. (Key) and D.W. Lyle Corporation (D.W. Lyle) in 2013. These acquisitions provided Wagman with an additional 20 years of heavy construction experience in Virginia and the Lynchburg District. Wagman retained the key personnel from these acquisitions whose knowledge, resources, and experience strengthen Wagman team’s overall capabilities. Both Key Construction and D.W. Lyle are well-respected, Virginia-based firms who now operate as G.A. & F.C. Wagman, Inc.

Wagman has selected Johnson, Mirmiran & Thompson, Inc. (JMT) as our lead designer to provide all engineering services for this project. JMT has provided innovative project delivery including DB for nearly 20 years. The Wagman/JMT DB Team (DBT) has worked together on design and construction projects for over 25 years, and members of our DBT have been working together over the past two decades on a variety of highway/bridge projects in this region including DB contracts and are thoroughly familiar with the design and construction coordination required to meet the project completion date. All key staff including the Design-Build Project Manager (DBPM), Independent Quality Assurance Manager (QAM), Design Manager (DM) and Construction Manager (CM) have extensive background with VDOT, the Lynchburg District and innovative project delivery.

This familiarity and continuity, along with our individual and joint firm experience, will ensure that a compatible and capable team is provided for this project. The DBT has selected highly qualified subconsultants with extensive VDOT experience.

LETTER OF SUBMITTAL

3.2.1 Authorized Representative’s Signature: This Submittal is signed in ink by an authorized representative of G.A. & F.C. Wagman, Inc. 3290 N. Susquehanna Trail, York, PA 17406-9754.

3.2.2 Offeror’s Point of Contact (POC) Information: Mr. David W. Lyle, V.P., Division Manager for all matters associated with this SOQ submittal. Contact info: Wagman 5911 Nena Grove Lane, Chester, VA 23831-3715 / T 804-778-4444 / F 804-778-4929 / M 804-731-3707 / dwlyle@wagman.com
3.2.3 Principal Officer Information: Mr. Gregory M. Andricos, P.E., Executive Vice President/Principal. Contact Info: Wagman 3290 N. Susquehanna Trail, York, PA 17406-9754 / T 717-764-8521 x292 / F 717-764-2799 / M 717-825-8688 / gmandricos@wagman.com

3.2.4 Offeror’s Corporate Structure: G.A. & F.C. Wagman, Inc. is an active, registered Corporation (SCC Corp ID: F019898-8) in the Commonwealth of Virginia and will take financial responsibility for this project. A single 100% performance bond and payment bond will be provided for the total contract value and time period. There are no liability limitations on behalf of G.A. & F.C. Wagman, Inc.

3.2.5 Identity of Lead Contractor and Lead Designer: G.A. & F.C. Wagman, Inc. (Wagman) is the Offeror and Lead Contractor responsible for overall contract execution and construction and will serve as the legal entity who will execute the Contract with VDOT. Johnson, Mirmiran & Thompson, Inc. (JMT) is Wagman’s Lead Designer and will be responsible for the overall design of the project.

3.2.6 Affiliated/Subsidiary Companies: Please see Wagman’s Affiliated/Subsidiary Companies listed on Attachment 3.2.6 located in the Appendices of this SOQ.

3.2.7 Debarment Forms: Wagman has executed Attachment 3.2.7(a) – Certification Regarding Debarment Form Primary Covered Transactions form. All subcontractors identified in the Team’s organization chart have executed Attachment 3.2.7 (b) - Certification Regarding Debarment Form Lower Tier Covered Transactions. All debarment forms are in the Appendices of this SOQ.

3.2.8 Offeror’s VDOT Prequalification Evidence: Wagman’s prequalification status (No. W002) is Active and in good standing to bid on this Project as outlined in VDOT’s Rules Governing Prequalification Privileges. Evidence of Wagman’s prequalification with VDOT and good standing with the Commonwealth’s State Corporation Commission is included in the Appendices.

3.2.9 Evidence of Obtaining Bonding: Wagman will provide performance and payment bonds based on the current estimated contract value referenced in Section 2.1, and these bonds will cover the Project and any warranty periods. The bond will be underwritten by Continental Casualty Company, A CNA Surety Company for the full amount of the contract. Continental Casualty Company has an A.M. Best’s Rating of “A-” or better, and a Financial Size Rating of “XV” or better (See surety letter in the Appendices).

3.2.10 Full Size Copies of SCC/DPOR Registration Documentation: Attachment 3.2.10 in the Appendices provides evidence and certifies that the DBT complies with the requirements set forth in Sect. 3.2.10 and subsections .1 through .4, where applicable, and that all businesses and individuals listed are active and in good standing with Virginia and VDOT. Full size copies of SCC Registrations and DPOR licenses (Office(s), Key Personnel and Non-APELSCIDLA) follow Attachment 3.2.10.

3.2.11 DBE Statement (7% Commitment): The DBT is committed to achieving the 7% DBE participation goal during the design and construction of this Greenview Drive Widening project. Additionally, our Team’s formal subcontracting program will ensure maximum use of SWaM firms as required by the Governor’s Executive Order No. 33.

We thank you for the opportunity to submit our SOQ. We are confident that our DBT can provide the Department and all other stakeholders a quality project in a timely and economical manner.

Very truly yours,

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

David W. Lyle, Vice President & Division Manager

WAGMAN JMT
3.3
Offeror’s Team Structure
3.3 Offeror’s Team Structure

G.A. & F.C. Wagman, Inc. (Wagman), founded in 1902 continues today as a fourth generation, private family-owned general contracting business, headquartered in York, PA. Wagman is a heavy civil contractor in the Mid-Atlantic Region including Virginia, specializing in transportation infrastructure, and has grown to become a nationally recognized leader within the industry. Wagman’s core competencies include DB, bridges, structures, highway excavation, drainage, marine construction, modified concrete, and geotechnical construction services including self-performing the design and installation of complex support of excavation systems adjacent to sensitive facilities. Wagman builds/rehabilitates bridges, highways, cut and cover tunnels, retaining walls, interchanges and other structures. As an experienced DB Contractor, Wagman has partnered to complete over $1B in design and construction of numerous transportation projects.

With the acquisition of Key and D.W. Lyle, both of whom have an extensive history as VDOT contractors, Wagman has fully integrated its presence in the Commonwealth of Virginia. Personnel from both of these acquisitions have been bidding and delivering quality projects in the Lynchburg District since the mid-1990’s and enjoy an excellent working relationship with VDOT Lynchburg District Staff. All of these projects were completed on time and exemplify G.A. & F. C. Wagman, Inc.’s commitment to delivering safe, high quality projects in a cooperative team approach with VDOT.

Johnson, Mirmiran & Thompson, Inc. (JMT) is a multi-disciplined architectural/engineering employee-owned company that offers a full array of consulting and technology services for infrastructure projects throughout the United States. JMT is currently ranked No. 94 in Engineering News-Record (ENR) Top 500 Design Firms (No. 6 in the Mid-Atlantic) and has completed thousands of highway/bridge projects ranging in complexity from local intersection improvements, including streetscape in urban environments, to the most complex interstate projects. Projects are delivered using traditional design-bid-build and innovative project delivery methods including DB best value and through P3.

More than 85% of the Wagman/JMT DB Team’s (DBT) current contract work is being performed for repeat clients, illustrating our lasting ability to deliver quality, safety, and cost competitiveness to our customers. The DBT takes pride in our total commitment to schedule and budget goals, particularly our ability to offer creative and innovative solutions to any design and/or construction obstacle. Assisting the DBT is a hand-picked group of highly-qualified subconsultants that are adept in their field of expertise.

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<thead>
<tr>
<th>Offeror and Lead Contractor</th>
<th>Lead Designer</th>
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<tr>
<td>G.A. &amp; F.C. Wagman, Inc.</td>
<td>Johnson, Mirmiran &amp; Thompson, Inc.</td>
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<tr>
<td>VDOT Prequalified Vendors No. W002</td>
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3.3 Offeror’s Team Structure

3.3.1 Identity of and Information about the Key Staff
The DBT team is led by qualified and capable professionals with local-area knowledge and strong DB experience. All of the proposed key personnel have noteworthy experience on transportation projects similar to the roles they have been selected for on this project team. The DBT structure employs best management practices, emphasizes intra-team communications, and empowers team members to solve issues at the most appropriate organizational level.

Our proposed key staff DBPM, Independent QAM, DM and CM average nearly 20 years of design and construction experience including extensive background with VDOT, the Lynchburg District and innovative project delivery methods. Our DBPM, Mr. David Lyle (Wagman) and Mr. Rodney Hayzlett, PE (JMT) teamed to design and construct the $15.5M Route 61 Bridge Replacement over New River, Route 460 and Old Virginia Avenue DB for VDOT. Our proposed QAM, Dale Grigg, PE (MBP) and CM, Mr. Paul Phillips (Wagman) have a previous working relationship in the Lynchburg District. Paul was the project superintendent on two of the Madison Heights Bypass projects that were in the VDOT Lynchburg District constructed from 1998 to 2001 and at the time these projects were being built, Paul was working with Dale who was the Lynchburg District Construction Engineer for VDOT at that time. Dale worked at the Lynchburg District in various positions including District Material Engineer, District Construction Engineer and as Acting District Administrator from 1987 to 2007. Project responsibilities of proposed DBT’s key staff is listed below (Please see Appendix for key staff resumes):

<table>
<thead>
<tr>
<th>Key Personnel</th>
<th>Project Responsibilities</th>
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<td>David Lyle (Wagman)</td>
<td>Overall project design, construction quality management and contract administration. He will be the single Point of Contact for VDOT and the DBT and will be responsible for the overall project design, quality management and contract administration. Relevant Experience – has 20 years of construction experience working in the Lynchburg District.</td>
</tr>
<tr>
<td>Dale Grigg, PE (MBP)</td>
<td>Responsible for the QA inspection and testing of all materials used and work performed on the project including monitoring the QC program. Will ensure that all work is performed in conformance with the contract requirements and the “approved for construction” plans and specifications VDOT’s Minimum Requirements for QA/QC on DB &amp; PPTA projects and specifications Relevant Experience – Dale has over 20 years of experience working in the Lynchburg District for VDOT.</td>
</tr>
<tr>
<td>Rodney Hayzlett, PE</td>
<td>Coordinating the individual design disciplines and ensuring the overall project design is in conformance with the contract documents. Rodney will also establish and oversee the QA/QC program for all pertinent disciplines. Relevant Experience – Rodney has provided the identical roles on several DB projects and has over 20 years in the management and design of advanced technical urban and rural roadway and drainage projects for Virginia Transportation projects.</td>
</tr>
<tr>
<td>Paul Phillips (Wagman)</td>
<td>Will be on the project site for the duration of construction operations and will be responsible for managing the construction process including the QC activities to ensure that the materials used and the work performed meet contract requirements and the “approved for construction” plans &amp; specifications. Relevant Experience – Mr. Phillips has 19 years of experience in the road construction industry. He was the project superintendent on two of the Madison Heights Bypass projects located in the Lynchburg District.</td>
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3.3.2 Organizational Chart
The organizational chart image provided on the next page shows the “chain of command” while identifying major functions to be performed by the DBT Team. The organizational chart also shows the reporting relationships of Key Personnel responsible for the management of design, construction, and QA/QC activities. The DBT has clearly defined roles and relationships.
3.3 Offeror’s Team Structure

**Stakeholders**
- VDOT
- City of Lynchburg
- Campbell County
- Lynchburg Regional Airport
- Utilities
- Emergency Services
- Property Owners
- Local Businesses

**Design Team**
- Highway: Jeff Cronin, PE
- Water Res.: Rob Wassum, PE
- Traffic Engr.: Randy Boice, PE, Amy Morris, PE, PTOE
- Utility: Dave Malinoski, PE
- ROW/Fee Appraisers: Lee Cooper, SR/WA, Ronnie Van Cleeve
- Review Appraisers: Philip Swartz
- LA/Compl. Streets: Jon Conner, PLA, LEED AP
- Geotech.: Mike Leffler, PE, Paul Zhang, PE
- Surveys: Mike Zmuda, LS, PE

**Environmental Team**
- Env. Mgr.: Ian Frost, AICP, CEP
- Permitting: Carter Teague, WPIT
- Env. Compl.: Doug Fraser, PG

**Construction Team**
- Highway Superintendent: Brad McClung
- Utility Superintendent: Carl Tillotson
- Grading Foreman: Walter Stinnett
- Traffic/MOT Manager: Ricky Allen
- Signalization Subcontractor: TBD

**Independent QA Team**
- QAM: Dale Grigg, PE
- QA: Staff Inspectors
- Lab./Testing: AMRL/CCRL Cert.

**Independent QC Team**
- QCM: Tommy Hall
- QC: Staff Inspectors
- Lab./Testing: AMRL/CCRL Cert.

**Key**
- = Key Personnel
- = Direct Reporting Line
- = Line of Communication
- = Holds DEQ RLD
- = Holds VDOT ESCCC
- = Holds VDOT Work Zone Traffic Control
- Intermediate and/or Advance Level
3.3 Offeror’s Team Structure

3.3.2 Organizational Chart Narrative

**Reporting Relationships of Key Personnel** - The DBT organization is optimized to present clear, logical, reporting relationships to manage the design and construction of the Greenview Drive Widening project, while maintaining distinct responsibilities and project controls. The project organization is organized to facilitate timely and effective communication among all personnel, regardless of position. Practical lines of communication running between design, construction, and the independent QA/QC support staff, along with direct reporting to the DBPM allows all levels to function as a team. This organization is a successful model used by Wagman and JMT on past and present projects.

The organizational chart further depicts that the main production staff interfaces with the DBPM will be the **Design Manager (DM)**, the **Independent Quality Assurance Manager (QAM)** and the **Construction Manager (CM)** allowing effective communication among the Key Personnel. The DM, the CM, and the QAM will support the DBPM in their respective areas of expertise. The DBPM will rely on the DM, the CM, and the QAM to effectively coordinate their individual Team elements and will use these Key Personnel to communicate to all Team members during design and construction. These personnel serve important support roles for the DBT and provide specific areas of expertise to the project.

**DBPM** - The DBT organizational chart starts with VDOT at the pinnacle of the hierarchy. The DBT recognizes that all final decisions rest with VDOT. The DBT’s primary interface with VDOT will be through the **DBPM, Mr. David Lyle**. In accordance with sound management practices and VDOT guidance, the DBP serves in the most crucial role, one that defines success for all aspects of the project. The DBPM is the principal conduit for communication with VDOT, and also directly controls the design, construction, quality assurance and public outreach functions.

One feature of the DBT proposal is the independence of the key support staff and specialty professionals whose roles are to assure that the highest levels of quality and safety is maintained in both the design and construction phases of the project. DBT members have years of experience with integrated quality and safety programs that have been refined and incorporated in best management practices for delivering innovative and award-winning DB projects including the Fairfax County Parkway, Phase I/II and IV.

**Independent QAM** - McDonough Bolyard Peck, Inc. (MBP) is the Team’s Independent Construction QA firm for this project. MBP commits **Mr. Dale Grigg, PE to serve as the QAM** who will report directly to the DBPM and attend all project meetings. He will oversee a QA staff that will include a lead senior inspector, project inspectors, and a records administrator. Additionally, he will oversee the activities of the independent AMRL/ CCRL certified off-site materials sampling and testing laboratory, **ECS Mid-Atlantic, LLC (ECS)**. The QAM will have the authority to suspend field activities in the event QA tasks or issues are not complete or construction work is found to be non-conforming.

