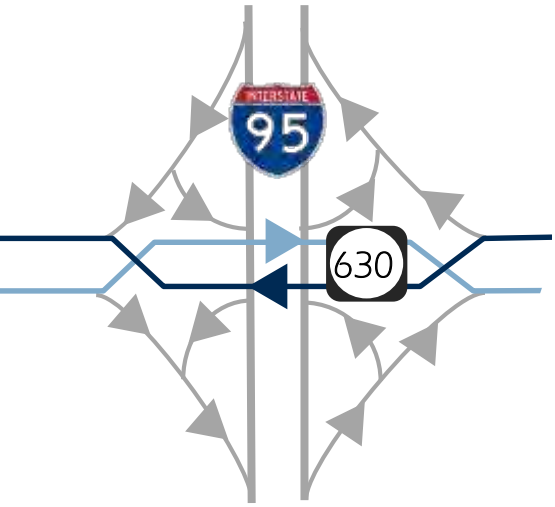


Statement of Qualifications

I-95/Route 630

Reconstruction and Widening

A Design-Build Project

Contract ID Number C00013558DB83

Project Nos:
Interchange: 0095-089-F09, UPC 13558 (State) / NH-095-2 (Federal)
Widening: 0630-089-202, UPC 4632 (State) / STP-089-6 (Federal)

February 2, 2016

Submitted to: Virginia Department of Transportation

WAGMAN | JMT
A DESIGN-BUILD TEAM

3.2
Letter of Submittal

A DESIGN-BUILD TEAM

WAGMAN

General Construction | Heavy Civil | Geotechnical

February 2, 2016

John Daoulas, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

RE: **Statement of Qualifications (SOQ) | 3.2 Letter of Submittal**
I-95/Route 630 Reconstruction and Widening
Stafford County, Virginia
A Design-Build (DB) Project
Contract ID/RFQ No: C00013558DB83

Dear Mr. Daoulas:

Wagman Heavy Civil, Inc. (Wagman) is pleased to submit our SOQ for this DB project. In accordance with the Letter of Submittal requirements for Section 3.2 we offer the following additional information for review:

3.2.1 This submittal is signed in ink by an authorized representative of Wagman Heavy Civil, Inc.

3.2.2 Offeror's Point of Contact Information:
Mr. David W. Lyle, V.P., DB / Major Pursuits
Wagman Heavy Civil, Inc.
26000 Simpson Road, North Dinwiddie, VA 23803
T 804-631-0003 / F 804-733-6281
M 804-731-3707 / dwlyle@wagman.com

3.2.3 Principal Officer Information:
Mr. Greg M. Andricos, PE, President/COO
Wagman Heavy Civil, Inc.
3290 North Susquehanna Trail, York, PA 17406
T 717-764-8521 x292 / F 717-764-2799
M 717-825-8688 / gmandricos@wagman.com.

3.2.4 Offeror's Corporate Structure: Wagman Heavy Civil, Inc. is an active, registered Corporation (SCC Corp ID: F019898-8) in 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 Wagman Heavy Civil, Inc.

3.2.5 Identity of Lead Contractor/Designer: Wagman Heavy Civil, Inc. is the Lead Contractor responsible for overall contract execution/construction and will execute the Contract with VDOT. Johnson, Mirmiran & Thompson, Inc. (JMT) is the Lead Designer and will be responsible for the overall design.

3.2.6 Affiliated/Subsidiary Companies (Appendices): Full legal names/addresses are listed in the Attachment.

3.2.7 Debarment Forms (Appendices): Executed Attachments 3.2.7 (a) and (b) Debarment Forms.

3.2.8 Offeror's VDOT Prequalification Evidence (Appendices): Wagman's prequalification (No. W002) is Active and in good standing as outlined in VDOT's Rules Governing Prequalification Privileges.

3.2.9 Evidence of Obtaining Bonding (Appendices): Wagman will provide performance/payment bonds based on the current estimated contract value in Section 2.1, and these bonds will cover the Project and any warranty periods. The bond will be underwritten for the full amount of the contract. Wagman's Surety Co. has an A.M. Best's Rating of "A" or better, and a Financial Size Rating of "XV" or better.

3.2.10 Full Size Copies of SCC/DPOR Registration Documentation (Appendices): Attachment 3.2.10 and full size copies of registration provides evidence and certifies that the Wagman/JMT DB Team (DBT) complies with the requests set forth and all businesses/individuals listed are active and in good standing.

