



Statement of Qualifications

Greenview Drive Widening

From: Hermitage Route (Route 1541)

To: 0.2 Miles South of Leesville Road (Route 682)



City of Lynchburg and Campbell County, Virginia

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

Contract ID Number: C00106320DB79



A DESIGN-BUILD TEAM

July 31, 2014

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

STATEMENT OF QUALIFICATIONS
3.2 Letter of Submittal

RE: Greenview 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

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.

The Wagman/JMT Team			
	G.A. & F.C. Wagman, Inc. Offeror and Lead Contractor <i>VDOT Prequalified Vendors No. W002</i>		Johnson, Mirmiran & Thompson, Inc. Lead Designer <i>VDOT Prequalified ROW Consultant</i>
	McDonough Bolyard Peck, Inc. Quality Assurance		DMY Engineering Consultants, LLC Geotechnical Support and Drilling <i>DBE Cert. No. DB2011-0012-2014</i> <i>SWaM Cert. No. 684372</i>
	ECS Mid-Atlantic, LLC QA Materials/Laboratory Testing		T3 Design Corporation MOT and TMP <i>DBE/SWaM Cert. Nos. #652912</i>
	NXL Construction Services, Inc. Quality Control <i>DBE/SWaM Cert. Nos. 626437</i>		EEE Consulting, Inc. Environmental and Permitting <i>SWaM Cert. No. 7052</i>
	Hurt & Proffitt, Inc. QC Materials/Laboratory Testing <i>SWaM Cert. No. 7052</i>		Bowman Consulting Group, Ltd. ROW & Fee Appraisers
	Sharp & Company, Inc. Public Involvement/Relations <i>DBE Cert. #DB2007-0079-2016</i> <i>SWaM Cert. No. 9824</i>		Appraisal Review Specialists, LLC Review Appraisers

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.

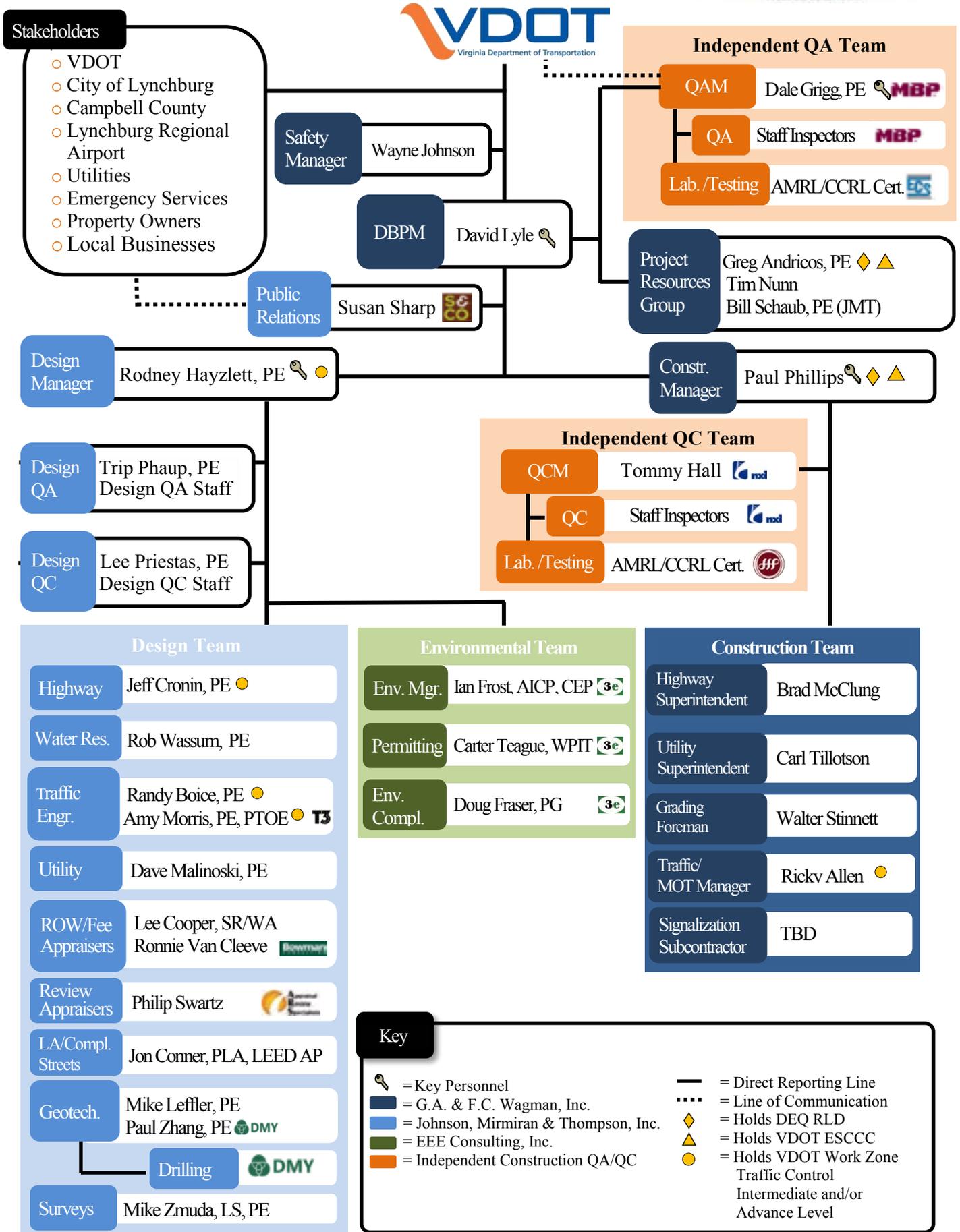
Our proposed key staff DBPM, Independent QAM, DM and CM average nearly 20 years of design and construction experience including extensive background with VDOT, the Lynchburg District and innovative project delivery methods. Our DBPM, Mr. David Lyle (Wagman) and Mr. Rodney Hayzlett, PE (JMT) teamed to 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)**:

Key Personnel	Project Responsibilities
David Lyle (Wagman) <i>Design-Build Project Mgr.</i> <ul style="list-style-type: none"> ○ 22+ Years of Experience ○ DB, DBB, VA ○ Lynchburg District Exp. 	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.
Dale Grigg, PE (MBP) <i>Quality Assurance Manager</i> <ul style="list-style-type: none"> ○ 41+ Years of Experience ○ VA Registered PE ○ Lynchburg District Exp. 	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 & PPTA projects and specifications Relevant Experience – Dale has over 20 years of experience working in the Lynchburg District for VDOT.
Rodney Hayzlett, PE (JMT) <i>Design Manager</i> <ul style="list-style-type: none"> ○ 20+ Years of Experience ○ VA Registered PE ○ DB, DBB, VA ○ Lynchburg District Exp. 	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.
Paul Phillips (Wagman) <i>Construction Manager</i> <ul style="list-style-type: none"> ○ 19+ Years of Experience ○ VA DEQ RLD Cert. ○ VDOT ESCCC Cert. ○ Lynchburg District Exp. 	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 & 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.