**DM** - The DBT organizational chart clearly defines that all design disciplines for the project will report to the **DM, Mr. Rodney Hayzlett, PE**. The approach to staffing these disciplines hinges on the concept of matching the requirements of this project to the experience and depth of knowledge of staff best suited to fulfill these specific requirements. While the majority of the disciplines will be covered by JMT professionals, the team does include several specialty subconsultants who will augment the Team and report directly to the DM. The DM will report directly to the DBPM. During the design phase of the project, he will interface directly with each of the discipline leaders, whether that individual is a JMT staff member or a subconsultant contracted with JMT. Rodney will also establish and oversee the QA/QC program for design. The responsibilities of the Design QA/QC Team will be separated between QA & QC.

**CM** – **Mr. Paul Phillips** is the CM for the project who will oversee all major construction activities and will manage the Construction Quality Control (CQC) program. The Superintendents, Traffic/MOT Manager and Construction Quality Control Manager (QCM) from NXL Construction Services, Inc. will all report directly to the CM. His responsibilities will include CPM schedule development and updating,
3.3 Offeror’s Team Structure

Resource planning and allocation (materials, labor, and equipment), budgetary and cost control, subcontractor scheduling, MOT, ESC, and shop drawing review. The CM will report directly to the DBPM. The CM will also be responsible for Construction QC activities including CQC testing and off-site materials sampling and testing performed by Hurt & Proffitt, Inc. The Independent Construction QCM will report directly to the CM.

Assisting the DBT is a hand-picked group of highly qualified support personnel that are experts in their field of expertise. Please see the table below for a brief description of the qualifications and experience:

<table>
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<tr>
<th>Project Role</th>
<th>Key Support Personnel</th>
<th>Reporting Role to:</th>
<th>Experience</th>
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<tbody>
<tr>
<td>Project Resource Group</td>
<td>Greg Andricos, PE (Wagman)</td>
<td>DBPM</td>
<td>22+ years of experience in design and construction including delivering four DB projects ($190M) in Northern VA and DC with JMT.</td>
</tr>
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<td></td>
<td>Timothy Nunn (Wagman)</td>
<td></td>
<td>36+ years of experience in the construction of projects. He has completed projects statewide with over 20 years of experience in the Lynchburg District. Additionally, he has worked on previous DB projects with JMT.</td>
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<tr>
<td></td>
<td>Bill Schaub, PE (JMT)</td>
<td>Independent QCM</td>
<td>34+ years of experience including as Design Manager on several DB projects in Northern VA, DC and MD.</td>
</tr>
<tr>
<td>Indep. QCM</td>
<td>Tommy Hall (NXL)</td>
<td>CM</td>
<td>18+ years of experience working in the construction field including QA and QC on a variety of projects.</td>
</tr>
<tr>
<td>Public Relations</td>
<td>Susan Sharp (S&amp;CO)</td>
<td>DBPM</td>
<td>35+ years of experience in public relations. She will work at the direction of the DBT and VDOT to develop and implement a public participation program.</td>
</tr>
<tr>
<td>Environ. Manager</td>
<td>Ian Frost, AICP, CEP, CE, LEED (EEE)</td>
<td>DM</td>
<td>35+ years of experience representing VA on statewide and regional programs. Ian has long standing relation with JMT and members of Wagman’s staff on DB projects in VA.</td>
</tr>
<tr>
<td>Design QA</td>
<td>Trip Phaup, PE (JMT)</td>
<td>DM</td>
<td>25+ years of engineering and QA/QC experience. Trip and our DBPM David Lyle first crossed paths at VA Tech and have worked together since 1988.</td>
</tr>
<tr>
<td>Highway Engr.</td>
<td>Jeff Cronin, PE (JMT)</td>
<td>DM</td>
<td>17+ years of experience in all aspects of roadway design projects in VA.</td>
</tr>
<tr>
<td>LA/Compl. Streets</td>
<td>Jon Conner, PLA, LEED AP (JMT)</td>
<td>DM</td>
<td>28+ years of experience in landscape architecture and is a member and part of the National Speaker’s Bureau of the National Complete Streets Coalition (NCSC).</td>
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<tr>
<td>Utilities</td>
<td>David Malinoski, PE (JMT)</td>
<td>DM</td>
<td>34+ years of experience in the management and design of utility, transportation and site improvement projects.</td>
</tr>
<tr>
<td>Traffic Engr.</td>
<td>Amy Morris, PE, PTOE (T3)</td>
<td>Traffic Engineer</td>
<td>14+ years of experience in traffic engineering including operations management.</td>
</tr>
</tbody>
</table>

All of JMT’s Design Team members are registered professionals in their areas of expertise in Virginia and have a combined average of more than 25 years of transportation experience. JMT, Bowman Consultants and Appraisal Review Specialist are prequalified with VDOT individually in their fields of expertise ROW, Fee Appraisals and Review Appraisals.
3.4 Experience of Offeror’s Team
3.4 Experience of Offeror’s Team

Relationship of Wagman and JMT
Wagman and JMT and the individual staff members of Wagman and JMT have a solid, long term, work history of teaming and partnering on transportation and, in particular, roadway and bridge projects. The successful completion of these projects demonstrate that the Design-Build Team (DBT) possesses the skills and knowledge to provide VDOT with an exceptional team for the design and construction of the Greenview Drive Widening Project. In addition, Wagman and JMT’s focus on process, quality, planning, and scheduling make them an excellent team for this project. Both organizations and our proposed key staff are very experienced with the DB process and have a proven cooperative work history in Virginia, Maryland and Pennsylvania.

Highlighted DBT Work History

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 61 (MacArthur Avenue) over New River, Route 460, and Old Virginia Avenue</td>
<td>Narrows, VA (DB)</td>
</tr>
<tr>
<td>Bridge Replacement and Approaches (DB)</td>
<td></td>
</tr>
<tr>
<td>– The Wagman/JMT DBT designed and constructed this DB project involving replacing</td>
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<tr>
<td>a 1,200-foot long bridge and approaches over the New River and Route 460 with</td>
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<tr>
<td>a wider, jointless bridge for VDOT. The scope of work included preforming</td>
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<tr>
<td>preliminary and final design for bridge, road and utilities; acquiring all</td>
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<tr>
<td>environmental permits and approvals; providing QA/QC for design; acquiring all</td>
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<tr>
<td>required permanent and temporary ROW; maintaining traffic; and overall project</td>
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<tr>
<td>management. JMT incorporated a number of aesthetic, context sensitive solutions</td>
<td></td>
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<tr>
<td>into the project including concrete surfaces with ashlar stone finish,</td>
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<tr>
<td>overlooks on the bridge over the river, a park and ride facility, a stormwater</td>
<td></td>
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<tr>
<td>bioretention facility, sidewalks and bike lanes and street lighting along the</td>
<td></td>
</tr>
<tr>
<td>entire project.</td>
<td></td>
</tr>
<tr>
<td>U.S. 209 Bridge Replacement and Approaches over Raymondskill Creek in Delaware</td>
<td>Pike County, PA</td>
</tr>
<tr>
<td>Water Gap National Recreation Area (DB), PA – The Wagman/JMT DBT designed and</td>
<td></td>
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<tr>
<td>constructed this bridge replacement project involving the replacement of the</td>
<td></td>
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<tr>
<td>superstructure and rehabilitation of the substructure for the 56 year old</td>
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<tr>
<td>existing bridge carrying U.S. 209 over Raymondskill Creek, located within</td>
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<tr>
<td>National Park Service Delaware Water Gap National Recreation Area. Route 209</td>
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<tr>
<td>was reconstructed and widened with improvements to an at-grade intersection.</td>
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<tr>
<td>SR 22, Section O, ERP (Design-Build) – Harrisburg, PA – The Wagman/JMT DBT</td>
<td></td>
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<tr>
<td>which involved designed and rehabilitated (retrofitted) of existing precast</td>
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<tr>
<td>bridge barriers and associated roadway and traffic control work at 11 bridge sites</td>
<td></td>
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<tr>
<td>and 2 retaining wall sites.</td>
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</table>

Wagman and JMT have also coordinated and worked together on several bid-build projects including:
- I-495 Hot Lanes (DB), Northern, VA – JMT supported D.W. Lyle Corporation (acquired by Wagman) with the surveying services for this project.
- I-295 Bridge Approach, Chesterfield County, VA – JMT supported D.W. Lyle Corporation (acquired by Wagman) with the surveying services for this project.
- I-95/I-495/I-295/MD 210 Interchanges, (Woodrow Wilson Memorial Bridge), Prince George's County, MD - During construction JMT worked with Wagman on VE proposals to reduce cost and schedule. The redesign of the approach fill using geofoam resulted in a savings of $2M+.
- I-695/I-95 Interchange (Section 100) Express Toll Lanes (ETL), Baltimore County, MD - JMT coordinated with Wagman (managing partner of the construction JV) during the construction of this project. Collaboration between design and construction resulted in accepted value engineering proposals totaling owner savings of over $2M. The MOT collaboration developed a safer and more cost effective solution that minimized impacts to the travelling public.
3.4 Experience of Offeror’s Team

Wagman’s Experience in VDOT’s Lynchburg District

Personnel acquired by Wagman in the acquisition of Key Construction and D.W. Lyle have been bidding and delivering quality projects in the Lynchburg District since the Mid 1990’s and enjoy an excellent working relationship with VDOT Lynchburg District Staff. Examples of those recent projects utilizing current Wagman project management and field construction staff are:

- Rte. 265 Franklin Turnpike Extension, City of Danville and Pittsylvania Co.
- Rte. 41, City of Danville
- Rte. 360 and Rte. 58, Halifax Co.
- Rte. 29 Bus. over 29 Bypass, Pittsylvania Co.
- Rte. 60 over David’s Creek, Appomattox Co.
- Piedmont Drive over Fall Creek, City of Danville
- Rte. 92 over Bluestone Creek, Charlotte Co.
- Rte. 265/34/360 Danville Bypass

All of these projects were completed on time and exemplify G.A. & F. C. Wagman, Inc.’s commitment to delivering safe, high quality projects in a cooperative team approach with VDOT.

JMT’s DB Experience in Virginia

From traditional Design-Bid-Build to Design-Build and Public Private Partnerships, JMT is familiar with all of these procedures, having participated with numerous contractors on most methods employed by owners, including DB, one-step low bid, 2-step low bid and 2-step best value and stipulated sum competitions. JMT routinely develop plans and alternative technical concepts for projects which result in a competitive advantage being provided to our contractor partners. JMT has a documented reputation for the development of innovative solutions for our projects, on time and within budget. JMT has been involved in projects that have included a variety of project delivery methods for our clients including many mega-projects along the mid-Atlantic region for nearly 20 years. Highlighted DB projects that JMT has participated as the Lead Designer and/or member of the Design Team in VA include:

- FHWA-EFLHD/VDOT, Fairfax County Parkway (DB), Phases I/II and IV, Springfield, VA ($112.5M) – JMT was the lead designer for this award-winning project, which completed a vital link to I-95 and helped address the traffic impact of the U.S. Army relocating 8,500 jobs to the National Geospatial-Intelligence Agency (NGA) Campus East. JMT’s proposed DM, Rodney Hayzlett, PE and Project Resource Group Member, Bill Schaub, PE received "Star Partner" Awards for their exceptional dedication, teamwork, and professionalism in support of the Parkway project's goals.
- FHWA-EFLHD/VDOT, Mark Center Short and Mid Term Improvements (DB), Alexandria, VA ($7.8M) - JMT was the lead designer and provided roadway infrastructure improvements on a DB project needed in support of BRAC near Washington, DC.
- VDOT, Route 3 Widening (D-B), Culpeper District, VA ($2.7M) - JMT is providing design for the widening of Route 3 from two lanes to four lanes, a 5.5 mile section of roadway
- VDOT, Route 15/460 Approaches and Bridge over Buffalo Creek in the Town of Farmville, VA ($2.9M) – JMT was the lead designer and provided design for the bridge replacement, while maintaining the daily traffic for 3rd St. (Route 15/460) over Buffalo Creek.
- VDOT, Coalfields Expressway/Corridor Q, Poplar Creek Section (PPTA-DB), Bristol District, VA ($1.6M) – JMT as the lead designer is designing 4.3 miles of divided, four-lane principal arterial on brand new alignment through extremely mountainous terrain.
- Prince William County/VDOT James Madison Highway (Route 15) Improvements (PPTA), Prince William County, VA ($52M) – JMT as a subconsultant was responsible for the design of two river crossing structures, Stage II services for an additional bridge designed by others, ROW acquisition services, and utility designating services.

The example projects described above demonstrate that members of the DBT’s key and support staff have a solid, long-term, work history working on transportation projects in Virginia and will be able to successfully deliver this DB project. Work History Forms for Wagman’s Attachment 3.4.1 (a) and JMT’s Attachment 3.4.1 (b) demonstration projects of similar scope and complexity are located in the Appendices Section of this SOQ.
3.5
Project Risks
3.5 Project Risks

The Wagman/JMT DB Team (DBT) recognizes that early identification and planned mitigation for project risks provides VDOT and the public assurance that we are capable of designing, managing, and constructing the project to ensure a successful completion. To evaluate risks, we have developed a preliminary Project Risk Register, a “living document” that will be updated throughout proposal development and during design and construction to continuously assess risk, define the potential for impact, develop mitigation strategies and manage risk mitigation. The DBT has carefully considered the key elements for this project to determine three critical project risks. In our assessment, we considered numerous potential risks including project schedule and the potential for rock excavation. Ultimately, we determined that the risks to Utility Relocation, Traffic Safety and Public and Stakeholder Involvement are the three risks with the greatest potential to impact project success. These critical risks, preliminary mitigation strategies, and the VDOT’s role in mitigation are presented below.

RISK NO.1 – UTILITY RELOCATIONS

As presented on the plans provided with the RFQ, the project contains several private and public utilities that fall within the Limits of Disturbance (LOD). The DBT has preliminarily identified the following utilities:

Water and Sanitary owned by the City of Lynchburg’s Department of Water Resources; telephone owned by Verizon Virginia, Inc.; electric owned by American Electric Power; Gas owned by Columbia Gas of Virginia, Inc.; and cable TV owned by Comcast Digital Cable. The existing utilities are comprised of both overhead and underground infrastructure.

The DBT has further identified a critical area of utility relocations, that being the intersection between Greenview Drive and Leesville Road. The RFQ plans indicate that grade of the intersection will be significantly lowered, impacting existing water, telephone and storm lines and potentially existing sanitary lines as well. Extensive coordination with MOT phasing and construction methodologies will need to be considered in order to properly relocate the existing utilities through this area.

Why the risk is critical and the impact the risk will have on the Project.

The critical risk to the project regarding these utilities is in determining potential conflicts with the new work. Protection of utilities is critical to the success of any project, and includes both direct and indirect impacts, such as those that may be caused by vibrations during construction or heavy equipment passing over utilities. The roadway areas will require the identification and mapping of all known overhead/underground utilities to determine that they are adequately protected from new construction impacts and to ensure they maintain proper clearances both overhead/underground. This includes service lines to area homeowners and businesses potentially impacted. Protection of existing utilities is critical so as not to risk any loss of service to homeowners and businesses located within not only the LOD, but end users for a given utility well beyond the limits of the project.

Another risk presented by utility relocations is risk to the project schedule. Failure to provide timely assistance by any of the respective utility owners can create major impacts to completing areas of work on the project. Proper upfront work and planning is required in order to identify the utilities in need of relocation, develop a plan of relocation, acquire right-of-way and easements and to schedule the utility companies to perform the relocation. The utility relocation effort must be aggressive and comprehensive in order to avoid any impacts to the project construction.
In addition to our preliminary identification effort, the DBT has reviewed the Greenview Drive Phase II VE Study and recognizes VDOT’s foresightedness in providing for inactive sanitary sewer lines across Greenview Drive and under the proposed shared use path for future sewer connections for the properties along Greenview Drive and Leesville Road. The DBT will endeavor to coordinate with the sewer authority to design and construct these sanitary lines, as well as service connections, in order to avoid the need for future easements and disruption to the shared use path.