3.2.11 DBE Statement (15% Commitment): The DBT is committed to achieving the 15% DBE participation goal for the entire value of this contract.

3.2.12 Hiring Development Plan Statement (75% Commitment): The DBT is committed to achieving the minimum 75% for local worker and/or veteran new hire participation in accordance with Attachment 3.2.12 *(VDOT Special Provision for Local Hiring Program for Design-Build Projects*) dated September 2, 2015.

We thank you for the opportunity to submit our SOQ. We are confident that our DBT will deliver this project for VDOT and project stakeholders in a high quality, timely, and economical manner.

Very truly yours,

WAGMAN HEAVY CIVIL, INC.

David W. Lyle, Vice President, Design-Build / Major Pursuits

3.3 Offeror's Team Structure

A DESIGN-BUILD TEAM

THE WAGMAN/JMT DESIGN-BUILD TEAM (DBT)

The DBT and their individual staff members have a solid, long-term work history of teaming and partnering on transportation and, in particular, roadway and bridge projects over the past 25 years. More than 85% of the DBT's current work is being performed for repeat clients, illustrating our ability to deliver a safe, quality, and cost-effective project 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 challenges.

Design-Build Team	
Lead Contractor	Founded in 1902, Wagman is a private family-owned heavy civil contractor specializing in transportation infrastructure and is a nationally recognized leader within the industry. Wagman is an experienced DB Contractor who has partnered to complete the design and construction of over $1B of transportation projects in the Mid-Atlantic. In 2013, Wagman acquired Key Construction Company (Key) and D.W. Lyle Corporation (D.W. Lyle). Wagman retained the key personnel from these acquisitions whose knowledge, resources, and experience strengthen Wagman's Team. 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 VA. With innovative engineering experience and a large fleet of heavy equipment, we are well-positioned to manage this project.
Lead Designer	JMT is a multi-disciplined, A/E employee-owned company that offers a full array of consulting and technology services for infrastructure projects throughout the U.S. Currently ranked No. 75 in *Engineering News-Record's (ENR)* Top 500 Design Firms and was also named the 2015 Mid-Atlantic Region Design Firm of the Year by *ENR*. JMT has a documented reputation for the development of innovative solutions for DB projects, on-time and within budget in a variety of project delivery methods including DB and Public Private Transportation Projects (PPTA).

Assisting the DBT is a hand-picked group of highly-qualified subconsultants/subcontractors that are adept in their field of expertise and many have teamed with Wagman and/or JMT on previous DB projects and pursuits.

DBT Subconsultants/Project Roles			
	Faulconer Construction Company Heavy Civil Contractor		**Terra Science, LLC** Acid Sulfate Soils
	WC Spratt, Inc. Local Utility Contractor		**T3 Design Corporation** Traffic Engineering Services DBE Cert. No. 652912
	McCormick Taylor Environmental/Public Involvement/Engineering		**DMY Engineering Consultants, Inc.** Drilling Services and QC Lab. Testing DBE Cert. No. DB 2011-0248-2015 / SWaM Cert. No. 684372
	Schnabel Engineering, Inc. Geotechnical Engineering Services		**Froehling & Robertson, Inc.** QA Field and Laboratory Testing SWaM Cert. No. 649650
	Quinn Consulting Services QA Management/Inspection Services DBE/SWaM Cert. No. 626289		**Appraisal Review Specialists, LLC** Review Appraisals VDOT Prequalified
	NXL Construction Services, Inc. QC Management/Inspection Services DBE/SWaM Cert. No. 626437	Harrison Chavis & Assoc., Inc.	**Harrison Chavis & Associates, Inc.** Fee Appraisals. VDOT Prequalified