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



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 DBPM 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:

Project Role	Key Support Personnel	Reporting Role to:	Experience
Project Resource Group	Greg Andricos, PE (Wagman)	DBPM	22+ years of experience in design and construction including delivering four DB projects (\$190M) in Northern VA and DC with JMT.
	Timothy Nunn (Wagman)		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.
	Bill Schaub, PE (JMT)		34+ years of experience including as Design Manager on several DB projects in Northern VA, DC and MD.
Indep. QCM	Tommy Hall (NXL)	CM	18+ years of experience working in the construction field including QA and QC on a variety of projects.
Public Relations	Susan Sharp (S&CO)	DBPM	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.
Environ. Manager	Ian Frost, AICP, CEP, CE, LEED (EEE)	DM	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.
Design QA	Trip Phaup, PE (JMT)	DM	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.
Highway Engr.	Jeff Cronin, PE (JMT)	DM	17+ years of experience in all aspects of roadway design projects in VA.
LA/Compl. Streets	Jon Conner, PLA, LEED AP (JMT)	DM	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).
Utilities	David Malinoski, PE (JMT)	DM	34+ years of experience in the management and design of utility, transportation and site improvement projects.
Geotech. Engr	Paul Zhang, PE (DMY)	Geotech. Mgr.	15+ years of experience in geotechnical engineering, construction materials testing, and constr. management.
Traffic Engr.	Amy Morris, PE, PTOE (T3)	Traffic Engineer	14+ years of experience in traffic engineering including operations management.

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



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



Route 61 (MacArthur Avenue) over New River, Route 460, and Old Virginia Avenue Bridge Replacement and Approaches (DB), Narrows, VA (DB) – The Wagman/JMT DBT designed and constructed this DB project involving replacing a 1,200-foot long bridge and approaches over the New River and Route 460 with a wider, jointless bridge for VDOT. The scope of work included performing preliminary and final design for bridge, road and utilities; acquiring all environmental permits and approvals; providing QA/QC for design; acquiring all required permanent and temporary ROW; maintaining traffic; and overall project management. JMT incorporated a number of aesthetic, context sensitive solutions into the project including concrete surfaces with ashlar stone finish, overlooks on the bridge over the river, a park and ride facility, a stormwater bioretention facility, sidewalks and bike lanes and street lighting along the entire project.



U.S. 209 Bridge Replacement and Approaches over Raymondskill Creek in Delaware Water Gap National Recreation Area (DB), Pike County, PA – The Wagman/JMT DBT designed and constructed this bridge replacement project involving the replacement of the superstructure and rehabilitation of the substructure for the 56 year old existing bridge carrying U.S. 209 over Raymondskill Creek, located within National Park Service Delaware Water Gap National Recreation Area. Route 209 was reconstructed and widened with improvements to an at-grade intersection.



SR 22, Section O, ERP (Design-Build) – Harrisburg, PA – The Wagman/JMT DBT which involved designed and rehabilitated (retrofitted) of existing precast bridge barriers and associated roadway and traffic control work at 11 bridge sites and 2 retaining wall sites.

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.

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. 265/29/360 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



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.

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.

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

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.

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

ATTACHMENT 3.1.2

Project: U000-118-259, R201, C501

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Appendices Tab 3.2.10
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendices Tab 3.2.10
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendices Tab 3.2.10
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendices Tab 3.2.10
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	na
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
Offeror's Team Structure				3
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	4
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendices Tab 3.3.1
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendices Tab 3.3.1
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendices Tab 3.3.1
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendices Tab 3.3.1s
Organizational chart	NA	Section 3.3.2	yes	4-5
Organizational chart narrative	NA	Section 3.3.2	yes	6-7

ATTACHMENT 3.1.2

Project: U000-118-259, R201, C501

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
Experience of Offeror's Team				8-9
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendices Tab 3.4.1
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendices Tab 3.4.1
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	10-15

2.10

Acknowledgement of the RFQ, Revision and/or Addenda



ATTACHMENT 2.10COMMONWEALTH 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



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.

	July 31, 2014	Vice President & Division Manager
Signature	Date	Title

G.A. & F.C. Wagman, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

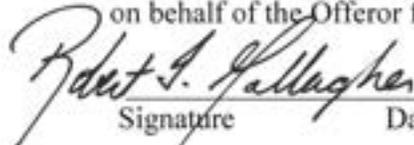
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 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.

	July 31, 2014	Senior Vice President
Signature	Date	Title
<u>Johnson, Mirmiran & Thompson, Inc.</u>		
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.

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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] 7/21/14 *Branch Manager*
Signature Date Title

NBP
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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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.

M. T. Murphy 7/21/14 President
Signature Date Title
NXL Construction Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

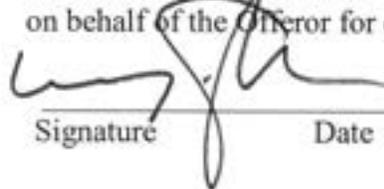
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

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

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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	CEO / President
Signature	Date	Title
<hr/>		
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

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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.

	7-22-2014	President
Signature	Date	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

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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.

	7/18/2014	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

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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.

	<u>July 21, 2014</u>	<u>Chief Administrative Officer</u>
Signature	Date	Title

T3 Design Corporation

Name of Firm

ATTACHMENT NO. 3.2.7(b)

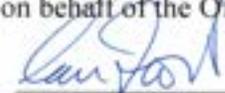
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LOWER TIER COVERED TRANSACTIONS**

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

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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

Date

President

Title

EEE 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

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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.

W. J. [Signature] 7/23/2014 Vice President/COO
Signature Date Title

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.

	July 23, 2014	Managing Partner
Signature	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
 101 - EXCAVATING

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

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

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

3.2.9

Surety Letter



July 21, 2014

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
Greenview 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 projects.

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.

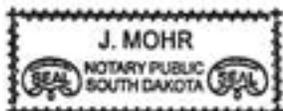


Continental Casualty Company
National Fire Insurance Company of Hartford
American Casualty Company of Reading, Pennsylvania

Paul T. Bruflat
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
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 herein above set forth is still in force, and further certify that the By-Law and Resolution of the Board of Directors of the insurance companies printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said insurance companies this 21st day of July, 2014.