**Mitigation strategies the DBT may implement to address the risk.**

As mitigation, the DBT intends to provide early and continuous coordination with affected utility companies commencing at the proposal phase and continuing throughout design development and construction. The DBT will implement design and construction strategies to aid in the management of the utility relocation process through partnering and open communication. Our DBT will investigate alternative designs to avoid or minimize impacts to existing utilities. Coordination efforts will begin with the project kickoff meeting following award. An agenda item for the kickoff meeting will include an item for utility relocations. Representatives from the affected utilities, as well as VDOT utility personnel will be invited to the kickoff meeting to participate in utility discussions. Follow up meetings will be held as necessary with the utility companies and VDOT to develop our relocation designs. Wagman has successfully employed similar strategies for utility relocations on the Route 1 Widening project at Fort Belvoir, VA.

The DBT has assigned David Malinoski, PE of JMT with specific responsibilities for utility coordination. David has over 34 years of experience in the management and design of utility relocations for transportation and site improvement projects. A Utility Task Force will be established during design and continue through construction, to define potential impacts, evaluate solutions for minimizing impacts and facilitate relocations. The Utility Task Force will also work diligently with the Right-of-Way acquisition teams to ensure proper right-of-way and easements for the relocated utilities. Finally, we will locate and designate precise locations of existing utilities using supplemental utility surveys by JMT’s in-house Subsurface Utility Engineering (SUE) capabilities, followed by implementation of a robust SUE Level A test hole program to confirm the depth of utilities with respect to proposed roadway grades and potential conflicts. Our early and aggressive coordination efforts will occur well before actual construction allowing for minimal impacts to the project schedule as well as to all affected parties.

The utility task force will work with the owners to explore methods to expedite utility related plans and estimates (P&E) to advance the project schedule and to generate the required UT-9 forms and arrange and coordinate the UFI meeting(s). The DBT is familiar with the UFI process and the preparation of the UT-9, UT-4, UT-11 and other documents required by VDOT’s Utility Manual of Instructions – Utility Relocation Policies & Procedures. We will diligently pursue the relocation effort in accordance with the Manual’s and the RFP’s requirements.

**Role the DBT expects VDOT or other agencies may have in addressing these project risks.**

We do not expect any uncommon efforts on the part of VDOT unless unforeseen circumstances arise. We anticipate that VDOT will participate in the utility relocation planning efforts, including planning meetings and UFI meetings. VDOT will be invited to all coordination meetings with the utility companies and owners. The success of the utility relocation effort is also contingent upon timely P&E review and approvals by VDOT’s Utility Division. The DBT has extensive experience coordinating with VDOT’s Utilities Managers in past projects, and as a result, the DBT request for VDOT approval will be timely and complete, allowing for a quick and effortless VDOT review and approval process.
3.5 Project Risks

RISK NO.2 –TEMPORARY TRAFFIC CONTROL FOR MAINTENANCE OF TRAFFIC

A critical risk for this project is ensuring safety through the work zones during construction while minimizing impacts to the traveling public including vehicular, pedestrian, bicycles and transit operations. Our #1 priority is to prevent accidents to the public and our workforce during this Project.

Why the risk is critical and the impact the risk will have on the Project. Providing a safe work zone and minimizing impacts to the traveling public are core values and goals that we share with VDOT on all projects. On this highly travelled corridor, maintaining these goals will be challenging. Properly managed, planned, designed, implemented and scheduled maintenance of traffic (MOT) operations reduce risks and limits exposure to increased costs while providing minimum adverse impacts to the public. Temporary Traffic Control (TTC) for the Greenview Drive and Airport Road improvements are crucial for numerous reasons, primarily:

- The existing roadway meanders within the proposed typical section footprint and is not consistently on one side of the proposed typical section. This will add additional construction phases/sub phases to build all of the segments/pieces.
- Multiple residential and commercial access points along the corridor that need to be maintained during all phases of construction.
- The proposed 5’ grade change (lowering the profile) at the intersection of Leesville Road will need to be staged to maintain traffic on existing roadways while relocating utilities and constructing sufficient amount of proposed roadway (lowered profile) to facilitate a traffic shift in order to complete the remaining grade changes.
- Construction is primarily in a residential area with potential noise concerns.

Mitigation strategies the DBT may implement to address the risk. The DBT has successfully completed projects with extremely difficult MOT requirements and very high ADT’s very similar to the Greenview Drive project. We will take this invaluable experience, personnel, and innovative methods and combine that with the experience of JMT to introduce and maintain a seamless, easily navigable travel way through the project during construction.

A multi-phase, MOT plan will be developed to demonstrate that all modes of traffic will be safely conveyed through the various work zones. The diverse needs of various forms of traffic will be studied as part of our Traffic Management Plan (TMP) development in order to understand the traffic flows, for all modes. The TMP will be developed to balance the needs of the construction schedule with the safe and timely conveyance of the public through the jobsite. The TMP will be made of three components:

- **Temporary Traffic Control Plans (TCP)**: TCP’s provide the sequence of construction activities. The proposed construction along with any proposed lane closures will be shown with the appropriate traffic control devices. The TCPs will be in accordance with VDOT requirements and accommodate the sequencing and work zones. Each plan will meet RFP requirements; adhere to the VDOT Work Area Protection Manual and MUTCD criteria to address work-zone traffic control, detours, work restrictions, constructability concerns and potential traffic impacts. TCP’s will include ADA and MUTCD compliant details such as traffic management stage narratives/schedules, work zone signage, detour routes, access to local businesses, public notification requirements, alternate routes, maintenance of pedestrian and bike routes, and coordination with emergency services and School transportation. The TCPs will expedite the opening of completed sections to travelers in order to improve traffic operations when possible. Typical sections will be provided to demonstrate how the interim phase of construction interacts with the existing condition and the ultimate completed project. This will be extremely important when designing and detailing the sequence of construction of the...
Leesville Road intersection with the proposed 5’ grade change. The plans and typical sections will identify areas of temporary drainage so water is not trapped during any phase of construction. The DBT will look at strategies to improve safety and operations during maintenance of traffic including modifying the proposed design to reduce MOT requirements, signal timing modifications including real time management, and sequencing the construction to move traffic out of the work zone. Due to the constrained site, few opportunities exist to shift traffic away from work areas which will require multiple internal traffic shifts to accommodate the proposed improvements. Snow removal during winter events will be considered. Detailed plans showing signs, markings, and other devices along with incident management plans will be developed.

The DBT has committed Ricky Allen to serve as the Traffic/MOT manager for this project. His duties for this project include assuring practical application of the design TMP/MOT plans, and implementing said plans. Mr. Allen will monitor actual field conditions, and make adjustments to Temporary Traffic Control Devices (TTCD) as necessary.

- **Public Communication Plan**: Communication will be critical in traffic, incident and congestion management. Short-term lane closures/new traffic patterns will need to be planned well in advance and communicated to all users (including VDOT, City of Lynchburg and emergency vehicles) of the corridor prior to their implementation. This will include the use of portable variable message signs/press releases/possibly flyers printed for the nearby residents, and employees/owners of nearby businesses to identify changes that will occur during each phase of construction. The Plan will provide a process of notification for any traffic delays both scheduled/unscheduled. The DBT will explore the potential to include a public information campaign as part of our public communications plan that will provide alternative routes and promote the use of these alternative routes to help reduce the volume of traffic entering and going through the work zone.

- **Transportation Operations Plan**: Provides a process to notify the Regional Smart Traffic Center to place detours/lane closure information on the 511 system. A list of local emergency response agencies will be included in the plan along with procedures to respond to traffic incidents that may occur in the work zone. Traffic analysis will be performed for each phase of construction to confirm that the proper LOS is being maintained. The analysis along with any traffic incidents will provide the tools necessary for modifying the Temporary TCP if required along with providing historical data for future projects.

The DBT will investigate innovative design approaches to the Greenview Drive / Leesville Road intersection to minimize changes to the vertical alignment, in an effort to reduce impacts to utilities, MOT, and the travelling public. The DBT will optimize the design profile through the intersection in an effort to minimize the amount of fill required (approximately 5’) along Greenview Drive as you approach the intersection of Leesville Road from the west along with the 5’ cut that occurs in the middle of the proposed intersection while meeting the design criteria for the roadway such as design speed, sight distance, etc.

**Role the DBT expects VDOT or other agencies may have in addressing these project risks.** The DBT anticipates that VDOT will provide oversight and approvals of the TMP process and assist if unforeseen situations should arise and will post notifications from the DBT providing construction activities through their Traffic Management Systems.
3.5 Project Risks

RISK NO.3 – STAKEHOLDER COORDINATION / PUBLIC INVOLVEMENT

Why the risk is critical and the impact the risk will have on the Project.
Impacts to traffic are a concern when launching road construction projects. This project disrupts a major commuting route serving the City of Lynchburg and Campbell County, VA. While commuters will encounter disruption, there will also be significant disruption to the property owners within the project limits. The Wagman/JMT Team recognizes that there are numerous residential properties, business properties and churches within or adjacent to the project limits.

The City of Lynchburg and the residents, churches, businesses in this area are articulate and empowered and will not hesitate to let their elected officials or area media know of their displeasure with the design or the process. Vocal, upset citizens, churches and business owners can disrupt and seriously impact project schedule and budget. Listening to and addressing the concerns of the stakeholders and public will be paramount to a successful project but at the same time presents a considerable risk to the project. The DBT recognizes the importance of effective public relations and knows that the success of the project will hinge greatly upon the proper and timely dissemination of information to the public about the construction schedule and its impacts on their daily lives and activities.

To address these important concerns, the team includes Sharp & Company (SC&O) whose principals provide more than 50 years of combined experience in the field of public relations, including experience with VDOT projects. Public involvement is critical for two reasons: first, it ensures developing the right project, one that truly meets the community’s needs and reflects the community’s input; second, public support helps moves projects from planning to actuality. The goal of community engagement is to share information with and gather input from people and organizations affected by a project – including VDOT, City of Lynchburg, Campbell County, Roanoke-Blacksburg Regional Airport, utilities, emergency services, property owners, local businesses, developers, civic and community associations, and the general public – in order to create and implement a project process that stakeholders will champion.

Mitigation strategies the Team may implement to address the risk.
Key to addressing these issues is a proactive public awareness program identified in our public communication plan that prepares the public early during the design phase. The DBT has teamed with Sharp & Company to develop and administer a public awareness program. Our approach looks at four inter-connected phases that build successful public involvement:

- **Participation** – Efforts are directed at engaging stakeholders, informing them of the project and creating numerous channels for communication with stakeholders.

- **Support** – Stakeholders are asked to back project goals so that they have some “skin in the game.” Agreement is not necessary at this point; it is the willingness to support the project’s goals that is key. This step usually involves identifying and working with key influencers within the community and developing mutually supportive relationships as collaborators on project success.

- **Consensus** – For this phase, clear, audience-focused communications are used to present project issues to stakeholders and develop agreement on a plan moving forward. When an environment of collaboration has been established in the earlier phases, it creates a cooperative atmosphere of trust and mutual respect.

- **Advocacy** – At its best, successful public involvement produces project advocates who will “own” the success of the project independent of the project team. For example, in an area where environmental justice concerns were significant, members of the community became involved in the idea of creating a mural for a rail yard construction site. This is the point where the community
3.5 Project Risks

has come to promote the project because its stakeholders understand the value that this activity is bringing them.

The public awareness program will begin with the development of a comprehensive strategy in collaboration with VDOT. This strategy will establish what will be done, who will do it, and when it will be done.

Public relations must be treated as an essential activity for this project and positioned to immediately express how the benefits outweigh any potential inconveniences. To accomplish this, we propose the following activities as part of our comprehensive public outreach efforts:

- Develop benefit-focused theme and messaging for all communication.
- Conduct an initial public meeting to introduce the project plans to the community and provide them an opportunity to ask questions and voice their concerns.
- If VDOT elects, the DBT will develop a stand-alone website or provide content to VDOT that would be included as part of a VDOT maintained project site. The site would become a public resource for traffic, alternate routes, anticipated traffic interruptions, etc. Public comments could be sent to VDOT via email and forwarded to the DBT. The DBT would assist VDOT by drafting replies to comments and VDOT would review and reply.
- Create and regularly communicate via an e-blast notification system.
- Provide project overview to traffic reporters and other media and schedule regular updates.
- Regularly communicate with elected officials, major employers, individual, and other organizations to keep them apprised of project progress.
- Proactively reach out to businesses and communities in the area to prepare them for upcoming disruptions by using communication vehicles, such as: community informational meetings; church meetings, announcements and bulletin boards; pop-up meetings at community events.
- Build community goodwill through community-based interactions and participation in community events (e.g., clean up days, sports, etc.).
- Focus on communicating to those with driving needs all day long, not just during rush hour.
- Encourage Transportation Demand Management (TDM) by businesses to reduce commuter traffic.
- Notify police and emergency personnel of project and anticipated disruptions.

Part of the DBT communication plan includes establishing and organizing joint task force group meetings, to which VDOT, stakeholders and others will be invited. Efficient/ proactive project coordination and communication between all parties is the key to the successful completion so projects milestones are met or exceeded.