3.3.1 IDENTITY OF AND INFORMATION ABOUT THE KEY STAFF PERSONNEL

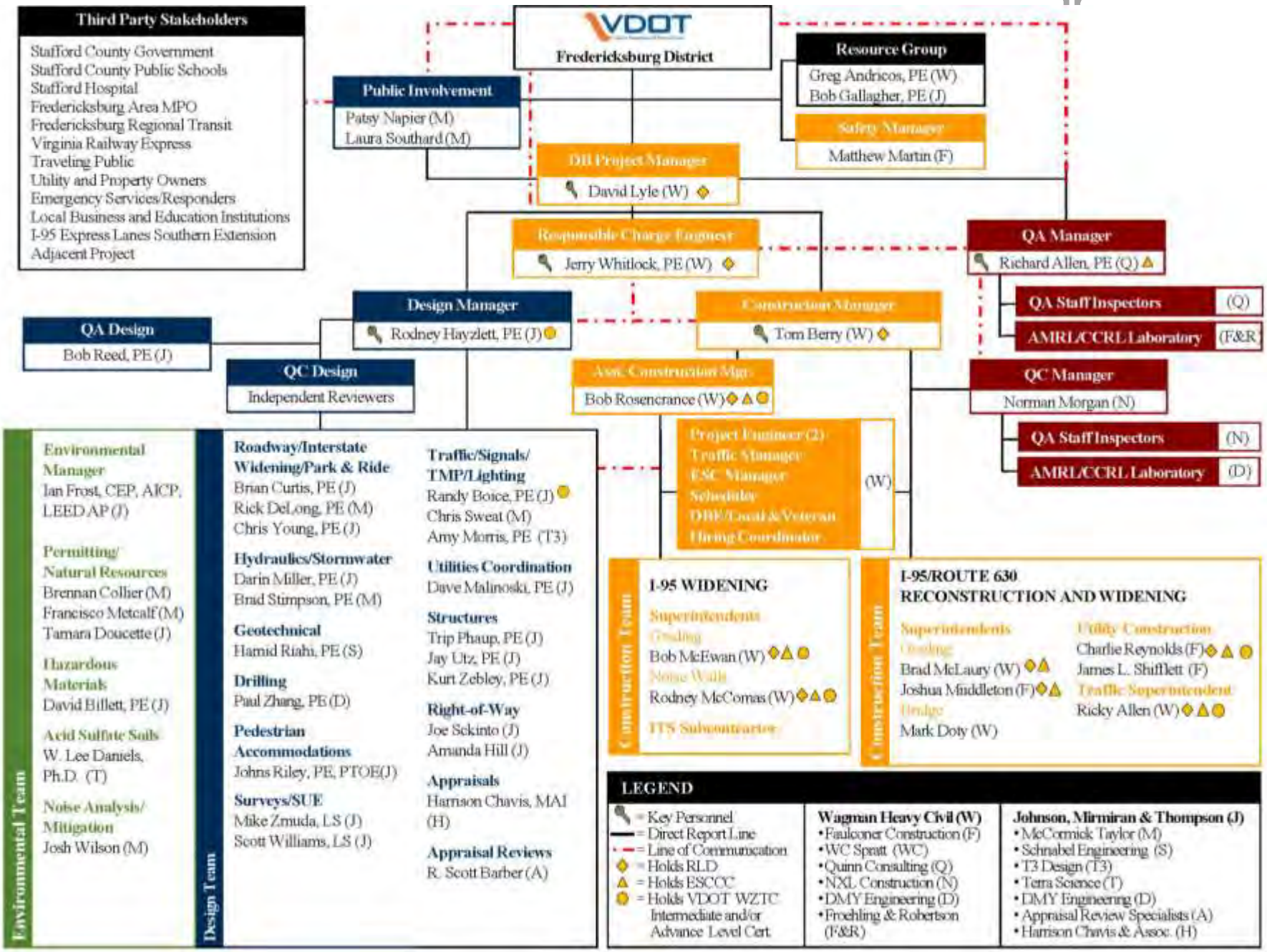
The DBT is led by qualified and capable professionals with local-area knowledge and strong DB experience. The DBT's identified personnel have relevant experience on transportation projects (including DB) in roles similar to those proposed on this project team. The DBT structure employs best management practices, emphasizes intra-team communications, and empowers team members to solve issues at the most appropriate organizational level. The DBT has made the following five individuals available for the duration of the project to fill the key roles *(as identified in the RFQ, full resumes of each key staff personnel are located in Section. 3.3.1 of the Appendices.)*