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

D. Bult
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



ATTACHMENT 3.2.10

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

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
G.A. & F.C. Wagman, Inc.	F-019898-8	Corporation	Active	3290 North Susquehanna Trail York, PA 17406	Class A Contractors	2701015887	01-31-2015
Johnson, Mirmiran & Thompson, Inc.	F149901-3	Corporation	Active	72 Loveton Circle Sparks, MD 21152	ENG, LA, ARC, LS	0407001314	12-31-2015
				13921 Park Center Rd. Suite 140 Herndon, VA 20171	ENG, LS	0411000441	02-29-2016
				9201 Arboretum Pkwy. Suite 310 Richmond, VA 23236	ENG, LS	0411000029	02-29-2016
				272 Bendix Rd., Ste 260 VA Beach, VA 23452	LS, ENG	0411000440	02-29-2016
McDonough Bolyard Peck Inc.	03518008	Corporation	Active	711D Fifth St NE Roanoke, VA 24016	ENG	0411000605	02-29-2016
ECS Mid-Atlantic, LLC	S-120821-6	LLC	Active	5320 Peter's Creek Road, Suite F, Roanoke, VA 24019	ENG	0411000381	02-29-2016
				20436 Lynchburg Hwy, Suite L, Lynchburg, VA 24502	ENG	0411000832	02-29-2016
NXL Construction Services, Inc.	03497427	Corporation	Active	114 E Cary St / Ste 200 Richmond VA 23219	ENG, LS	0407003031	12-31-2015
				110 Wenn Drive Christiansburg VA 24073	ENG	0411001067	02-29-2016

ATTACHMENT 3.2.10

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

SCC and DPOR Information

Hurt & Proffitt, Inc.	0142895-2	Corporation	Active	2524 Langhorne Road, Lynchburg, VA	LS, ENG	0407003927	12-31-2015
DMY Engineering Consultants Inc.	0768895-5	Corporation	Active	45662 Terminal Dr. Suite 110 Dulles, VA 20166	ENG	0407005631	12-31-2015
T3 Design Corporation	0658539-2	Corporation	Active	10340 Democracy Lane, Suite 305, Fairfax, VA 22030	ENG	0405001624	12-31-2015
EEE Consulting, Inc.	0504941-6	Corporation	Active	8525 Bell Creek Rd. Mechanicsville, VA 23116	Eng	0407003798	12-31-2015
Bowman Consulting Group, Ltd.	04481982	Corporation	Active	14020 Thunderbolt Place Suite 300 Chantilly, VA 20151	ENG, LS, LA	0407003863	12-31-2015
Appraisal Review Specialists, LLC	T049068-2	LLC	Active	3058 Mt. Vernon Rd. Hurricane, WV 25526	Real Estate	4008001735	04-30-2016
** Sharp & Company, Inc.	F176141-2	Corporation	Active	794 Nelson Street Rockville, MD	N/A	N/A	N/A

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

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)

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



Full Size SCC Documentation



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Business Entity Details

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

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Business Entities

UCC or Tax Liens

Court Services

Additional Services

General

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

Select an action

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Principal Office

3290 NORTH SUSQUEHANNA TRAIL
 YORK PA17405

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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

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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 MD21152

Registered Agent/Registered Office

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

Select an action

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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

Select an action

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Principal Office

114 E CARY STREET SUITE 200
RICHMOND VA23219

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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

Screen ID: e1000

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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

Select an action

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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

Select an action

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- [Pay annual registration fee](#)
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Principal Office

3040 WILLIAMS DR.
SUITE 300
FAIRFAX VA22031

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Registered Agent/Registered Office

REES BROOME, PC
1900 GALLOWES RD STE 700
TYSONS CORNER VA 22182
FAIRFAX COUNTY 129
Status: Active
Effective Date: 9/1/2012

Screen ID: e1000

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ECS - Mid-Atlantic, LLC

General

SCC ID: S1208216
Entity Type: Limited Liability Company
Jurisdiction of Formation: VA
Date of Formation/Registration: 4/16/2004
Status: Active

Select an action

- [File a registered agent change](#)
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- [File a principal office address change](#)
- [Pay annual registration fee](#)
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Principal Office

14026 THUNDERBOLT PL STE 100
CHANTILLY VA20151

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Registered Agent/Registered Office

JAMES A ECKERT
14026 THUNDERBOLT PL STE 100
CHANTILLY VA 20151
FAIRFAX COUNTY 129
Status: Active
Effective Date: 4/16/2004

Screen ID: e1000

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Business Entities

UCC or Tax Liens

Court Services

Additional Services

T3 Design Corporation

General

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

Select an action

- [File a registered agent change](#)
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- [Pay annual registration fee](#)
- [Order a certificate of good standing](#)
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Principal Office

10340 DEMOCRACY LANE STE 305
 FAIRFAX VA 22030

[New Search](#)

[Home](#)

Registered Agent/Registered Office

PATRICIA TIMBROOK
 10340 DEMOCRACY LANE STE 305
 FAIRFAX VA 22030
 FAIRFAX CITY (FILED IN FAIRFAX COUNTY)
 303
 Status: Active
 Effective Date: 7/30/2013

Screen ID: e1000

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EEE Consulting, Inc.

General

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

Select an action

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Principal Office

8525 BELL CREEK RD
MECHANICSVILLE VA23116

[New Search](#)

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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

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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

Select an action

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Principal Office

Registered Agent/Registered Office

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

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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

Select an action

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Principal Office

794 NELSON ST
ROCKVILLE MD20850

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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

Screen ID: e1000

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- Business Entities
- UCC or Tax Liens
- Court Services
- Additional Services

General

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

Select an action

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- [File a registered office address change](#)
- [Resign as registered agent](#)
- [File a principal office address change](#)
- [Pay annual registration fee](#)
- [Order a certificate of fact of registration in Virginia](#)
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- [View eFile transaction history](#)
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Principal Office

3058 MOUNT VERNON RD
 HURRICANE WV25526

New Search Home

Registered Agent/Registered Office

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

Screen ID: e1000

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BOWMAN CONSULTING GROUP, LTD.