**Role the Team expects VDOT or other agencies may have in addressing these project risks.**

The DBT will coordinate with VDOT to schedule traffic messages and arrange for VDOT staff to attend public meetings and events. The DBT expects VDOT to approve our Public Communication Plan. It is also expected that VDOT would consider participating in any public outreach events and coordination/ Task Force meetings between stakeholders and provide oversight if needed. The DBT will communicate regularly with VDOT Public Affairs to be sure they are informed of project progress, events, concerns, media opportunities, etc. We will also coordinate with The City of Lynchburg to notify them of design and construction.
Appendices
3.1.2 Statement of Qualifications Checklist and Contents
**ATTACHMENT 3.1.2**

**Project: U000-118-259, R201, C501**

**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.

<table>
<thead>
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<th>Statement of Qualifications Component</th>
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<th>RFQ Cross reference</th>
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<td>Evidence of obtaining bonding</td>
<td>NA</td>
<td>Section 3.2.9</td>
<td>no</td>
<td>Appendices Tab 3.2.9</td>
</tr>
</tbody>
</table>
## ATTACHMENT 3.1.2

**Project: U000-118-259, R201, C501**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<table>
<thead>
<tr>
<th>Statement of Qualifications Component</th>
<th>Form (if any)</th>
<th>RFQ Cross reference</th>
<th>Included within 15-page limit?</th>
<th>SOQ Page Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCC and DPOR registration documentation (Appendix)</td>
<td>Attachment 3.2.10</td>
<td>Section 3.2.10</td>
<td>no</td>
<td>Appendices Tab 3.2.10</td>
</tr>
<tr>
<td>Full size copies of SCC Registration</td>
<td>NA</td>
<td>Section 3.2.10.1</td>
<td>no</td>
<td>Appendices Tab 3.2.10</td>
</tr>
<tr>
<td>Full size copies of DPOR Registration (Offices)</td>
<td>NA</td>
<td>Section 3.2.10.2</td>
<td>no</td>
<td>Appendices Tab 3.2.10</td>
</tr>
<tr>
<td>Full size copies of DPOR Registration (Key Personnel)</td>
<td>NA</td>
<td>Section 3.2.10.3</td>
<td>no</td>
<td>Appendices Tab 3.2.10</td>
</tr>
<tr>
<td>Full size copies of DPOR Registration (Non-APELSCIDLA)</td>
<td>NA</td>
<td>Section 3.2.10.4</td>
<td>no</td>
<td>na</td>
</tr>
<tr>
<td><strong>DBE statement within Letter of Submittal</strong> confirming Offeror is committed to achieving the required DBE goal</td>
<td>NA</td>
<td>Section 3.2.11</td>
<td>yes</td>
<td>2</td>
</tr>
<tr>
<td><strong>Offeror’s Team Structure</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Identity of and qualifications of Key Personnel</td>
<td>NA</td>
<td>Section 3.3.1</td>
<td>yes</td>
<td>4</td>
</tr>
<tr>
<td>Key Personnel Resume – DB Project Manager</td>
<td>Attachment 3.3.1</td>
<td>Section 3.3.1.1</td>
<td>no</td>
<td>Appendices Tab 3.3.1</td>
</tr>
<tr>
<td>Key Personnel Resume – Quality Assurance Manager</td>
<td>Attachment 3.3.1</td>
<td>Section 3.3.1.2</td>
<td>no</td>
<td>Appendices Tab 3.3.1</td>
</tr>
<tr>
<td>Key Personnel Resume – Design Manager</td>
<td>Attachment 3.3.1</td>
<td>Section 3.3.1.3</td>
<td>no</td>
<td>Appendices Tab 3.3.1</td>
</tr>
<tr>
<td>Key Personnel Resume – Construction Manager</td>
<td>Attachment 3.3.1</td>
<td>Section 3.3.1.4</td>
<td>no</td>
<td>Appendices Tab 3.3.1s</td>
</tr>
<tr>
<td>Organizational chart</td>
<td>NA</td>
<td>Section 3.3.2</td>
<td>yes</td>
<td>4-5</td>
</tr>
<tr>
<td>Organizational chart narrative</td>
<td>NA</td>
<td>Section 3.3.2</td>
<td>yes</td>
<td>6-7</td>
</tr>
</tbody>
</table>
### ATTACHMENT 3.1.2

**Project: U000-118-259, R201, C501**  
**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<table>
<thead>
<tr>
<th>Statement of Qualifications Component</th>
<th>Form (if any)</th>
<th>RFQ Cross reference</th>
<th>Included within 15-page limit?</th>
<th>SOQ Page Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Experience of Offeror’s Team</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lead Contractor Work History Form</td>
<td>Attachment 3.4.1(a)</td>
<td>Section 3.4</td>
<td>no</td>
<td>Appendices Tab 3.4.1</td>
</tr>
<tr>
<td>Lead Designer Work History Form</td>
<td>Attachment 3.4.1(b)</td>
<td>Section 3.4</td>
<td>no</td>
<td>Appendices Tab 3.4.1</td>
</tr>
<tr>
<td><strong>Project Risk</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Identify and discuss three critical risks for the Project</td>
<td>NA</td>
<td>Section 3.5.1</td>
<td>yes</td>
<td>10-15</td>
</tr>
</tbody>
</table>
2.10 Acknowledgement of the RFQ, Revision and/or Addenda
ATTACHMENT 2.10

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFQ NO. C00106320DB79
PROJECT NO.: U000-118-259, R201, C501

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 06/30/2014 (Date)

2. Cover letter of Addendum No. 1 – 07/24/2014 (Date)

3. Cover letter of (Date)

[Signature] 07/31/2014

DATE
3.2.6
Affiliated and/or Subsidiary Companies of the Offeror
Offerors shall complete the table and include the addresses of affiliates or subsidiary companies as applicable. By completing this table, Offerors certify that all affiliated and subsidiary companies of the Offeror are listed.

<table>
<thead>
<tr>
<th>Relationship with Offeror (Affiliate or Subsidiary)</th>
<th>Full Legal Name</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Affiliate</td>
<td>Wagman Construction, Inc.</td>
<td>231 North George Street, York, PA 17401</td>
</tr>
<tr>
<td>Affiliate (Parent)</td>
<td>Wagman Companies, Inc.</td>
<td>3290 North Susquehanna Trail, York, PA 17406</td>
</tr>
</tbody>
</table>
3.2.7
Certification Regarding Debarment Forms (Primary and Lower Tier)
ATTACHMENT NO. 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: U000-118-259, R201, C501

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.

[Signature] July 31, 2014 [Date] [Vice President & Division Manager]
[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.: U000-118-259, R201, C501

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

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

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

[Signature]  July 31, 2014  [Senior Vice President]
[Name]  [Date]  [Title]

Johnson, Mirmiran & Thompson, Inc.

Name of Firm
ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: U000-118-259, R201, C501

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

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

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

[Signature]
Date: 7/21/14
Title: [Title]

Name of Firm:

[Signature]
[Signature]
[Name]
ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: U000-118-259, R201, C501

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.

J. Bandy Witt 7/24/2014
Signature Date

Chief Engineer Title

ECS Mid-Atlantic, LLC

Name of Firm
ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: U000-118-259, R201, C501

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

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

Signature: [Signature]  Date: 7/21/14  President

Title: [Title]

Name of Firm: NXL Construction Services, Inc.
ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: U000-118-259, R201, C501

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.

_________________________  7-22-14  ___________________________
Signature                  Date                  CEO / President

_________________________
Hurt & Proffitt, Inc.

_________________________
Name of Firm
ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: U000-118-259, R201, C501

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

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

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

Signature

Date 7-22-2014

President

Title

Sharp & Company, Inc.

Name of Firm
ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: U000-118-259, R201, C501

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

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

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

[Signature] 7/18/2014  [Vice President]

[Signature] Date [Title]

DMY Engineering Consultants Inc.

Name of Firm
ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: U000-118-259, R201, C501

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

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

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

[Signature] July 21, 2014 [Chief Administrative Officer]

T3 Design Corporation

Name of Firm
ATTACHMENT NO. 3.2.7(h)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: U000-118-259, R201, C501

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

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

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

[Signature]    July 22, 2014    President
Signature     Date          Title

EEF Consulting, Inc.
Name of Firm
ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: U000-118-259, R201, C501

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

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

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

Signature  
Date

Vice President / CEO

Bowman Consulting Group, Ltd.
Name of Firm
ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: U000-118-259, R201, C501

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

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

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

[Signature] July 23, 2014 Managing Partner
[Date] Title

Appraisal Review Specialists, LLC

Name of Firm
3.2.8
VDOT Prequalification Certificate
W374
WAFF CONTRACTING, INC.
PREQ. EXP  : 10/31/2014

--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  : 10/31/2014

--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

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

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

DBE TYPE   : N/A
DBE CONTACT: N/A
3.2.9
Surety Letter
Virginia Department of Transportation  
1401 E. Broad Street  
Richmond, VA 23219

Re:    A Design-Build Project  
Contract ID #C00106320DB79  
State Project No.: U000-118-259, R201, C501  
Greenvue Drive Widening  
From: Hermitage Road (Route 1541)  
To: 0.2 Miles South of Leesville Road (Route 682)  
City of Lynchburg and Campbell County, Virginia

Dear Sirs:

As surety for G.A. & F.C. Wagman, Inc., Continental Casualty Company, with A.M. Best Financial Strength Rating "A" and Financial Size Category "XV", is capable of obtaining 100% Performance and 100% Labor and Materials Payment Bonds in the amount of $14,000,000 (estimated contract value) and said bonds will cover the project and any warranty periods on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this project.

Sincerely,

Continental Casualty Company

By: Patricia C. Robinson  
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

Eugene M Fritz, Kathy R Reisinger, Donald R Wert, Patricia C Robinson, Deborah L Cottom, James R Gould, Joseph G Buyakowski, Alson O Wolcott, Jr, 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 Vice President and their corporate seals to be hereto affixed on this 15th day of August, 2013.

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

Paul T. Bruflat
Vice President

State of South Dakota, County of Minnehaha, ss:

On this 15th day of August, 2013, before me personally came Paul T. Bruflat to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is a 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 he 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 he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance companies.

My Commission Expires June 23, 2015

J. Mohr
Notary Public

CERTIFICATE

I, D. Bult, 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 hereinabove 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 31st day of July, 2014.

D. Bult
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 resolution duly adopted by the Board of Directors of the Company at a meeting held on May 12, 1995:

“RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Senior or Group Vice President to the Secretary of the Company prior to such execution becoming effective.”

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execute power of attorneys on behalf of Continental Casualty Company.

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 by unanimous written consent dated the 25th day of April, 2012:

“Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the “Authorized Officers”) to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, “Electronic Signatures”); Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall 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 resolution duly adopted by the Board of Directors of the Company by unanimous written consent dated May 10, 1995:

“RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Senior or Group Vice President to the Secretary of the Company prior to such execution becoming effective.”

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execute power of attorneys on behalf of National Fire Insurance Company of Hartford.

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 by unanimous written consent dated the 25th day of April, 2012:

“Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the “Authorized Officers”) to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, “Electronic Signatures”); Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall 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 resolution duly adopted by the Board of Directors of the Company by unanimous written consent dated May 10, 1995:

“RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Senior or Group Vice President to the Secretary of the Company prior to such execution becoming effective.”

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execute power of attorneys on behalf of American Casualty Company of Reading, Pennsylvania.

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 by unanimous written consent dated the 25th day of April, 2012:

“Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the “Authorized Officers”) to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, “Electronic Signatures”); Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company.”
3.2.10
SCC and DPOR Tables and Supporting Registrations
# 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)

<table>
<thead>
<tr>
<th>Business Name</th>
<th>SCC Number</th>
<th>SCC Type of Corporation</th>
<th>SCC Status</th>
<th>DPOR Registered Address</th>
<th>DPOR Registration Type</th>
<th>DPOR Registration Number</th>
<th>DPOR Expiration Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Johnson, Mirmiran &amp; Thompson, Inc.</td>
<td>F149901-3</td>
<td>Corporation</td>
<td>Active</td>
<td>72 Loveton Circle Sparks, MD 21152</td>
<td>ENG, LA, ARC, LS</td>
<td>04070001314</td>
<td>12-31-2015</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>13921 Park Center Rd Suite 140 Herndon, VA 20171</td>
<td>ENG, LS</td>
<td>0411000441</td>
<td>02-29-2016</td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
<td>9201 Arboretum Pkwy Suite 310 Richmond, VA 23236</td>
<td>ENG, LS</td>
<td>0411000029</td>
<td>02-29-2016</td>
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<tr>
<td></td>
<td></td>
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<td></td>
<td>272 Bendix Rd., Ste 260 VA Beach, VA 23452</td>
<td>LS, ENG</td>
<td>0411000440</td>
<td>02-29-2016</td>
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<tr>
<td>McDonough Bolyard Peck Inc.</td>
<td>03518008</td>
<td>Corporation</td>
<td>Active</td>
<td>711D Fifth St NE Roanoke, VA 24016</td>
<td>ENG</td>
<td>0411000605</td>
<td>02-29-2016</td>
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<tr>
<td>ECS Mid-Atlantic, LLC</td>
<td>S-120821-6</td>
<td>LLC</td>
<td>Active</td>
<td>5320 Peter's Creek Road, Suite F, Roanoke, VA 24019</td>
<td>ENG</td>
<td>0411000381</td>
<td>02-29-2016</td>
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<tr>
<td></td>
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<td>20436 Lynchburg Hwy, Suite L, Lynchburg, VA 24502</td>
<td>ENG</td>
<td>0411000832</td>
<td>02-29-2016</td>
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<tr>
<td>NXL Construction Services, Inc.</td>
<td>03497427</td>
<td>Corporation</td>
<td>Active</td>
<td>114 E Cary St / Ste 200 Richmond VA 23219</td>
<td>ENG, LS</td>
<td>0407003031</td>
<td>12-31-2015</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>110 Wenn Drive Christiansburg VA 24073</td>
<td>ENG</td>
<td>0411001067</td>
<td>02-29-2016</td>
</tr>
</tbody>
</table>
## ATTACHMENT 3.2.10

State Project No. U000-118-259, R201, C501

### SCC and DPOR Information

<table>
<thead>
<tr>
<th>Business Name</th>
<th>Individual's Name</th>
<th>Office Location Where Professional Services will be Provided (City/State)</th>
<th>Individual's DPOR Address</th>
<th>DPOR Type</th>
<th>DPOR Registration Number</th>
<th>DPOR Expiration Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hurt &amp; Proffitt, Inc.</td>
<td></td>
<td></td>
<td></td>
<td>LS, ENG</td>
<td>0407003927</td>
<td>12-31-2015</td>
</tr>
<tr>
<td>DMY Engineering Consultants Inc.</td>
<td></td>
<td></td>
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<td>ENG</td>
<td>0407005631</td>
<td>12-31-2015</td>
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<tr>
<td>T3 Design Corporation</td>
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<td></td>
<td></td>
<td>ENG</td>
<td>0405001624</td>
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<tr>
<td>EEE Consulting, Inc.</td>
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<td></td>
<td></td>
<td>Eng</td>
<td>0407003798</td>
<td>12-31-2015</td>
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<tr>
<td>Bowman Consulting Group, Ltd.</td>
<td></td>
<td></td>
<td></td>
<td>ENG, LS, LA</td>
<td>0407003863</td>
<td>12-31-2015</td>
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<tr>
<td>Appraisal Review Specialists, LLC</td>
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<td></td>
<td></td>
<td>Real Estate</td>
<td>4008001735</td>
<td>04-30-2016</td>
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<tr>
<td>** Sharp &amp; Company, Inc.</td>
<td></td>
<td></td>
<td></td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

** Sharp & Company, Inc. does not provide professional services.

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

<table>
<thead>
<tr>
<th>Business Name</th>
<th>Individual's Name</th>
<th>Office Location Where Professional Services will be Provided (City/State)</th>
<th>Individual's DPOR Address</th>
<th>DPOR Type</th>
<th>DPOR Registration Number</th>
<th>DPOR Expiration Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>G.A. &amp; F.C. Wagman, Inc.</td>
<td>David Lyle</td>
<td>Chester, VA</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Quinn Consulting Services, Inc.</td>
<td>Dale Hardy Grigg, Jr.</td>
<td></td>
<td>509 Ramblewood Road Forest, VA 24551</td>
<td>ENG</td>
<td>0402023310</td>
<td>06-30-2016</td>
</tr>
<tr>
<td>Johnson, Mirmiran &amp; Thompson, Inc.</td>
<td>Rodney N. Haylzett</td>
<td>Richmond, VA</td>
<td>5048 Long Creek Lane Chester, VA 23831</td>
<td>ENG</td>
<td>0402032936</td>
<td>01-31-2015</td>
</tr>
<tr>
<td>G.A. &amp; F.C. Wagman, Inc.</td>
<td>Paul Phillips</td>
<td>Chester, VA</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>
Full Size SCC Documentation
G. A. & F. C. WAGMAN, INC.

General

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

Principal Office

3290 NORTH SUSQUEHANNA TRAIL
YORK PA17406

Registered Agent/Registered Office

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

Screen ID: e1000

Need additional information? Contact webmaster@scctv.com Website questions? Contact: webmaster@scctv.com
We provide external links throughout our site.
Johnson, Mirmiran & Thompson, Inc.

General

SCC ID: F1499013
Entity Type: Foreign Corporation
Jurisdiction of Formation: MD
Date of Formation/Registration: 10/17/2006
Status: Active
Shares Authorized: 1000

Principal Office

72 LOVETON CIRCLE
SPARKS MD 21152

Registered Agent/Registered Office

ROBERT GALLAGHER
9201 ARBORETUM PKY STE 140
RICHMOND VA 23236
CHESTERFIELD COUNTY 120
Status: Active
Effective Date: 9/6/2007

Screen ID: e1000

Need additional information? Contact sccefile@scc.virginia.gov Website questions? Contact: webmaster@scc.virginia.gov
NXL Construction Co., Inc.

General

SCC ID: 03497427
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 11/17/1989
Status: Active
Shares Authorized: 5000

Principal Office

114 E CARY STREET SUITE 200
RICHMOND VA23219

Registered Agent/Registered Office

NICOMEDES L DE LEON
9606 GEORGE'S BLUFF RD
RICHMOND VA 23229
HENRICO COUNTY  143
Status: Active
Effective Date: 10/8/1998
HURT & PROFFITT, INC.

General

SCC ID: 01428952
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 1/9/1973
Status: Active
Shares Authorized: 100000

Principal Office

2524 LANGHORNE ROAD
LYNCHBURG VA24501

Registered Agent/Registered Office

TERRANCE J DUNN
1045 COTTONTOWN RD
LYNCHBURG VA 24503
BEDFORD COUNTY 109
Status: Active
Effective Date: 1/10/2012
McDonough Bolyard Peck, Inc.

General
- SCC ID: 03518008
- Entity Type: Corporation
- Jurisdiction of Formation: VA
- Date of Formation/Registration: 12/29/1989
- Status: Active
- Shares Authorized: 250000

Principal Office
- 3040 WILLIAMS DR
  - SUITE 300
  - FAIRFAX VA22031

Registered Agent/Registered Office
- REES BROOME, PC
  - 1900 GALLOWS RD STE 700
  - TYSONS CORNER VA 22182
  - FAIRFAX COUNTY 129
  - Status: Active
  - Effective Date: 9/1/2012
EEE Consulting, Inc.

General

SSC ID: 05049416
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 6/23/1998
Status: Active
Shares Authorized: 333000

Principal Office

8525 BELL CREEK RD
MECHANICSVILLE VA 23116

Registered Agent/Registered Office

CT CORPORATION SYSTEM
4701 COX ROAD, SUITE 285
GLEN ALLEN VA 23060
HENRICO COUNTY 143
Status: Active
Effective Date: 10/4/2013

Screen ID: e1000
DMY ENGINEERING CONSULTANTS INC.

General

SCC ID: 07688955
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 9/6/2013
Status: Active
Shares Authorized: 10000

Registered Agent/Registered Office

WEIYI MA
45662 TERMINAL DRIVE
SUITE 110
DULLES VA 20166
LOUDOUN COUNTY 153
Status: Active
Effective Date: 9/6/2013
SHARP & COMPANY INCORPORATED

General
- SCC ID: F1761412
- Entity Type: Foreign Corporation
- Jurisdiction of Formation: MD
- Date of Formation/Registration: 7/23/2008
- Status: Active
- Shares Authorized: 10000

Principal Office
- 794 NELSON ST
- ROCKVILLE MD20850

Registered Agent/Registered Office
- KAREN A DONER
- ROTH DONER JACKSON PLC
- 8200 GREENSBORO DR STE 820
- MCLEAN VA 22102
- FAIRFAX COUNTY 129
- Status: Active
- Effective Date: 10/2/2012
Appraisal Review Specialists, LLC

General

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

Principal Office

3058 MOUNT VERNON RD
HURRICANE WV25526

Registered Agent/Registered Office

INCORP SERVICES INC
7288 HANOVER GREEN DR
MECHANICSVILLE VA 23111
HANOVER COUNTY 142
Status: Active
Effective Date: 2/3/2012
BOWMAN CONSULTING GROUP, LTD.

General

SCC ID: 04481982
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 6/7/1995
Status: Active
Shares Authorized: 360000

Principal Office

3863 CENTEVERVIEW DRIVE
SUITE 300
CHANTILLY VA20151

Registered Agent/Registered Office

ROBERT A MICKEY
3863 CENTEVERVIEW DR STE 300
CHANTILLY VA 20151
FAIRFAX COUNTY 129
Status: Active
Effective Date: 5/13/2004

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
- Submit a PDF for processing (What can I submit?)
- View eFile transaction history
- Manage email notifications
Full Size DPOR Office Documentation
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
01-31-2015

NUMBER
2701015887

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

GA & FC WAGMAN INC
3290 NORTH SUSQUEHANNA TRAIL
YORK, PA 17406-9754

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

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.
EXPIRES ON 02-29-2016

NUMBER 0411000029

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

PROFESSIONS: ENG, LS

JOHNSON, MIRMIRAN & THOMPSON, INC.
9201 ARBORETUM PKWY
SUITE 310
RICHMOND, VA 23236

Nick A. Christner, Interim Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-29-2016

NUMBER
0411000441

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

PROFESSIONS: ENG, LS

JOHNSON MIRMIRAN & THOMPSON INC
13921 PARK CENTER RD
SUITE 140
HERNDON, VA 20171

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Nick A. Christner, Interim Director
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
12-31-2015

NUMBER
0407001314

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

PROFESSIONS: ENG, LA, ARC, LS

JOHNSON MIRMIRAN & THOMPSON INC
72 LOVETON CIRCLE
SPARKS, MD 21152

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA
9960 Mayland Dr., Suite 400, Richmond, VA 23223
Telephone: (804) 367-8500

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

PROFESSIONS: ENG, LS

JOHNSON MIRMIRAN & THOMPSON INC
272 BENDIX ROAD
SUITE 260
VIRGINIA BEACH, VA 23452

Nick A. Christner, Interim Director
BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG

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

Nick A. Christner, Interim Director
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-29-2016

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

NUMBER
0411000832

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

PROFESSIONS: ENG

ECS-MID-ATLANTIC LLC
20436 LYNCHBURG HWY STE L
LYNCHBURG, VA 24502

Nick A. Christner, Interim Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON 02-29-2016

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

BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG

ECS-MID- ATLANTIC LLC
5320 PETERS CREEK RD STE F
ROANOKE, VA 24019

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

NUMBER
0407003031

EXPIRES ON
12-31-2015

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

PROFESSIONS: ENG, LS

NXL CONSTRUCTION CO INC
NXL CONSTRUCTION SERVICES INC
114 E CARY ST STE 200
RICHMOND, VA 23219

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2015

NUMBER
0407003927

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

PROFESSIONS: LS, ENG

HURT & PROFFITT INC
2524 LANGHORNE RD
LYNCHBURG, VA 24501

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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
12-31-2015

NUMBER
0407005631

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

BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG

DMY ENGINEERING CONSULTANTS INC
45662 TERMINAL DRIVE
SUITE 110
DULLES, VA 20166

Gordon N. Dixson, Director
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2015

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

NUMBER
0407003896

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

PROFESSIONS: ENG, LS, LA

BOWMAN CONSULTING GROUP LTD
14020 THUNDERBOLT PLACE
SUITE 300
CHANTILLY, VA 20151

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Gordon N. Euler, Director
Details of license number 4008001735

Name: APPRAISAL REVIEW SPECIALISTS LLC
License Number: 4008001735
License Description: Appraisal Business Registration
Business Type: LLC
Address: 3058 MOUNT VERNON ROAD SUITE 12
          HURRICANE, WV 25523
Initial Certification Date: 2012-04-05
Expiration Date: 2016-04-30

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 exempts information about open cases from mandatory public disclosure [Code of Virginia Section 54.1-108]. (http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+54.1-108) Members of the public may review official records and obtain copies only after a complaint investigation is closed.

No Closed Complaints

"Closed Complaints" reflect complaints against regulants closed since 1990. Cases closed without disciplinary action are purged after three years in accordance with DPOR's record retention policy.

To inquire about closed complaints, see the department's Public Records Access (http://www.dpor.virginia.gov/recordsanddocuments/) or contact the department’s Information Management Section at (804) 367-8583 or publicrecords@dpor.virginia.gov (mailto:publicrecords@dpor.virginia.gov).

The information on this page was last updated on 2014-07-30.

http://166.67.70.234/rlvi/licenseDetail.cfm?ln=4008001735

7/31/2014
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPRESSES ON
06-30-2016

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

DALE HARDY GRIGG JR
509 RAMBLEWOOD RD
FOREST, VA 24551
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
01-31-2015

NUMBER
0402032936

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

RODNEY NELSON HAYZLETT
5048 LONG CREEK LANE
CHESTER, VA 23831

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Gordon N. D'une, Director
3.3.1
Key Personnel Resume Forms
ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

<table>
<thead>
<tr>
<th>Brief Resume of Key Personnel anticipated for the Project.</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Name &amp; Title: David W. Lyle  Vice President, Division Manager</td>
</tr>
<tr>
<td>b. Project Assignment: Design-Build Project Manager (DBPM)</td>
</tr>
<tr>
<td>c. Name of Firm with which you are now associated: G.A. &amp; F.C. Wagman, Inc.</td>
</tr>
<tr>
<td>d. Years experience: With this Firm 1 Years With Other Firms 22 Years</td>
</tr>
<tr>
<td>Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):</td>
</tr>
<tr>
<td>G.A. &amp; F.C. Wagman, Inc.</td>
</tr>
<tr>
<td>Start Date: June 2013  End Date: Present  Position: Vice President, Division Manager</td>
</tr>
<tr>
<td>Key Construction Company, Inc.</td>
</tr>
<tr>
<td>Start Date: August 2011  End Date: June 2013  Position: President</td>
</tr>
<tr>
<td>Start Date: January 2006  End Date: July 2011  Position: Vice President</td>
</tr>
<tr>
<td>In January of 2006, D.W. Lyle Corporation became a subsidiary of Key Construction Company, Inc.</td>
</tr>
<tr>
<td>D.W. Lyle Corporation (Subsidiary of Key Construction Company, Inc.)</td>
</tr>
<tr>
<td>Start Date: January 2006  End Date: June 2013  Position: President</td>
</tr>
<tr>
<td>Start Date: March 1999  End Date: January 2006  Position: Executive Vice President</td>
</tr>
<tr>
<td>Responsibilities: Mr. Lyle is a 3rd generation bridge contractor, who grew up in the bridge and highway construction business, has served the company in roles of progressive responsibility. David has developed a wide range of skills, which include estimating, planning, engineering collaboration, resource allocation, project management, budgeting, and cost controls that allow him to efficiently and effectively manage construction projects from start to completion.</td>
</tr>
<tr>
<td>Mr. Lyle has continuously been employed for over 23 years in positions of progressive responsibility, from Superintendent, Construction &amp; General Superintendent, VP-Construction, Executive Vice President and President of D.W. Lyle Corp. In addition to those duties, he has served on the VTCA Board of Directors and as Chairman of the VTCA Contractors Leadership Committee. He has over 17 years of service on the VTCA/VDOT Joint Structures &amp; Bridge Sub-Committee (currently Sub-Committee Vice Chairman) has acquired an intimate knowledge of VDOT’s specifications and standards, environmental regulations, policies and procedures. Hundreds of low bid VDOT projects have been successfully delivered to the citizens of Virginia during the past 23 years. He has participated in the estimating, design, management and construction of Design-Build projects since 1999. Successful participation in 10 DOT Design-Build construction projects in multiple states and the pursuit of many other Design/Build projects creates a depth of experience and “lessons learned”.</td>
</tr>
<tr>
<td>Summary of Relevant Experience</td>
</tr>
<tr>
<td>o 23 years Construction Management.</td>
</tr>
<tr>
<td>o Worked in the Lynchburg District since the mid-1990’s.</td>
</tr>
<tr>
<td>o He has successfully participated in 10 D-B projects over the past 15 years in 3 states</td>
</tr>
<tr>
<td>o Served on the VRTBA Board of Directors in 2003</td>
</tr>
<tr>
<td>o VTCA Structure &amp; Bridge Committee 1997-current</td>
</tr>
<tr>
<td>o VTCA Contractor Leadership Committee 2004-2006</td>
</tr>
<tr>
<td>e. Education: Name &amp; Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, Blacksburg, VA/Bachelor of Science/1988/Construction Management</td>
</tr>
<tr>
<td>f. Active Registration: Year First Registered/ Discipline/VA Registration #: N/A</td>
</tr>
<tr>
<td>g. Document the extent and depth of your experience and qualifications relevant to the Project.</td>
</tr>
<tr>
<td>1. Note your specific responsibilities and authorities for each project, not those of the firm.</td>
</tr>
<tr>
<td>2. Note whether experience is with current firm or with other firm.</td>
</tr>
<tr>
<td>3. Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</td>
</tr>
<tr>
<td>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</td>
</tr>
<tr>
<td>* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.</td>
</tr>
</tbody>
</table>
Managed the construction, allocation of resources, budget and cost controls and supervised the project bridge construction staff. The project included demolition of an existing bridge and the construction of two two-lane bridges 2,134 feet long containing 5,005 cubic yards of concrete, 1.7 million pounds of reinforcing steel and 7.2 million pounds of plate girders in a highly environmentally sensitive area across the Dan River and its flood plains. This project also featured construction of a MSE wall and a tie back reinforced retaining wall. Additionally, grading, paving, curb and gutter, water and sewer installation, and drainage structures were completed on the heavily traveled highway. It is worth noting that the team implemented value engineering on the MSE wall construction on this $24.6 million project that was completed seven months ahead of schedule and under budget. Supervised 1 bridge superintendent.

**Firm:** Key Construction Company, Inc. / **Project Dates:** August 2003 to December 2006

**Route 61 Bridge Replacement and Approaches over New River, Giles County, VA ($15M)** – **Design-Build Project Manager.** Mr. Lyle managed the original SOQ and successful short listing by VDOT. He managed the design team and estimating team to provide the winning design build combination of Technical and Price Proposal. He successfully continued working with the JMT Design Team, VDOT District Staff, 3rd Parties and Construction Team to deliver an economical, high quality project. The project team successfully executed a plan with outstanding environmental success. The Project Team was able to use a variety of construction techniques and features such as large Bulb T concrete girders, drilled shafts, MSE walls, Post and Panel retaining Walls, phased construction and innovative value added, context sensitive solutions for VDOT and 3rd Party stakeholders.

**Firm:** Key Construction Company, Inc. / **Project Dates:** November 2010 to August 2014

**Prince William County DOT, Route 15 (DB), Haymarket, VA ($4.7M)** – **Contract Manager.** Mr. Lyle managed the estimating, value engineering, construction, budget and cost controls of 5 new bridges and 3 bridge demolitions. He supervised a project manager and several superintendents in the successful completion of the new bridge construction and existing bridge demolitions. D. W. Lyle Corp. liaison to Prime Contractor and design team reviewing bridge designs for constructability, economy of construction process, economy of materials, completeness, accuracy and conformance to contract documents. Project was completed on time and under budget.

**Firm:** D.W. Lyle Corporation / **Project Dates:** August 2007 to July 2009

**288 PPTA Subcontractor to United Contractors, Inc. and APAC, Special Projects Division Chesterfield, Goochland and Powhatan County, VA ($19.6M)** – **Contract Manager/Co-Coordinator for Bridge Project Team.** On behalf of the project bridge construction team, Mr. Lyle participated in all initial bridge scoping, bridge design reviews, value engineering, estimating, project negotiation, project Q/C team, project scheduling, and participated in wide variety of “unknown conditions” resolutions during construction. He managed the estimating, contract negotiation, budget and cost controls for D. W. Lyle Corporation. He supervised a work force that included 1 project manager, 2 project engineers, 1 survey party chief, 5 bridge superintendents and 1 grade superintendent to complete 16 bridges, mse retaining walls, and bridge approach fills. The project was completed ahead of time and under budget.