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Business Entities

UCC or Tax Liens

Court Services

Additional Services

General

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

Select an action

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Principal Office

3863 CENTERVIEW DRIVE
SUITE 300
CHANTILLY VA20151

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Registered Agent/Registered Office

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

Screen ID: e1000

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COMMONWEALTH OF VIRGINIA

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

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



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA
CLASS A BOARD FOR CONTRACTORS
CONTRACTOR

CLASSIFICATIONS: H/H
NUMBER: 2701015887 EXPIRES: 01-31-2015



GA & FC WAGMAN INC
3290 NORTH SUSQUEHANNA TRAIL
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COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-29-2016

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

NUMBER
0411000029

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.
9201 ARBORETUM PKWY
SUITE 310
RICHMOND, VA 23236



Nick A. Christner
Nick A. Christner, Interim Director

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EXPIRES ON

02-29-2016

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

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



Nick A. Christner
Nick A. Christner, Interim Director

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Telephone: (804) 367-8500

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



Gordon N. Dixon
Gordon N. Dixon, Director

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9900 Mayland Dr., Suite 400, Richmond, VA 23233
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NUMBER
0411000440

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

PROFESSIONS: ENG, LS

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



Nick A. Christner
Nick A. Christner, Interim Director

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0411000605

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
Nick A. Christner, Interim Director

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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
Nick A. Christner, Interim Director

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**NUMBER
0411000381**

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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
Nick A. Christner, Interior Director

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Telephone: (804) 357-8500

NUMBER

0407003031

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



Stephen N. Duggan
Stephen N. Duggan, Director

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NUMBER
0411001067

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

PROFESSIONS: ENG

NXL CONSTRUCTION COMPANY INC
110 WENN DRIVE
CHRISTIANSBURG, VA 24073



Gerard N. Dixon
Gerard N. Dixon, Director

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

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



Gordon N. Dixon
Gordon N. Dixon, Director

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9960 Mayland Dr., Suite 400, Richmond, VA 23233
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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. Dixon
Gordon N. Dixon, Director

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NUMBER
0405001624

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

PROFESSIONS: ENG

T3 DESIGN CORPORATION
10340 DEMOCRACY LANE
SUITE 305
FAIRFAX, VA 22030



Gordon N. Dixon
Gordon N. Dixon, Director

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NUMBER
0407003798

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

PROFESSIONS: ENG

EEE CONSULTING INC
8525 BELL CREEK RD
MECHANICSVILLE, VA 23116



Gordon N. Dixon
Gordon N. Dixon, Director

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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



Gordon N. Dixon
Gordon N. Dixon, Director

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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

[print](#)**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.



Full Size DPOR Key Personnel Documentation

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

06-30-2016

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

NUMBER

0402023310

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

DALE HARDY GRIGG JR
509 RAMBLEWOOD RD
FOREST, VA 24551



James W. DeBorja
James W. DeBorja, Director

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

NUMBER

0402032936

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

**RODNEY NELSON HAYZLETT
5048 LONG CREEK LANE
CHESTER, VA 23831**



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Gerard N. Dixon
Gerard N. Dixon, Director

3.3.1

Key Personnel Resume Forms



ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.		
a. Name & Title:	David W. Lyle Vice President, Division Manager	
b. Project Assignment:	Design-Build Project Manager (DBPM)	
c. Name of Firm with which you are now associated:	G.A. & F.C. Wagman, Inc.	
d. Years experience: With this Firm <u>1</u> Years With Other Firms <u>22</u> 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: <i>Vice President, Division Manager</i>
In June of 2013, G.A. & F.C. Wagman, Inc. acquired Key Construction Company, Inc. and D.W. Lyle Corporation in June 2013. Both firms operate under the Wagman name.		
Key Construction Company, Inc.		
Start Date:	August 2011	End Date: June 2013 Position: <i>President</i>
Start Date:	January 2006	End Date: July 2011 Position: <i>Vice President</i>
In January of 2006, D.W. Lyle Corporation became a subsidiary of Key Construction Company, Inc.		
D.W. Lyle Corporation (Subsidiary of Key Construction Company, Inc.)		
Start Date:	January 2006	End Date: June 2013 Position: <i>President</i>
Start Date:	March 1999	End Date: January 2006 Position: <i>Executive Vice President</i>
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.		
Mr. Lyle has continuously been employed for over 23 years in positions of progressive responsibility, from Superintendent, Construction & 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 & 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".		
Summary of Relevant Experience		
<ul style="list-style-type: none">○ 23 years Construction Management.○ Worked in the Lynchburg District since the mid-1990's.	<ul style="list-style-type: none">○ He has successfully participated in 10 D-B projects over the past 15 years in 3 states○ Served on the VRTBA Board of Directors in 2003	<ul style="list-style-type: none">○ VTCA Structure & Bridge Committee 1997-current○ VTCA Contractor Leadership Committee 2004-2006
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Virginia Polytechnic Institute and State University, Blacksburg, VA/Bachelor of Science/1988/Construction Management	
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	N/A	
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<ol style="list-style-type: none">1. Note your specific responsibilities and authorities for each 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.		

SIMILAR SCOPE ARTIVITIES

<p>VDOT, U.S. 360 and U.S. 58 Bypass, Halifax County, VA (Lynchburg District) (\$24.6M) <i>Bridge Project Manager.</i> Mr. Lyle 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.</p> <p>Firm: Key Construction Company, Inc. / Project Dates: August 2003 to December 2006</p>	<ul style="list-style-type: none"> ✓ Roadway/Surveys ✓ Environmental ✓ Sidewalk/Shared Use Path ✓ Geotechnical ✓ TCD/TMP ✓ Utilities ✓ Roadway Lighting ✓ Landscaping ✓ Constr. Engr. and Insp. ✓ Overall Project Mgmt.
<p>Route 61 Bridge Replacement and Approaches over New River, Giles County, VA (\$15M) <i>– Design-Build Project Manager.</i> 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.</p> <p>Firm: Key Construction Company, Inc. / Project Dates: November 2010 to August 2014</p>	<ul style="list-style-type: none"> ✓ Roadway/Surveys ✓ Environmental ✓ Sidewalk/Shared Use Path ✓ Geotechnical ✓ Hydraulics ✓ TCD/TMP ✓ Right-of-Way ✓ Utilities ✓ Public Involvement/Rela. ✓ QA/QC ✓ Roadway Lighting ✓ Landscaping ✓ Constr. Engr. and Insp. ✓ Overall Project Mgmt.
<p>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.</p> <p>Firm: D.W. Lyle Corporation / Project Dates: August 2007 to July 2009</p>	<ul style="list-style-type: none"> ✓ Design-Build ✓ Environmental ✓ Sidewalk/Shared Use Path ✓ Geotechnical ✓ TCD/TMP ✓ Utilities ✓ QA/QC ✓ Landscaping ✓ Constr. Engr. and Insp. ✓ Overall Project Mgmt.
<p>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 Project Bridge 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.</p> <p>Firm: D.W. Lyle Corporation / Project Dates: January 2000 to November 2003</p>	<ul style="list-style-type: none"> ✓ Roadway/Surveys ✓ Environmental ✓ Geotechnical ✓ Hydraulics ✓ TCD/TMP ✓ Right-of-Way ✓ Utilities ✓ Public Involvement/Rela. ✓ QA/QC ✓ Roadway Lighting ✓ Landscaping ✓ Constr. Engr. and Insp. ✓ Overall Project Mgmt.
<p>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.</p> <p>Firm: D.W. Lyle Corporation / Project Dates: March 2010 to November 2012</p>	<ul style="list-style-type: none"> ✓ Bridge ✓ Roadway/Survey ✓ Environmental ✓ Geotechnical ✓ TCD/TMP ✓ QA/QC ✓ Construction Engineering ✓ Overall Project Mgmt.

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 DBPM.**

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

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):	
McDonough Bolyard and Peck, Inc. (MBP)		
Start Date:	April 2011	End Date: Present Position: <i>Branch Manager</i>
Responsibilities:	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.	
NXL Construction Services, Inc. (NXL)		
Start Date:	Dec. 2008	End Date: April 2011 Position: <i>Director of Construction Management Services</i>
Responsibilities:	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.	
Virginia Department of Transportation (VDOT) Lynchburg District		
Start Date:	Sept. 2006	End Date: Dec. 2007 Position: <i>Acting District Administrator</i>
Responsibilities:	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.	
Virginia Department of Transportation (VDOT) Lynchburg District		
Start Date:	June 1996	End Date: Sept. 2006 Position: <i>District Construction Engineer.</i>
Responsibilities:	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.	
Summary of Relevant Experience		
<input type="checkbox"/> Registered PE in Virginia	<input type="checkbox"/> Nearly 40 years of CM and QA/QC experience on all forms of transportation projects.	<input type="checkbox"/> DB experience on several VDOT projects throughout VA.
<input type="checkbox"/> 20 years of experience working for VDOT's Lynchburg District.		
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Virginia Polytechnic Institute and State University, Blacksburg, VA/Bachelor of Science/1976/Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA 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. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i>	
(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.		

		SIMILAR SCOPE ACTIVITIES
<p>(1.) VDOT, Midtown Connector Locally Administered Project, Lynchburg, VA (\$16M) - Quality Assurance Manager. Serving as QAM for QA/QC inspection and testing services. Responsibilities include attending weekly/monthly construction coordination meetings; coordinating out of plan utility adjustments; preparing the project quality management plan for construction; representing the City at pre-construction meetings and monthly partnering/progress meetings; performing on-going project QA and final acceptance audits; performing project records audits; and verifying compliance with the contract provisions in concert with approved quality management plan, project schedule, and project budget. This 3.5-year, \$16 million project involves the widening of an existing multi-lane urban connector to a three- and four-lane context sensitive facility, approximately one mile in length. Firm: McDonough Bolyard and Peck, Inc. / Project Dates: 05/ 2012 to Present</p>	<ul style="list-style-type: none"> ✓ Roadway/Surveys ✓ Environmental ✓ Sidewalk/Shared Use Path ✓ Geotechnical ✓ Hydraulics ✓ TCD/TMP ✓ Right-of-Way ✓ Utilities ✓ Public Involvement/Relations. ✓ QA/QC ✓ Roadway Lighting ✓ Landscaping ✓ Constr. Engr. and Insp. ✓ Overall Project Mgmt. 	
<p>(2.) VDOT, I-81 Operational Improvements (DB), Salem District, VA (\$70 M) – Quality Assurance Manager. As QAM, developed the project’s QA/QC plan; performed QA testing and inspection in accordance with VDOT’s design-build guidelines; prepared, maintained, and submitted associated project documentation including diaries, EEO, ARRA, materials notebook/documentation, as-built sketches, and monthly pay documents including verifying and approving monthly pay packages; prepared and submitted final records; and managed the QA inspection team including an office engineer and had direct oversight of the design builder’s QC inspection staff. The project involved the construction of a parallel truck climbing lane including drainage and roadway shoulder improvements, retaining walls, and the replacement of three bridges. Firm: NXL Construction Services, Inc. / Project Dates: 04/2010 to 04/2011</p>	<ul style="list-style-type: none"> ✓ Design-Build ✓ Roadway/Surveys ✓ Environmental ✓ Geotechnical ✓ Hydraulics ✓ TMP/MOT ✓ Right-of-Way ✓ Utilities ✓ Public Involvement/Relations. ✓ QA/QC ✓ Constr. Engr. and Insp. ✓ Overall Project Mgmt. 	
<p>(3.) VDOT, Region 3 Bridge Rehabilitation (DB), Culpeper, Staunton and Northern Virginia Districts (\$9M) – Quality Assurance Manager. As QAM, developed the project’s QA/QC plan, performed QA testing and inspection in accordance with VDOT’s design-build guidelines; prepared, maintained, and submitted associated project documentation including but not limited to diaries, EEO, ARRA, materials notebook/documentation, as-built sketches, monthly pay documents including verifying and approving monthly pay packages; and prepared and submitted final records. The project involved 23 bridges located in three VDOT Districts with a duration of approximately 22 calendar months. Firm: NXL Construction Services, Inc. / Project Dates: 02/2010 to 04/2011</p>	<ul style="list-style-type: none"> ✓ Design-Build ✓ Environmental ✓ Geotechnical ✓ Hydraulics ✓ TMP/MOT ✓ QA/QC ✓ Constr. Engr. and Insp. ✓ Overall Project Mgmt. 	
<p>(4.) VDOT, Route 36 Improvements (DB), Richmond District, VA (\$8M) – Quality Assurance Manager. As QAM, developed the project’s QA/QC plan to perform QA testing and inspection in accordance with VDOT’s design-build guidelines. This VDOT/ARRA design-build project included construction improvements to Route 36 and Route 144 near Fort Lee’s Sisisky Gate located in Prince George County, VA. Services included the preparation of project’s QA/QC plan; performance of QA testing and inspection in accordance with VDOT’s August 2008 design-build guidelines; and the preparation, maintenance, and submission of associated project documentation. Also managed and developed the project QA/QC plan as well as assisted with the QA process for the development of project plans. Firm: NXL Construction Services, Inc. / Project Dates: 06/2010 to 04/2011</p>	<ul style="list-style-type: none"> ✓ Design-Build ✓ Roadway/Surveys ✓ Environmental ✓ Sidewalk/Shared Use Path ✓ Geotechnical ✓ Hydraulics ✓ TMP/MOT ✓ Right-of-Way ✓ Utilities ✓ Public Involvement/Relations. ✓ QA/QC ✓ Constr. Engr. and Insp. ✓ Overall Project Mgmt. 	
<p>(5.) VDOT, Pacific Boulevard Widening (DB), Northern District, VA (\$3.3 M) – Quality Assurance Manager. As QAM, developed the project’s QA/QC plan; performed QA testing and inspection in accordance with VDOT’s design-build guidelines; prepared, maintained, and submitted associated project documentation including but not limited to diaries, EEO, ARRA, materials notebook/documentation, as-built sketches, monthly pay documents including verifying and approving monthly pay packages; and preparation and submission of final records. The project involved the widening of Pacific Boulevard from two to four lanes from Sterling Boulevard (Route 846) to Relocation Drive (Route 775), a five-foot sidewalk and a ten-foot multi-use path in the NOVA District. Approximately nine calendar months of construction-related activities. Firm: NXL Construction Services, Inc. / Project Dates: 05/2010 to 04/2011</p>	<ul style="list-style-type: none"> ✓ Design-Build ✓ Roadway/Surveys ✓ Environmental ✓ Sidewalk/Shared Use Path ✓ Geotechnical ✓ Hydraulics ✓ TCD/TMP ✓ Right-of-Way ✓ Utilities ✓ Public Involvement/Relations. ✓ QA/QC ✓ Constr. Engr. and Insp. ✓ Overall Project Mgmt. 	
<p>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 QAM.</p>		