**Firm:** D.W. Lyle Corporation / **Project Dates:** January 2000 to November 2003

**HotLanes 495 & Dulles Toll Road Interchange, Subcontractor to Fluor Lane, LLC, D/B P3 ($42M)** – **Contract Manager.** Managed the estimating and procurement of this project centered at I-495 and Dulles Toll Road in Tysons Corner, VA, one of the busiest interchanges in the United States. 16 bridges and 160,000+ SF of MSE wall, storm drainage and a significant amount of select structural fill material. During contract execution, supervision of 1 Project Manager, 1 Project Engineer and multiple Superintendents for safety, quality control, cost control, overall budget adherence, schedule and contract compliance.

**Firm:** D.W. Lyle Corporation / **Project Dates:** March 2010 to November 2012

For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. **Not required for DBPM.**
### Brief Resume of Key Personnel anticipated for the Project.

**a. Name & Title:**

David H. Grigg, P.E.  
Branch Manager

**b. Project Assignment:** Independent Quality Assurance Manager (QAM)

**c. Name of Firm with which you are now associated:** McDonough Bolyard and Peck, Inc.

**d. Years experience:** With this Firm 3 Years  
With Other Firms 38 Years

Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):

<table>
<thead>
<tr>
<th>Firm Name</th>
<th>Start Date</th>
<th>End Date</th>
<th>Position</th>
<th>Responsibilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>McDonough Bolyard and Peck, Inc. (MBP)</td>
<td>April 2011</td>
<td>Present</td>
<td>Branch Manager</td>
<td>As Branch Manager, oversees a variety of transportation programs, providing direct client coordination and quality assurance (QA) for a staff of more than 60 construction professionals.</td>
</tr>
<tr>
<td>NXL Construction Services, Inc. (NXL)</td>
<td>Dec. 2008</td>
<td>April 2011</td>
<td>Director of Construction Management Services</td>
<td>As Director for construction management services, served as Contract Manager and directed quality assurance and quality control (QA/QC) activities on all forms of transportation projects. Assessed project needs and coordinated construction engineering and inspection (CEI) staff. Independent QAM for joint design-build projects ensuring all contract requirements and specifications were appropriately administered and applied; all required QC testing and independent QA was carried out in accordance with applicable requirements ensuring construction quality standards were met; and payments appropriately processed.</td>
</tr>
<tr>
<td>Virginia Department of Transportation (VDOT) Lynchburg District</td>
<td>Sept. 2006</td>
<td>Dec. 2007</td>
<td>Acting District Administrator</td>
<td>As Acting District Administrator, responsibilities included oversight of construction, maintenance, and operations activities for primary and secondary road networks employing over 650 full time employees and contract services with an annual budget of $150 million.</td>
</tr>
<tr>
<td>Virginia Department of Transportation (VDOT) Lynchburg District</td>
<td>June 1996</td>
<td>Sept. 2006</td>
<td>District Construction Engineer</td>
<td>As District Construction Engineer, responsible for ten county/two city road and bridge construction programs including all preliminary engineering functions (survey, road and bridge design, right of way acquisition, environmental studies and permit acquisition, pavement and geotechnical design). Oversight of all construction and maintenance contracts.</td>
</tr>
</tbody>
</table>

**Summary of Relevant Experience**

- Registered PE in Virginia
- Nearly 40 years of CM and QA/QC experience on all forms of transportation projects.
- DB experience on several VDOT projects throughout VA.
- 20 years of experience working for VDOT’s Lynchburg District.

**e. Education:**

Virginia Polytechnic Institute and State University, Blacksburg, VA/Bachelor of Science/1976/Civil Engineering

**f. Active Registration:**

1992/Virginia Registered Professional Engineering No. 0402 023310

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

1. **Note your specific responsibilities and authorities for each project, not those of the firm.**
2. **Note whether experience is with current firm or with other firm.**
3. **Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.**

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

* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.
| Firm: McDonough Bolyard and Peck, Inc.  | Quality Assurance Manager | Project Dates: 05/2012 to Present |
| Firm: NXL Construction Services, Inc.  | Quality Assurance Manager | Project Dates: 02/2010 to 04/2011 |
| Firm: NXL Construction Services, Inc.  | Quality Assurance Manager | Project Dates: 05/2010 to 04/2011 |

**ROADWAY/SURVEYS**
- Geotechnical
- Hydraulics
- Right-of-Way
- Utilities
- Public Involvement/Relations
- QA/QC
- Roadway Lighting
- Landscaping
- Constr. Engr. and Insp.
- Overall Project Mgmt.

**ENVIRONMENTAL**
- Geotechnical
- Hydraulics
- Right-of-Way
- Utilities
- Public Involvement/Relations
- QA/QC
- Overall Project Mgmt.

**SIDEWALK/SHARED USE PATH**
- Geotechnical
- Hydraulics
- Right-of-Way
- Utilities
- Public Involvement/Relations
- QA/QC
- Overall Project Mgmt.

**HYDRAULICS**
- Right-of-Way
- Utilities
- Public Involvement/Relations
- QA/QC
- Overall Project Mgmt.

**GEOTECHNICAL**
- Right-of-Way
- Utilities
- Public Involvement/Relations
- QA/QC
- Overall Project Mgmt.

**TCD/TMP**
- Right-of-Way
- Utilities
- Public Involvement/Relations
- QA/QC
- Overall Project Mgmt.

**ROADWAY LIGHTING**
- Constr. Engr. and Insp.
- Overall Project Mgmt.

**LANDSCAPING**
- Overall Project Mgmt.

**ROADWAY/CONSTRUCTION**
- Overall Project Mgmt.

**OVERALL PROJECT MGMT.**
- Constr. Engr. and Insp.
- Overall Project Mgmt.

For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. Not required for QAM.
**ATTACHMENT 3.3.1**

**KEY PERSONNEL RESUME FORM**

<table>
<thead>
<tr>
<th>Brief Resume of Key Personnel anticipated for the Project.</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Name &amp; Title: Rodney N. Hayzlett, P.E.  Vice President</td>
</tr>
<tr>
<td>b. Project Assignment: Design Manager (DM)</td>
</tr>
<tr>
<td>c. Name of Firm with which you are now associated: Johnson, Mirmiran &amp; Thompson, Inc.</td>
</tr>
<tr>
<td>d. Years experience: With this Firm 12 Years With Other Firms 8 Years</td>
</tr>
<tr>
<td>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.):</td>
</tr>
<tr>
<td><strong>Johnson, Mirmiran &amp; Thompson, Inc.</strong></td>
</tr>
<tr>
<td>Start Date: 3/2013  End Date: Present  Position: Vice President</td>
</tr>
<tr>
<td>Responsibilities: Was promoted to Vice President in March of 2013. Department Head for Virginia Roadway Division and has led and completed multiple DB projects throughout Virginia.</td>
</tr>
<tr>
<td><strong>Johnson, Mirmiran &amp; Thompson, Inc.</strong></td>
</tr>
<tr>
<td>Start Date: 12/2001  End Date: 3/2013  Position: Senior Associate/Civil Engineer</td>
</tr>
<tr>
<td>Responsibilities: Worked on numerous transportation projects for federal and state agencies including the Virginia Department of Transportation, Federal Highway Administration-Eastern Federal Lands Highway Division,</td>
</tr>
<tr>
<td><strong>Stantec Consulting, Inc.</strong></td>
</tr>
<tr>
<td>Start Date: 3/1994  End Date: 12/2001  Position: Project Manager</td>
</tr>
<tr>
<td>Responsibilities: Managed and designed advanced technical urban and rural roadway and drainage projects for Virginia Transportation projects using MicroStation, GEOPAK, and AutoCAD software. Projects varied in scope from minor improvements to interstate-type roadways on new locations, reconstruction and widening, and major drainage improvements.</td>
</tr>
<tr>
<td><strong>Summary of Relevant Experience</strong></td>
</tr>
<tr>
<td>o Registered PE in Virginia o 20+ years of highway transportation infrastructure experience o Worked on 5 DB projects in the Virginia region over the past 5 years</td>
</tr>
<tr>
<td><strong>Education</strong>: Name &amp; Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, VA/BS/1993/Civil Engineering</td>
</tr>
<tr>
<td><strong>Active Registration</strong>: Year First Registered/ Discipline/VA Registration #: 1999/Virginia Registered Professional Engineering No. 0402 32936</td>
</tr>
<tr>
<td><strong>Years With Other Firms</strong>: 13.</td>
</tr>
<tr>
<td><strong>Position</strong>: Director of Engineering/General Manager/Division Manager/Led Projects in the Virginia region over the past 5 years</td>
</tr>
<tr>
<td><strong>Experience</strong>: With this Firm 8 Years With Other Firms 8 Years</td>
</tr>
<tr>
<td><strong>Years of Experience</strong>: With this Firm 8 Years With Other Firms 8 Years</td>
</tr>
<tr>
<td><strong>Roles and Responsibilities</strong>: Managed and designed advanced technical urban and rural roadway and drainage projects for Virginia Transportation projects using MicroStation, GEOPAK, and AutoCAD software. Projects varied in scope from minor improvements to interstate-type roadways on new locations, reconstruction and widening, and major drainage improvements.</td>
</tr>
<tr>
<td><strong>Document the extent and depth of your experience and qualifications relevant to the Project.</strong></td>
</tr>
<tr>
<td>1. <strong>Note your specific responsibilities and authorities for each assignment, not those of the firm.</strong></td>
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<tr>
<td>2. <strong>Note whether experience is with current firm or with other firm.</strong></td>
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<tr>
<td>3. <strong>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</strong></td>
</tr>
<tr>
<td><strong>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</strong></td>
</tr>
<tr>
<td><em>On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.</em></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SIMILAR SCOPE ACTIVITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>VDOT Route 3 Widening (DB) - Culpeper District, Culpeper District, VA, ($23M) – Lead</strong></td>
</tr>
<tr>
<td>Responsible for providing professional engineering services for the widening of approximately 5 miles of Route 3 from a two lane undivided highway to a four-lane divided highway with graded shoulders, median crossovers and turn lanes. Route 3 is a Rural Minor Arterial and passes through several historic and civil war battlefield sites. Impacts to these sites were lessened by reducing the median width and shifting the alignment. A open typical section with graded median and ditches was utilized for the majority of the corridor with limited areas of closed drainage systems as needed to minimize environmental impacts to adjacent wetlands and streams. Milling and overlaying the existing pavement is being used as much as possible to salvage as much of the existing pavement section as feasible in an effort to reduce project costs and speed up the delivery of the project. Existing utilities needing relocation include overhead electric distribution and transmission lines, overhead telephone facilities and underground fiber optic lines belonging to four different utilities. Route 3 is also crossed by three major large diameter high pressure gas mains. <strong>Firm</strong>: Johnson, Mirmiran &amp; Thompson, Inc. <strong>Project Dates</strong>: 11/2013 to on-going</td>
</tr>
</tbody>
</table>
**SIMILAR SCOPE ACTIVITIES**

**EFLHD/VDOT, Fairfax County Parkway (FCP), Phases I/II & IV (DB), Springfield, VA ($112.5M) – Highway Design Engineer.** Responsible for the design and roadway construction of the 1.5 mile segment of the Parkway through portions of the Ft. Belvoir EPG and was a critical link to the BRAC Initiative, which runs between Rolling Road (Route 638) to Fullerton Road including one bridge widening on I-95 off Ramp H (Defense Access Road) over Backlick Road. This project was the final segment required to complete the Parkway, and includes construction of a four-lane divided, limited access highway, designed to facilitate future widening to 6 lanes within the project right-of-way. The project included relocation of portions ofHooves Road and Rolling Road; a multipurpose trail along a portion of the road; interchanges at the Rolling Road / Barta Road (EPG access road); and bridges at Fullerton Road and Accotink Creek. **Received a “Star Partner” award for his exceptional dedication, teamwork and professionalism in support of the project’s goals by the NGA and USACE.**

**Firm:** Johnson, Mirmiran & Thompson, Inc.  **Project Dates:** 10/2008 to 9/2010 (I/II) & 10/2008 to 7/2011 (IV)

**EFLHD/VDOT, Mark Center Short and Mid-Term Improvements (Design-Build), Alexandria, VA ($9.1M) – Highway Design Engineer.** This project was adjacent to the Seminary Road interchange with I-395. BRAC was bringing approximately 6,400 BRAC new jobs to the new Mark Center Complex that will include the Washington Headquarters Service agencies as well as a number of other DOD agencies. This tremendous growth in the area resulted in the need to implement these short and mid-term improvements to address the complex transportation issues experienced by the increase in traffic volumes. The project included improvements to Seminary Road (adding auxiliary and turn lanes), North Beauregard Street, Mark Center Avenue, and improvements to the on/off ramps to I-395. The DB Teams innovation and working relationships with the project stakeholders enabled the project delivery to be accelerated 3 months ahead of schedule reducing the overall impacts to the traveling public and project stakeholders.

**Firm:** Johnson, Mirmiran & Thompson, Inc.  **Project Dates:** 4/2012 to 7/2013

**U.S. Route 1 Widening Improvements, Prince William County, VA ($7.4M) – Project Manager.** Responsible for all design elements and coordination with Prince William County for a section of Route 1 between Joplin Road and Brady’s Hill Road. Design consists of widening and reconstruction of the existing four lane urban principle arterial roadway to a 6-lane divided highway within a 140 feet right-of- way. The project includes a 10 feet multi-use asphalt trail, a 6 feet concrete sidewalk, a 15 feet outside lane width to accommodate on road bicycle lanes, a 16 feet median and a 6.5 foot and 11.5 foot planting/landscape strip behind the curb and gutter. This project is considered a gateway project into Prince William County and included 69 total property acquisitions to the north and south of the roadway.

**Firm:** Johnson, Mirmiran & Thompson, Inc.  **Project Dates:** 3/2006 to 7/2012

**Route 7 (Leesburg Pike), Fairfax County, VA ($300M) - Project Manager.** Responsible for the design improvements to widen Route 7 (Leesburg Pike) from a 4 lane to a 6 lane divided highway in Fairfax County, VA. Currently the project is split into two phases; Phase I is from Rolling Holly Drive to Reston Avenue (1.2 miles) and Phase II is from Reston Avenue to the Dulles Toll Road (approximately 6.5 miles). The normal typical section will consist of 3 lanes in each direction with 10’ shared use paths on both sides with a combination of open and closed sections in the median varying from 16’ to 40’ width. The widening will generally be to the inside however alternatives are being determined to make the most feasible and prudent options where widening exclusively to the median is not practical. Included in the design are drafting, laying out and preliminary plans for the mainline roadway and the connections. The design includes improvements to 33 intersections, including adding turn lanes, medians, islands and signalization in accordance with VDOT NOVA District requirements. Route 7 is on the National Highway System. The corridor has regional and local significance. This heavily traveled roadway presently carries in excess of 60,000 vehicles per day. Maintenance of traffic during construction is a key part of this project to maintaining the volume of traffic while facilitating the construction with the bifurcation between existing roadways. Construction of Route 7 requires a Category 3 Traffic Management Plan with significant public involvement. Assisted in the public outreach efforts with the local civic associations and elected officials. JMT is partnering with VDOT in conducting Working Group workshops with the local stakeholders along the corridor to mitigate their concerns and work through any issues in the design concept prior to proceeding to final design. **Firm:** Johnson, Mirmiran & Thompson, Inc.  **Project Dates:** 5/2001 to 7/2014

**h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. Not required for Design Manager.**
### Brief Resume of Key Personnel anticipated for the Project.

| a. Name & Title: | Paul E. Phillips  Senior Project Manager |
| b. Project Assignment: | Construction Manager (CM) |
| c. Name of Firm with which you are now associated: | G.A. & F.C. Wagman, Inc. |
| d. Years experience: With this Firm | 1 Years With Other Firms 18 Years |
| Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): | |
| **G.A. & F.C. Wagman, Inc.** | |
| **Start Date:** | June 2013  | **End Date:** | Present  | **Position:** | Senior Project Manager |
| **Responsibilities:** | Mr. Phillips provides management oversight for all aspects of construction, including safety, quality, schedule and cost. He manages the submittal process which includes preparing and submitting shop drawings, CPM schedules, change orders, RFI’s and progress payments. He has taken the lead on project estimating and cost proposal preparation. Through this 19 year work experience, Mr. Phillips developed a wide range of skills, which include estimating, planning, resource allocation, and project management, that allow him to efficiently and effectively manage construction projects from start to completion. Much of his focus for the past 19 years has been on VDOT projects and design build projects. As such, he has acquired an intimate knowledge of VDOT’s specifications and standards, its safety and environmental regulations, as well as its policies and procedures. He has successfully applied this knowledge on numerous projects in rural and urban environments, and on projects large and small. |
| **Key Construction Company, Inc.** | |
| **Start Date:** | May 2012  | **End Date:** | June 2013  | **Position:** | Senior Project Manager |
| **Responsibilities:** | Mr. Phillips came to Key in March of 2012 as a Senior Project Manager. His past experience in the construction field and his desire to grow and expand his career is what brought him to Key. His experience with VDOT, DB, PPTA, PPEA, NCDOT, and private site projects is being applied to current projects and also in the pursuit of future projects. |
| **English Construction Company, Inc.** | |
| **Start Date:** | May 1995  | **End Date:** | May 2012  | **Position:** | Project Manager |
| **Responsibilities:** | Partner directly with municipalities, private owners, and academic institutions to create opportunities by applying experience, knowledge, and presenting a confidence level that resulted in mutually beneficial partnerships and business relationships. Extensive involvement with Capital Improvement Committees for municipalities allowing them to achieve goals by presenting solutions to their immediate needs and aiding them in cost effective decision making. Utilized a strong background in identifying all aspects of a project in great detail which allowed for the development of an accurate and complete quantitative analysis that was then used to create a schedule of values for bidding and scheduling purposes. Coordinated/facilitated meetings with owners, engineers, and subcontractors to update progress, discuss schedule, and address outstanding issues. Responsible for bidding and managing DB, hard bid, and negotiated contracts from beginning stages and following through to completion including oversight of project superintendents, scheduling of equipment and personnel, execution/coordinating of subcontracts/purchase orders, and processing of monthly invoices and schedule updates. |
| **Summary of Relevant Experience** | |
| o Multiple VDOT DB projects | o VDOT Intermediate Work Zone | o First Aid and CPR |
| o DB Construction Manager | o VDOT ESCC Certified | o Fall Protection & Ridding Training |
| o Phased Construction | o Primavera P6 and Expedition | o Excavation Training |
| o HCSS Heavy Bid & Heavy Job | o Survey and Stakeout Experience | o Virginia DCR RLD Certified |
| **Education:** | Virginia Polytechnic Institute and State University, Blacksburg, VA/Bachelor of Science/1993/Construction Management |
| **Active Registration:** | Virginia DEQ Responsible Land Disturber No. 41910  VDOT ESCC No. 1-06626 |
| **g. Document the extent and depth of your experience and qualifications relevant to the Project.** | |
| 1. **Note your specific responsibilities and authorities for each project, not those of the firm.** |
| 2. **Note whether experience is with current firm or with other firm.** |
| 3. **Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.** |
| (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) |
| * On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project. |
For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

- VDOT, Hanover County, VA - Route 54 Superstructure Replacement/ Contract Administration (May 2014–Dec. 2015)
3.4.1 Work History Forms
Lead Contractor Work History Forms
### ATTACHMENT 3.4.1(a)

**LEAD CONTRACTOR - WORK HISTORY FORM**

**LIMIT 1 PAGE PER PROJECT**

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime design consulting firm responsible for the overall project design.</th>
<th>c. Contact information of the Client or Owner and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Contract Completion Date (Original)</th>
<th>e. Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement (in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1) Route 265 Franklin Turnpike Extension Project (#NFO) 6265-071-V05-B643, C501</td>
<td>Pittsylvania County, VA Virginia Department of Transportation</td>
<td>Virginia Department of Transportation 4219 Campbell Ave. Lynchburg, VA 24501 Terry Meadows, Jr., PE* District Construction Engineer 434-947-6559 <a href="mailto:terry.meadows@vdot.virginia.gov">terry.meadows@vdot.virginia.gov</a> *Zachary P. Weddle, P.E. previous Project Manager has since retired</td>
<td>December 2011</td>
<td>November 2011</td>
<td>$18,295</td>
<td>$18,900 (Increased contract value due to approved change orders)</td>
</tr>
</tbody>
</table>

b. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work performed 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.

Activities within the new construction area of the project included large diameter storm drainage, heavy excavation and embankment placement, and bridge construction across a creek and the Norfolk Southern Railroad. The heavy excavation, which included blasting, required coordinated monitoring efforts; the bridge required coordination with the Norfolk Southern Railroad; and the excavation, storm drainage installation and the bridge construction all required close adherence to environmental regulations.

**SIMILAR SCOPE ACTIVITIES**

- Roadway
- Survey
- Environmental
- Relations
- Utility
- Phased MOT
- Relocations
- Construction
- Signalization
- Overall Project Management

**LESSONS LEARNED ON THE ROUTE 265 PROJECT**

- Learned that continuous and effective communications and coordination with all stakeholders – VDOT, City and County officials, utility owners, Retailers association and the general public generate successful results for all.
- Reconstructing heavily travelled signalized intersections requires considerable planning for a well-executed plan of construction.
- Formal partnering can be a very effective tool when properly carried out between VDOT and our company.

Both Key Construction Co., Inc. and D.W. Lyle Corporation were acquired by G.A. & F.C. Wagman, Inc. in 2013. These strategic acquisitions supplement our construction capabilities in Virginia and other southern states. G.A. & F.C. Wagman retained the key personnel from these acquisitions whose knowledge, resources, and experience strengthened G.A. & F.C. Wagman’s overall capabilities. G.A. & F.C. Wagman is justified in utilizing a Key Construction Co. D.W. Lyle Corporation past project to satisfy the relevant project experience on this project due to the retention of the acquired firms’ personnel and resources. Our past experience and combined resources will allow us to successfully deliver the reconstruction of Route 739 (Greenview Drive).
**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime design consulting firm responsible for the overall project design.</th>
<th>c. Contact information of the Client or Owner and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Contract Completion Date (Original)</th>
<th>e. Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Original Contract Value</th>
<th>f. Contract Final or Estimated Contract Value</th>
<th>g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement. (in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2) U.S. 360 &amp; U.S. 58 Project # 6360-041-E15, C501, B608, B609, B610</td>
<td>Virginia Department of Transportation</td>
<td>Virginia Department of Transportation 4219 Campbell Ave. Lynchburg, VA 24501 Terry Meadows, Jr., PE* District Construction Engineer 434-947-6559 <a href="mailto:terry.meadows@vdot.virginia.gov">terry.meadows@vdot.virginia.gov</a> *J.D. Barkley, II previous Project Manager has since retired</td>
<td>August 2007</td>
<td>January 2007</td>
<td>$24,300</td>
<td>$24,600 (Increased contract value due to approved change orders)</td>
<td>$24,600</td>
</tr>
</tbody>
</table>

**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.**

**Scope/Project Description**

Key Construction Co., Inc. (acquired by G.A & F.C. Wagman, see below) was the prime contractor on this long anticipated VDOT bridge and roadway project that completed Route 360 as a four-lane highway system from Richmond to Danville. The original 2000 LF + bridge spanned across the Dan River, its flood plains and the Norfolk Southern Corp. The original bridge was demolished and replaced with two 2100 LF + structures. In addition, the original Vaughan Street bridge across Route 360 was demolished and replaced with a wider, longer structure. All totaled, there were 5000 CY of concrete, 1.7 million pounds of reinforcing steel and 7.2 million pounds of steel plate girders utilized. The project also included staged roadway construction converting 1.5 miles of roadway from two lane rural design to four lane urban design. Of significance, there were three major intersections contained within this project, the westmost being the major intersection of Routes 58, 360 and 501. The roadway & approach work included clearing and grubbing, grading, drainage, curb and gutter, sanitary water and sewer utilities, storm sewer, paving, and guardrail as well as construction of an MSE wall and a tie back retaining structure. There was an exceptional lesson learned on this project that now impacts our subcontractor selection process. Key experienced performance and scheduling issues from a subcontractor during the project. As a result of this experience, Key developed a more comprehensive and structured subcontractor selection process.

**Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience**

This highly visible project, located in very sensitive environmental surroundings, required the best cooperative efforts between Key, VDOT, private utility companies, local governmental agencies, and the general public’s cooperation to deliver a successful job. The phased MOT required for roadway construction on this project was very similar to that required on the Greenview Drive Widening project. Key’s proven performance on this project with its experienced management and construction staff is verifiable evidence of its ability to build the proposed project in a safe and timely manner.

**Relevant and Verifiable Evidence of Good Performance**

Value Engineering (VE) the traffic phasing and sequence of construction provided a more efficient construction process. This VE, combined with excellent planning and experienced construction staff, contributed in project completion 7 months prior to contract completion requirements.

**SIMILAR SCOPE ACTIVITIES**

- Roadway
- ROW Acquisition
- Survey
- Public Involvement
- Environmental Relations
- Geotechnical
- QA/QC
- Hydraulics
- Overall Project
- TCD/TMP
- Utilities
- Management

**LESSONS LEARNED ON THE U.S. 360 & U.S. 58 PROJECT**

- Developed more structured subcontractor selection process.
- Learned to develop continuous and effective communications and coordination with all stakeholders – VDOT, City and County officials, utility owners, retailers association and the general public.
- Reconstructing two heavily travelled signalized intersections requires coordinated efforts.
- Enhanced management construction techniques in and around sensitive environmental and public recreation features.
- Utilization of various types of retaining walls to maximize available right of way provides cost and time savings.

**WAGMAN**

**REBUILDING GENERATIONS - SINCE 1902**
**LEAD CONTRACTOR - WORK HISTORY FORM**

**LIMIT 1 PAGE PER PROJECT**

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime design consulting firm responsible for the overall project design.</th>
<th>c. Contact information of the Client or Owner and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Construction Contract Completion Date (Original)</th>
<th>e. Construction Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3) Route 604 (Genito Road) Improvements Project # 0604-020-158, CS04, B674 Chesterfield County, VA</td>
<td>Virginia Department of Transportation</td>
<td>Virginia Dept. of Transportation VDOT Midlothian Residency 3301 Specks Drive Midlothian, VA 23112 Chris Winstead, PE Resident Engineer 434-947-6359 <a href="mailto:christopher.winstead@vdot.virginia.gov">christopher.winstead@vdot.virginia.gov</a></td>
<td>January 2004</td>
<td>November 2003</td>
<td>$8,100</td>
<td>$8,300</td>
</tr>
</tbody>
</table>

**Scope/Project Description**

Rapid growth in Chesterfield County resulting in high volume commuter and commercial usage rendered this rural type road unsafe and nonfunctional. The Virginia Department of Transportation contracted with Key Construction Co., Inc. (acquired by G.A. & F.C. Wagman, Inc.) to reconstruct approximately 2 miles of Route 604 Genito Road as an urban four lane divided highway. Responsibilities included grading, drainage, curb and gutter, water and sewer line relocation, paving, guardrail, striping, signals, landscaping and a new bridge across Route 288. Included within the project was the reconstruction of two major signalized intersections with extended connection construction. These reconstructed intersections included the intersection of Genito/Warbro Road and Genito/Old Hundred Road. D.W. Lyle Corporation (a future subsidiary of Key Construction Co., Inc.) served as a subcontractor to provide the project’s bridge construction. This project was bid as an A+B contract with the B portion of this tying contract incentives/disincentives to the contract completion date. Considering this fact and the complicated nature of this project, Key assigned its most seasoned Project Manager (PM) to be onsite full time for the duration of the project. In the successful delivery of this project to the Department, the PM brought on-site expertise on the company’s most experienced personnel, coordinated the timely performance of all subcontracted work, and communicated openly and frequently with VDOT personnel, as well as all other stakeholder’s, on project issues and concerns. This corporate strategy contributed significantly to the Genito Road project’s early completion and quality of product delivered.

**Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience**

The Similar Scope Activities list work completed that will be needed on the Greenwood Drive Widening project. The proposed staff and their demonstrated experience with similar scope items will ensure continuity in the DBT and its approach and results in an experienced team that is integrated and has a proven history of completing projects on time and within budget.

A unique inclusion to this contract was the incorporation of a "Quasi" CPM schedule. A relatively new tool on VDOT projects at the time, VDOT enlisted the services of a scheduling consultant to develop, monitor, and maintain a CPM schedule throughout construction. Though not a contractual obligation, Key volunteered, upon request by the Department, to assist the consultant in developing and updating the CPM schedule. Although intended as a training tool for VDOT personnel, it provided invaluable experience and insight to Key on the future of scheduling requirements for VDOT projects.

**Relevant and Verifiable Evidence of Good Performance**

In addition to high volume traffic, a complicating factor encountered during construction included numerous conflicts with previously relocated utilities. Key’s management and onsite construction forces worked diligently with the Department to overcome and/or “work around” these conflicts to maintain project schedule requirements. Also, the project was placed on temporary shutdown due to a VDOT funding crisis. Despite these factors, the project was finished ahead of schedule and earned an early completion incentive. Additionally, Key Construction Co., Inc. and its paving subcontractor, Lee Hy Paving Corporation, received a recognition award for ride ability.

Both Key Construction Co., Inc. and D.W. Lyle Corporation were acquired by G.A. & F.C. Wagman, Inc. in 2013. These acquisitions supplement our construction capabilities in Virginia and other southern states. G.A. & F.C. Wagman retained the key personnel from these acquisitions whose knowledge, resources, and experience strengthen G.A. & F.C. Wagman team’s overall capabilities. G.A. & F.C. Wagman is justified in utilizing a Key Construction Co. D.W. Lyle Corporation past project to satisfy the relevant project experience on this project due to the retention of the acquired firms’ personnel and resources. Our past experience and combined resources will allow us to successfully deliver the reconstruction of Route 739 (Greenview Drive).

**ATTACHMENT 3.4.1(a)**

**SCHEDULE ACTIVITIES**

- **Roadway**
- **Survey**
- **Environmental**
- **Hydraulics**
- **Utilities**
- **Utility Coordination**
- **Public Involvement/Relations**
- **Staged Reconstruction/Widening**

**LESSONS LEARNED ON THE ROUTE 604 PROJECT**

- **Utility Coordination** - the project had numerous conflicts with third party utilities-communications, gas, and petroleum. Key learned to coordinate its activities to accommodate all stakeholder schedules.
- **Maintenance and Protection of Traffic** - learned to make acceptable modifications to VDOT Suggested MOT on an ongoing basis to properly manage high traffic volumes.
- **CPM Scheduling** - learned to work with VDOT and its scheduling consultant to develop and maintain CPM for the first time.
Lead Designer Work History Forms
LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
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<th>c. Contact information of the Client and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Construction Contract Completion Date (Original)</th>
<th>e. Construction Contract Completion Date (Actual or Estimated)</th>
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<th>g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement (in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1) U.S. Route 1 Widening Improvement</td>
<td>A &amp; W Construction</td>
<td>Prince William County 5 County Complex Court, Suite 240 Prince William, VA 22192 T 540.829.7500 Khattab Shammount 703-792-6299 <a href="mailto:kshammout@pwcgov.gov">kshammout@pwcgov.gov</a></td>
<td>July /2012</td>
<td>July 2012</td>
<td>$9,795</td>
<td>$7,422</td>
</tr>
</tbody>
</table>

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.