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Rodney N. Hayzlett, P.E. Vice President
b. Project Assignment:	Design Manager (DM)
c. Name of Firm with which you are now associated:	Johnson, Mirmiran & Thompson, Inc.
d. Years experience: With this Firm <u>12</u> Years With Other Firms <u>8</u> Years	Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):
Johnson, Mirmiran & Thompson, Inc.	
Start Date: 3/2013 End Date: Present Position: <i>Vice President</i>	
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.	
Johnson, Mirmiran & Thompson, Inc.	
Start Date: 12/2001 End Date: 3/2013 Position: <i>Senior Associate/Civil Engineer</i>	
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,	
Stantec Consulting, Inc.	
Start Date: 3/1994 End Date: 12/2001 Position: <i>Project Manager</i>	
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.	
Summary of Relevant Experience	
<ul style="list-style-type: none">○ Registered PE in Virginia○ Advance Level VDOT Work Zone Traffic Control○ 20+ years of highway transportation infrastructure experience○ Worked on 5 DB projects in the Virginia region over the past 5 years	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Virginia Polytechnic Institute and State University, VA/BS/1993/Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	1999/Virginia Registered Professional Engineering No. 0402 32936
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<ol style="list-style-type: none">1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <p>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</p> <p>* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.</p>
SIMILAR SCOPE ACTIVITIES	
VDOT Route 3 Widening (DB) - Culpeper District, Culpeper District, VA, (\$23M) –Lead Highway Design Engineer. 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. Firm: Johnson, Mirmiran & Thompson, Inc. Project Dates: 11/2013 to on-going	<ul style="list-style-type: none">✓ Roadway/Surveys✓ Environmental✓ Geotechnical✓ Hydraulics✓ TCD/TMP✓ Right-of-Way✓ Utilities✓ Public Involvement/Rela.✓ QA/QC✓ Landscaping✓ Overall Project Mgmt.

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 of Hooes 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)

- ✓ Design-Build
- ✓ Roadway/Surveys
- ✓ Environmental
- ✓ Sidewalk/Shared Use Path
- ✓ Geotechnical
- ✓ Hydraulics
- ✓ TCD/TMP
- ✓ Utilities
- ✓ Public Involvement/Rel.
- ✓ QA/QC
- ✓ Roadway Lighting
- ✓ Landscaping
- ✓ Overall Project Mgmt.

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

- ✓ Design-Build
- ✓ Roadway/Surveys
- ✓ Environmental
- ✓ Sidewalk
- ✓ Geotechnical
- ✓ Hydraulics
- ✓ TCD/TMP
- ✓ Right-of-Way
- ✓ Utilities
- ✓ Public Involvement/Rel.
- ✓ QA/QC
- ✓ Roadway Lighting
- ✓ Landscaping
- ✓ Overall Project Mgmt.

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 takes as part of their revitalization plan. All overhead utilities were relocated underground in an engineering utility duct bank corridor combined with landscaping to improve the aesthetics of the corridor. Project also included addition box culverts in Little Creek to improve the hydraulics to prevent overtopping of the 100 y r storm event in the FEMA regulated waterway which required a CLOMR & FLOMR to be prepared accordingly.

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

- ✓ Roadway/Surveys
- ✓ Environmental
- ✓ Sidewalk/Shared Use Path
- ✓ Geotechnical
- ✓ Hydraulics
- ✓ TCD/TMP
- ✓ Right-of-Way
- ✓ Utilities
- ✓ Public Involvement/Rel.
- ✓ QA/QC
- ✓ Landscaping
- ✓ Overall Project Mgmt.

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 developed to determine the most feasible and prudent options where widening exclusively to the median is not practical. Included in the design are signing and pavement marking 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

- ✓ Roadway/Surveys
- ✓ Sidewalk/Shared Use Path
- ✓ Hydraulics
- ✓ TCD/TMP
- ✓ Right-of-Way
- ✓ Utilities
- ✓ Public Involvement/Rel.
- ✓ QA/QC
- ✓ Roadway Lighting
- ✓ Landscaping
- ✓ Overall Project Mgmt.

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.**

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

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: <i>Senior Project Manager</i> 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: <i>Senior Project Manager</i> 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: <i>Project Manager</i> 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/coordination of subcontracts/purchase orders, and processing of monthly invoices and schedule updates.		
Summary of Relevant Experience		
<ul style="list-style-type: none">○ Multiple VDOT DB projects○ DB Construction Manager○ Phased Construction○ HCSS Heavy Bid & Heavy Job	<ul style="list-style-type: none">○ VDOT Intermediate Work Zone○ VDOT ESCC Certified○ Primavera P6 and Expedition○ Survey and Stakeout Experience	<ul style="list-style-type: none">○ First Aid and CPR○ Fall Protection & Ridding Training○ Excavation Training○ Virginia DCR RLD Certified
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, Blacksburg, VA/Bachelor of Science/ 1993/Construction Management		
f. Active Registration: Year First Registered/ Discipline/VA 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. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (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.		

SIMILAR SCOPE ACTIVITIES

<p>(1.) VDOT, APM Terminal Roadway (DB), Portsmouth, VA (\$7.2M) – Construction Manager. Worked closely with design engineers, provided constructability analysis for potential concepts, and helped create the design that was ultimately used for the construction of this project. Although English was not the Prime Contractor for this project, Tidewater-Skanska chose to use English’s design once they realized the advantages that it provided over their original concept. Due to the circumstances, Tidewater-Skanska chose English to perform the grading on this project while they self-performed the bridge construction. My involvement throughout the design, review, and bidding process led to being chosen as the project manager for construction of the roadway. Duties included locating and acquiring a suitable borrow source, oversight of all field personnel, processing purchase orders and scheduling material orders, and scheduling subcontractors. Schedule was a critical part of this project and required a tremendous amount of in-depth analysis and monitoring to maintain schedule and production rates. Much time was spent attending scheduling meetings, analyzing upcoming activities, and identifying ways to be more efficient. Obtaining Quality Assurance documentation and scheduling Quality Control efforts prior to and throughout the project was also a critical part of the required duties. Teamwork was vital to the success of the project and working closely with all parties helped identify opportunities that normally would have been overlooked.</p> <p>Firm: English Construction Company, Inc. / Project Dates: Aug. 2005 to Nov. 2006</p>	<ul style="list-style-type: none"> ✓ Design-Build ✓ Roadway/Surveys ✓ Environmental ✓ Geotechnical ✓ Hydraulics ✓ TCD/TMP ✓ Right-of-Way ✓ Utilities ✓ Public Involvement/Rela. ✓ QA/QC ✓ Roadway Lighting ✓ Landscaping ✓ Constr. Engr. and Insp. ✓ Overall Project Mgmt.
<p>(2.) NCDOT, I-95/Keen Road Interchange (DB), Four Oaks, NC (\$5.2M) – Construction Manager. Investigated the project prior to bidding and located a borrow source that was close to the project right-of-way which played a key part in the successful bid and overall construction of the project. Processed, approved, and executed purchase orders and subcontracts for all aspects of work. Oversight of all project personnel including hiring of local employees. Aided one local business in becoming an approved NCDOT subcontractor and utilized their skill and local knowledge to our advantage. Generated all monthly invoices as well as schedule updates. Provided Quality Assurance documentation and kept records of all Quality Control activities. Coordinated operations with NCDOT and worked closely with their traffic and safety division when performing work along Interstate 95. Coordinated road closures and detours with local government to reduce the impact to local traffic. Worked closely with the bridge subcontractor to coordinate lane closures, night work, and all aspects associated with building a new bridge over an active interstate.</p> <p>Firm: English Construction Company, Inc. / Project Dates: June 2002 to Oct. 2004</p>	<ul style="list-style-type: none"> ✓ Roadway/Surveys ✓ Environmental ✓ Geotechnical ✓ Hydraulics ✓ TCD/TMP ✓ Right-of-Way ✓ Utilities ✓ Public Involvement/Rela. ✓ QA/QC ✓ Roadway Lighting ✓ Landscaping ✓ Constr. Engr. and Insp. ✓ Overall Project Mgmt..
<p>(3.) VDOT, Route 210 Interchange for the Madison Heights Bypass, Amherst, VA (\$10.7M) – Project Superintendent. Responsible for the construction of the entire interchange project including a new bridge over Route 29 and the rehabilitation of an existing bridge over the James River. Located and set up offices for prime contractor and VDOT on project right-of-way. Hired local employees and established accounts with local businesses and suppliers. Acquired permits for borrow source and constructed access roads for transport of material. Coordinated re-construction of Route 29 Northbound lanes including complete demolition and re-building while under traffic. Performed survey/layout work for roadway, storm drainage, and bridge construction. Coordinated utility work with local municipality including new sewer and water mains as well as services for existing properties. Constructed a box culvert adjacent to an existing stream in an environmentally sensitive area with limited work space and access. Maintained relations with VDOT, local business owners, and local property owners as this project affected a large number of properties and greatly impacted local traffic.</p> <p>Firm: English Construction Company, Inc. / Project Dates: Aug. 1998 to Oct. 2001</p>	<ul style="list-style-type: none"> ✓ Roadway/Surveys ✓ Environmental ✓ Sidewalk/Shared Use Path ✓ Geotechnical ✓ Hydraulics ✓ TCD/TMP ✓ Right-of-Way ✓ Utilities ✓ Public Involvement/Rela. ✓ QA/QC ✓ Roadway Lighting ✓ Landscaping ✓ Constr. Engr. and Insp. ✓ Overall Project Mgmt.

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.

- VDOT, Warren County, VA - Route 340 over Shenandoah River/ Contract Administration (April 2014- July 2017)
- 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)

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

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

This Key Construction Co., Inc. (acquired by G.A. & F.C. Wagman, Inc.) contract, the final phase of the Franklin Turnpike Extension, completed a much needed and anticipated east/west corridor through northern Danville connecting Route 41 Franklin Turnpike and Route 293 Main Street to the Route 29 Bypass in Pittsylvania County. There was approximately 2800 LF of reconstruction along existing Route 41 and Route 293. Additionally, there was approximately 6400 LF of new construction on this \$18.9 million project. Scope of work included 25 AC clearing and grubbing, 300,000 CY roadway excavation, 6,500 LF storm drain, 9,000 LF water line, 2,900 LF sewer line, 8,300 LF gas line, 17,800 LF underdrain, 39,500 TN stone base, and 52,400 TN asphalt. Two bridges each 600 feet in length with 1.2 million LB re-steel and 5,900 CY concrete, were also a part of this contract. The five-phased reconstruction of Routes 41 and 293 inclusive of the intersection of Routes 41 and 293, required a tremendous planning and coordination by Key during construction. Successfully coordinating water, sewer, and gas line utility relocations along with storm drain, grading, curb and gutter, stone, asphalt and signalization activities along these heavily travelled routes while maintaining safe passage through the work zone and providing access to residences, businesses, and churches was essential to timely contract execution. Key's placement of highly skilled and experienced personnel on the project site to manage and perform this critical area of work proved to be highly effective for the company and all the stakeholders.

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.

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

The reconstruction of Routes 41 and 293 almost exactly replicate requirements necessary for the Greenview Drive Widening project relevant features included phased MOT, utility relocations, signalization, and providing continuous access to property owners during construction. The proposed staff, most of whom worked on the Route 265 project, exhibit the knowledge, experience, and proven history to deliver the proposed project successfully.

Relevant and Verifiable Evidence of Good Performance

A large contributing factor to the success of this project was the fact that the Contractor and VDOT personnel involved in this developed a mutually respectful relationship while working together on previous projects. Dedication to a sincere formal partnering process and adherence to the CPM schedule enhanced this previous positive working relationship between the Department and Key. Additionally, coordination and cooperation with the many stakeholders involved, including VDOT, the City of Danville, Norfolk Southern Railroad, local business owners, and the traveling public, contributed significantly to the successful early completion of the project.

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 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).