JMT was the Lead/Prime Designer. Design work was performed from Richmond and Herndon, VA

Scope/Project Description

JMT was selected by Prince William County to design a section of Route 1 between Joplin Road and Brady’s Hill Road. This segment was improved to a 6-lane divided highway within a 140 feet right-of-way. The project included a 10 foot multi-use asphalt trail on the west side, a 6 feet concrete sidewalk on the east side, a 15 feet wide shoulder lane to accommodate on road bicycle lane, and a 16 feet median. This urban widening project is very similar to the Greenview Drive in that the existing roadway meandered within the ultimate footprint of the 6-lane widening project, requiring additional phases of construction in the Maintenance of Traffic design and details.

JMT evaluated and prepared evaluated design alternatives that included detailed consideration of project constraints and concerns related to traffic impacts, environmental minimization and avoidance, utility impacts, feasibility of alternates and constructability analysis. The results of the alternatives analysis were developed sufficiently for presentation to the County and included a synopsis showing the advantages and disadvantages of each alternative including the associated cost estimate, environmental impact, traffic analysis, community impact, feasibility and constructability. The final design was developed based on the County selected alternative.

The selected alignment was modified from the original CTB approved alignment in order to better align with the recent addition of the new entrance into the USMC Heritage Center. The resulting alignment shift avoided replacing an immediate project savings of more than $500,000. The selected alternate also provided substantial savings by retaining roadway improvements and traffic signal improvements/equipment that had recently been constructed. JMT’s successful and innovative approach to the alternatives analysis that modified the CTB approved alignment eliminated impacts that would have resulted in the demolition and reconstruction of a taller more expensive wall in the future as the Route 1 Improvements are continued to the south of Joplin Road.

The County was concerned about the aesthetics of the corridor since the project resulted in over 60 property acquisitions and required demolition of adjacent structures that were quite often beyond the normal limits of construction required to accommodate the roadway template. To address this concern, JMT worked with the County to develop grading and landscaping plans that provided improvements to the vacated land along the corridor. The efforts resulted in aesthetically pleasing landscape improvements desired by the County. These improvements were included as part of a very robust Public Involvement program that obtained community consensus and support.

The original contract was expanded to include utility relocation design services by JMT. Working hand in hand with the County and utility companies, JMT designed a utility duct bank corridor that accommodated the necessary relocations. This added task resulted in a separate construction contract that relocated the impacted utilities prior to the Route 1 roadway construction. JMT expedited the design of the duct bank so that it allowed the project to be advertised and procured as a separate construction project. This separate construction project ran from the roadway project to move forward into advertisement ensuring that all utilities had been cleared and relocated underground and out of the way of the roadway contractor. We also coordinated closely with Marine Base Quantico, addressing any concerns they had for preserving the aesthetics of their entrance feature, the Iwo Jima monument. Plans development also addressed issues such as contaminated soils, polluted groundwater, and various existing and proposed features.

JMT Coordinated with County Transit Authority for the placement of bus shelters which was again a deviation from the original proposed design. JMT also coordinated with the County on several Citizens Information Meetings providing a forum to discuss the project with citizens.

Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience

The Personnel listed on the right side of this form will be assigned to the Greenview Drive Widening project. The Similar Scope Activities lists work completed that will be needed on this DB project. The proposed stuff and their demonstrated experience with similar scope items will ensure continuity in the JMT and its approach and results in an experienced team that is integrated and has a proven history of completing projects on time and within budget.

Relevant and Verifiable Evidence of Good Performance

JMT offered time and cost saving ideas to Prince William County and VDOT. Some of these elements included:

- JMT revised alignment salvaged an existing 500,000 retaining wall that would have been more costly to replace.
- JMT’s maintenance of traffic plans were thorough and detailed to facilitate timely and safe construction on highly traveled corridor with geometric constraints.
- JMT’s comprehensive Public Involvement program facilitated efficient ROW acquisitions of over 60 parcels, none of which required a certificate of take.
- Separate utility duct bank corridor provided facilitated more efficient and yielded cost savings for the roadway construction.

SIMILAR SCOPE ACTIVITIES

- Roadway
- ROW Acquisition
- Shared Use
- Public Involvement/Relations (QA/QC
- Path/Bike
- Trails
- Survey
- Aesthetic Design
- Geotechnical
- Elements
- Hydraulic
- Construction Engineering
- Traffic
- Overall Project
- Roadway/Utility
- Management
- Public Utility
- Coordination

ROUTE 1 PERSONNEL PROPOSED FOR GREENVIEW WIDENING PROJECT

- Rodney Hayzlett, PE (JMT)
- Jeffrey Cronin, PE (JMT)
- Randy Boice, PE (JMT)
- Michael Zmanda, LS, PE (JMT)
- Jon Conner, PLA, LEED AP (JMT)
### LEAD DESIGNER - WORK HISTORY FORM

**LIMIT 1 PAGE PER PROJECT**

<table>
<thead>
<tr>
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<th>e. Construction Contract Completion Date (Actual or Estimated)</th>
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<th>g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement. (in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Branch Highways, Inc.</td>
<td>Virginia Department of Transportation</td>
<td>Mark Kuppehanter Project Manager 703.599.5795 <a href="mailto:mark.kuppehanter@vdot.virginia.com">mark.kuppehanter@vdot.virginia.com</a></td>
<td>May 2017.</td>
<td>May 2017 (Estimated)</td>
<td>$23,593</td>
<td>$23,600 (Estimated)</td>
</tr>
<tr>
<td>Culpeper, VA</td>
<td>1601 Orange Road Culpeper, VA 22701</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$2,700</td>
</tr>
<tr>
<td>2) Route 3 Widening (Design-Build) Project #UPC 14657</td>
<td>Virginia Department of Transportation</td>
<td>Mark Kuppehanter Project Manager 703.599.5795 <a href="mailto:mark.kuppehanter@vdot.virginia.com">mark.kuppehanter@vdot.virginia.com</a></td>
<td>May 2017.</td>
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<td>$23,593</td>
<td>$23,600 (Estimated)</td>
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<tr>
<td>Culpeper, VA</td>
<td>1601 Orange Road Culpeper, VA 22701</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$2,700</td>
</tr>
</tbody>
</table>

### Similar Scope Activities

- Design-Build
- Roadway
- Survey
- Environmental
- Geotechnical
- Hydraulics
- Traffic/MOT
- Public Involvement/ Relations
- QA/QC
- Construction
- Engineering and Inspection
- Overall Project Management
- Utilities
- ROW
- ROW
- ROW
- ROW

### Route 3 Personnel Proposed for Greenview Widening Project

- Rodney Hasselt, PE (JMT)
- Randy Boice, PE (JMT)
- Michael Zmuda, LS, PE(JMT)
- Glenn “Lee” Cooper, SR/WA(JMT)
- Trip Phaup, PE (JMT)
- Robert Reed, PE (JMT)
- Ian Frost, MCP, CEP (EAE)

**Scope/Project Description**

JMT was the Lead/Prime Designer. Design work was performed from Richmond, Herndon, VA Beach, VA and headquarters in Sparks, MD.

**Project Description**

- **VDOT** selected the Branch Highways / Johnson, Mirrinnan & Thompson Design-Build Team for the Route 3 Widening Design-Build project located in Culpeper, Virginia.
- JMT is the lead designer providing professional engineering services for the widening of approximately 5 miles of Route 3 from a two lane undivided highway to a four-lane divided highway with a median width of 40 feet. The project is located in Culpeper County and consists of approximately 1 mile east of U.S. Rte. 29 to approximately 4 miles west of the Culpeper Orange County line. Route 3 is currently classified as a Rural Minor Arterial and passes through several historic and civil war battlefield sites. Impacts to these sites were lessened by reducing the median width and shifting the alignment. Milling and overlaying the existing pavement is being used as much as possible. Existing utilities needing relocation include overhead electric distribution and transmission lines, overhead telephone facility and underground fiber optic lines belonging to four different utilities. Route 3 is also crossed by three major large diameter high pressure gas transmission mains.
- JMT is developing and finalizing the design within the predefined right-of-way. Design services include field surveys, highway design, drainage and storm water management, traffic management plans, environmental permitting, geotechnical analysis, utility relocation services and right-of-way acquisition. Supplemental surveys were provided to support roadway and drainage design. Traffic design services include the development of a Type B Category III Transportation Management Plan and development of Traffic Control Device installation plans including pole mounted speed display signs. JMT is obtaining the environmental permits for the project. Prior to submitting the JPA, the design team reviewed and incorporated many avoidance and mitigation measures.
- The DB team re-evaluated the drainage concept within the RFP plans which depicted a closed storm drainage system for the entire length of the project. Our proposal resulted in utilizing an open typical section with graded median and ditches for the majority of the corridor with limited areas of closed drainage systems as needed to minimize environmental impacts to adjacent wetlands and streams. This approach effectively reduced project construction cost, schedule, and ultimately long term maintenance costs for the Department.
- Additional geotechnical exploration was conducted to supplement existing soil and pavement data. Deflectometer testing revealed the existing pavement to be in structurally good condition resulting in revised pavement section recommendations. As a result, the proposed profile was adjusted to salvage as much of the existing pavement section as feasible in an effort to reduce project costs and speed up the delivery of the project.
- The design team began coordination with the utility companies early in the project. These early meetings focused on coordination of requisite relocates and provided the team an understanding of constraints and data needs of the utility companies. UFI services are being provided in accordance with VDOT’s utility relocation manual. JMT provided innovative design of the roadway to avoid utility relocations. The roadway alignment was shifted to eliminate the cost and associated schedule impacts of relocating the gas transmission pipelines after it was discovered that the easings could not be extended beyond the originally proposed shoulder on the east bound lanes. Early utility relocation work includes extending the easings on to the extent possible for three gas pipelines and relocating an overhead transmission tower. JMT is also providing right of way acquisition services including title research, appraisals, negotiations and closings.
- Demonstrate a Well Integrated Organization with Proven Coordinated Work Team and Experience and Complementary Skills and Experience

The Personnel listed on the right side of this form will be assigned to the Greenview Drive Widening project. The Similar Scope Activities list works completed that will be needed on this DB project. The proposed staff and their demonstrated experience with similar scope items will ensure continuity in the DBT and its approach and results in an experienced team that is integrated and has a proven history of completing projects on time and within budget.

### Relevant and Verifiable Evidence of Good Performance

The DB Team offered time and cost saving ideas to VDOT. Some of these elements included:
- Revised typical section to utilize open drainage system versus closed storm drainage system for entire length of project saving project costs and schedule.
- Proposed revised pavement design to salvage existing pavement section.
- Proposed profile has been adjusted to salvage existing pavement to reduce project cost and deliver the project sooner than scheduled.
- Revised alignment to avoid costly and timely gas pipeline relocations.
ATTACHMENT 3.4.1(b)
LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location: Mark Center Short and Mid-Term Improvements (Design-Build) Project #DTH71-12-R-00001
Alexandria, VA

b. Name of the prime/ general contractor responsible for overall construction of the project: Cherry Hill Construction, Inc.

3) Mark Center Short and Mid-Term Improvements (Design-Build) Project #DTH71-12-R-00001
Alexandria, VA

JMT was the Lead/Prime Designer. The D-B Team of JMT and Cherry Hill Construction, Inc. were selected as the best value team for the $9.1M design-build project by the Federal Highway Administration – Eastern Federal Land Highway Division (EFLHD) in collaboration with the Virginia Department of Transportation (VDOT), the U.S. Department of Defense (DOD) and the City of Alexandria, VA.

The design and construction of these infrastructure improvements associated with the Mark Center Complex are at the intersections of Mark Center Avenue with Seminary Road and N. Beauregard Street adjacent to the Seminary Road Interchange with I-395. The Mark Center project was the BRAC identified location for the Washington Headquarters Service (WHQS) and the new United States Africa Command (AFRICOM) headquarters in Sparks, MD. This tremendous growth in the area resulted in the need to implement these short and mid-term improvements to address the complex transportation issues experienced by the increase in traffic volumes. This contract included the following context sensitive solutions, which resulted in community enhancements including widened sidewalks:

- a) Seminary Road & I-395S Off Ramp - Widened the Seminary Road westbound approach and gore area from the rotary to the Mark Center Ave. intersection from one to two lanes. Restriped the westbound Seminary Road flyover to allow one through lane on Seminary Road and one left turn lane into Mark Center.
- b) Seminary Road Turn Lane - Widened Seminary Road to provide a dedicated right turn lane from westbound Seminary Road to Southern Towers.
- c) Seminary Road/North Beauregard Street Intersection - Widened westbound Seminary Road to provide a deceleration lane and widened northbound Beauregard St. to provide an acceleration lane for the westbound to northbound right turn lane.
- d) Seminary Road/Mark Center Avenue Intersection - Widened the eastbound Seminary Road approach to Mark Center Avenue to three through lanes. Widened the northbound Mark Center Avenue approach to four lanes to allow one left turn lane, one shared through/right turn lane and two right turn lanes.
- e) N. Beauregard Street Turn Lane - Widened northbound Beauregard St. between Mark Center Avenue and Seminary Road to provide a dedicated right turn lane at the northbound approach to Seminary Road after the direct connect ramp from northbound Beauregard St. to eastbound Seminary Road.
- f) I-395S On-Ramp - Widened eastbound Seminary Road and the southbound I-395S on ramp from Mark Center Avenue to the ramp meter signal to provide a continuous two lane ramp from Seminary Road to the ramp meter. Restriped the southbound ramp connection from the rotary to provide a merge into the two lane ramp from eastbound Seminary Road.

Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience

The Personnel listed on the right side of this form will be assigned to the Greenview Drive Widening project. The Similar Scope Activities lists work completed that will be needed on this DB project. The proposed staff and their demonstrated experience with similar scope items will ensure continuity in the DBT and its approach and results in an experienced team that is integrated and has a proven history of completing projects on time and within budget.

Relevant and Verifiable Evidence of Good Performance

The D-B Team offered time and cost saving ideas to EFLHD and VDOT. Some of these elements included:

- Leveraged experience working in locations with similar or higher ADT.
- Detailed schedule that included innovative design enhancements.
- Long standing quality relationships with project stakeholders and a proven commitment to partnering.
- In-depth experienced with EFLHD, VDOT, DoD and the City of Alexandria’s design standards, specifications and details.
- Completed this project early (3 months) and reduced impact to traveling public.

Scope/Project Description

The D-B Team of JMT and Cherry Hill Construction, Inc. were selected as the best value team for the $9.1M design-build project by the Federal Highway Administration – Eastern Federal Land Highway Division (EFLHD) in collaboration with the Virginia Department of Transportation (VDOT) in October 2013.

Key Personnel:

- Ian Frost, AICP, CEP (JMT)
- Michael Leffler, PE (JMT)
- Jon Conner, PLA, LEED (JMT)
- Rodney Hayzlett, PE
- Randy Boice, PE (JMT)
- Jon Conner, PLA, LEED (JMT)
- Michael Leffler, PE (JMT)
- Ian Frost, AICP, CEP (JMT)

Contact Information:

Robert Morris, P.E.
T 703.404.6302
robert.morris@fhwa.dot.gov

Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement (in thousands): $984

JMT was the Lead/Prime Designer. Design work was performed from our headquarters in Sparks, MD and Herndon, VA.