SIMILAR SCOPE ACTIVITIES

- ✓ Roadway
- ✓ Survey
- ✓ Environmental
- ✓ Utility Relocations
- ✓ Signalization
- ✓ Public Involvement/Relations
- ✓ Phased MOT construction
- ✓ 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.*



ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

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

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 westernmost 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.



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 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).

SIMILAR SCOPE ACTIVITIES

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



ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
3) Route 604 (Genito Road) Improvements Project # 0604-020-158, C504, B674 Chesterfield County, VA	Virginia Department of Transportation	Virginia Dept. of Transportation VDOT Midlothian Residency 3301 Speeks Drive Midlothian, VA 23112 <i>Chris Winstead, PE</i> Resident Engineer 434-947-6559 christopher.winstead@vdot.virginia.gov	January 2004	November 2003	\$8,100	\$8,300 (Increased contract value due to approved change orders)	\$8,300

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

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 onsite 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 lists work completed that will be needed on the Greenview 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 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 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).



SIMILAR SCOPE ACTIVITIES

- ✓ Roadway
- ✓ Survey
- ✓ Environmental
- ✓ Landscaping
- ✓ Hydraulics
- ✓ TCD/TMP
- ✓ Utility Relocation
- ✓ Public Involvement/ Relations
- ✓ Signalization
- ✓ Overall Project Mgmt.
- ✓ 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

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
1) U.S. Route 1 Widening Improvement Prince William, VA	A & W Construction	Prince William County 5 County Complex Court, Suite 240 Prince William, VA 22192 T 540.829.7500 <i>Khattab Shammout</i> 703-792-6299 kshammout@pwcgov.gov	July /2012	July 2012	\$9,795	\$7,422	\$957,123 (Total) \$479,664 (JMT Fee)

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.

<p>JMT was the Lead/Prime Designer. Design work was performed from Richmond and Herndon, VA</p>   	<p>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 outside 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.</p> <p>JMT evaluated and prepared and 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.</p> <p>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 a large retaining wall which resulted in 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.</p> <p>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.</p> <p>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 utility 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 enabled the roadway project to move forward into advertisement ensuring that all utilities had been cleared and relocated underground and out of the way for 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.</p> <p>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.</p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> • 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 project facilitated more efficient and yielded cost savings for the roadway construction. 	<p>SIMILAR SCOPE ACTIVITIES</p> <ul style="list-style-type: none"> ✓ Roadway ✓ Shared Use Path/Bike Trails ✓ Survey ✓ Environmental ✓ Geotechnical ✓ Hydraulics ✓ Traffic ✓ Utilities ✓ Public Utility Coordination ✓ ROW Acquisition ✓ Public Involvement/ Relations QA/QC ✓ Aesthetic Design Elements ✓ Construction Engineering and Inspection ✓ Overall Project Management <p>ROUTE 1 PERSONNEL PROPOSED FOR GREENVIEW WIDENING PROJECT</p> <ul style="list-style-type: none"> ○ Rodney Hayzlett, PE (JMT) ○ Jeffrey Cronin, PE (JMT) ○ Randy Boice, PE (JMT) ○ Michael Zmuda, LS., PE (JMT) ○ Jon Conner, PLA, LEED AP (JMT)
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ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
2) Route 3 Widening (Design-Build) Project #UPC 14657 Culpeper, VA	Branch Highways, Inc.	Virginia Department of Transportation 1601 Orange Road Culpeper, VA 22701 Mark Koppenhaver Project Manager 703.599.5795 mark.koppenhaver@vdot.virginia.gov	May 2017	May 2017 (Estimated)	\$23,593	\$23,600 (Estimated)	\$2,700

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.

<p>JMT was the Lead/Prime Designer. Design work was performed from Richmond, Herndon, VA Beach, VA and headquarters in Sparks, MD</p>   	<p>Scope/Project Description VDOT selected the Branch Highways / Johnson, Mirmiran & Thompson Design-Build Team for the Route 3 Widening Design-Build project located in Culpeper, Virginia.</p> <p>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 graded shoulders, median crossovers and turn lanes. The project is located in Culpeper County from approximately 4.1 miles 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 facilities 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The design team began coordination with the utility companies early in the project. These early meetings focused on coordination of requisite relocations 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 scheduled impacts of relocating the gas transmission pipelines after it was discovered that the casings could not be extended beyond the originally proposed shoulder on the east bound lanes. Early utility relocation work includes extending the casings 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.</p> <p>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.</p> <p>Relevant and Verifiable Evidence of Good Performance The D-B Team offered time and cost saving ideas to VDOT. Some of these elements included:</p> <ul style="list-style-type: none"> • 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. 	<p>SIMILAR SCOPE ACTIVITIES</p> <ul style="list-style-type: none"> ✓ Design-Build ✓ Roadway ✓ Survey ✓ Environmental ✓ Geotechnical ✓ Hydraulics ✓ Traffic/MOT ✓ Public Involvement/ Relations ✓ QA/QC ✓ Construction Engineering and Inspection ✓ Overall Project Management ✓ Utilities ✓ ROW <p>ROUTE 3 PERSONNEL PROPOSED FOR GREENVIEW WIDENING PROJECT</p> <ul style="list-style-type: none"> ○ Rodney Hayzlett, 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, AICP, CEP (EEE)
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ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
3) Mark Center Short and Mid-Term Improvements (Design-Build) Project #DTFH71-12-R-00001 Alexandria, VA	Cherry Hill Construction, Inc.	Federal Highway Administration Eastern Federal Lands Hwy. Division 21400 Ridgetop Circle Sterling, VA 20166-6511 <i>Robert Morris, P.E.</i> T 703.404.6302 robert.morris@fhwa.dot.gov	October 2013	July 2013	\$9,128	\$9,128	\$984 Design Fee

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 our headquarters in Sparks, MD and Herndon, VA



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), 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 relocation, as well as a number of other DoD agencies, and is currently considered to be part of Fort Belvoir. The Mark Center brought a nearly 6,400 new jobs to Alexandria with full completion and deployment of personnel. 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 allow 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 ADTs.
 - 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.

SIMILAR SCOPE ACTIVITIES

- ✓ Design-Build
- ✓ Roadway
- ✓ Survey
- ✓ Environmental
- ✓ Geotechnical
- ✓ Hydraulics
- ✓ Traffic
- ✓ Utilities
- ✓ ROW Acquisition
- ✓ Public Involvement/ Relations
- QA/QC
- ✓ Construction Engineering and Inspection
- ✓ Overall Project Management
- ✓ Coordination with Adjacent Projects

MARK CENTER PERSONNEL PROPOSED FOR GREENVIEW WIDENING PROJECT

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





A DESIGN-BUILD TEAM

3290 North Susquehanna Trail
York, PA 17406-9754
717-764-8521
717-764-2799

www.wagman.com