Key Personnel	
Qualification Highlights	**Relevant Projects**
.1 David Lyle (Wagman) – Design-Build Project Manager (DBPM)	
▪ 26 years managing construction projects including partaking in 10 DB projects over the past 15 years. ▪ Served on VTCA Board of Directors. ▪ Member of VTCA's Bridge and Structure; and Design-Build subcommittees	▪ DBPM Odd Fellows Road (DB) w/JMT ▪ DBPM Rte. 61 Bridge (DB) w/JMT ▪ Bridge DBPM Rte. 15 Prince William Co. (DB) ▪ I-495 and Dulles Toll Road Interchange (DB/PPTA) ▪ Route 288 (DB/PPTA) Richmond, VA
.2 Jerry Whitlock, PE (Wagman) – Responsible Charge Engineer (RCE)	
▪ 10 years construction management experience ▪ Registered professional engineer ▪ Participation in 10 DB projects ▪ VDOT QA/QC experience ▪ RLD and ESCCC certifications	▪ Fairfax County Parkway Ext. (DB) w/JMT ▪ Mark Center Short/Mid-Term Improv. (DB) w/JMT ▪ 9th Street Bridge Replacement (DB) w/JMT ▪ Route 7 Widening and Bridge Rehabilitation over Dulles Toll Road & Airport Access Highway
.3 Richard Allen, PE (QCS) – Independent Quality Assurance Manager (QAM)	
▪ 20 years of experience in quality assurance and engineering with heavy emphasis in transportation industry. ▪ Certified in ISO 9001 Quality Mgmt. (No. 2779990)	▪ QAM I-95 Express Lanes (DB/PPTA) ▪ QAM Rt. 7 over Dulles Toll Rd. (DB) w/Wagman ▪ QA/QC Mgr. DC Water Pump. Stat.(DB) ▪ Unit Lead/Sr. Structural Engineer - Dulles Metrorail Silver Line Phase 1 (DB)
.4 Rodney Hayzlett, PE (JMT) – Design Manager (DM)	
▪ 22 years of highway transportation experience including DB projects. ▪ Experience ranges from small scale secondary roadways to major principal arterials and interchanges. ▪ Advanced Work Zone and GRIT certifications	▪ DM Odd Fellows Road Interchange and Road Improvements (DB) with Wagman ▪ Highway DM Rte. 61 Bridge Repl. (DB) w/Wagman ▪ Highway DM Fairfax County Parkway Ext. (DB) ▪ Telegraph Road/Leesburg Park & Ride Facilities
.5 Tom Berry (Wagman) – Construction Manager (CM)	
▪ 45 years construction management experience ▪ Multiple Large DB and DBB projects with complex MOT and high Traffic counts ▪ Interstate construction and multiple complex large project management experience ▪ Certifications OSHA 30 Hour and CSX Safety	▪ CM I-10/I-95 Interchange (DB) ▪ CM Winston-Salem Beltway/Outer Loop (DBB) ▪ CM US 1 Intracoastal Waterway crossing over Jewfish Creek, Key Largo Florida (DB)

3.3.2 ORGANIZATIONAL CHART

Reporting Relationships of Key Personnel - The DBT organization is optimized to present clear, logical, reporting relationships to manage the design and construction of the I-95/Route 630 Reconstruction and Widening project and the optional widening of I-95 SB between Garrison (Route 610) Interchange and Courthouse (Route 630) Interchange, while maintaining distinct responsibilities and project controls. The project organization is structured 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 an integrated team. Our organizational structure is a successful model implemented by the DBT on similar DB projects and includes the Responsible Charge Engineer.

The organizational chart provided on the next page demonstrates the "chain of command" while identifying major functions to be performed by the DBT. The organizational chart also shows the reporting relationships of Key Personnel responsible for the management of design, construction, VDOT reporting, and QA/QC activities. The DBT has clearly defined roles and relationships to ensure our team exceeds VDOT expectations.


Third Party Stakeholders
Stafford County Government
Stafford County Public Schools
Stafford Hospital
Fredericksburg Area MPO
Fredericksburg Regional Transit
Virginia Railway Express
Traveling Public
Utility and Property Owners
Emergency Services/Responders
Local Business and Education Institutions
I-95 Express Lanes Southern Extension
Adjacent Project
VDOT
Fredericksburg District
Resource Group
Greg Andricos, PE (W)
Bob Gallagher, PE (J)
Safety Manager
Matthew Martin (F)
Public Involvement
Patsy Napier (M)
Laura Southard (M)
DB Project Manager
David Lyle (W)
Responsible Charge Engineer
Jerry Whitlock, PE (W)
QA Manager
Richard Allen, PE (Q)
QA Staff Inspectors (Q)
AMRL/CCRL Laboratory (F&R)
Design Manager
Rodney Hayzlett, PE (J)
Construction Manager
Tom Berry (W)
QA Design
Bob Reed, PE (J)
QC Design
Independent Reviewers
Asst. Construction Mgr.
Bob Rosencrance (W)
QC Manager
Norman Morgan (N)
QA Staff Inspectors (N)
AMRL/CCRL Laboratory (D)
Project Engineer (2)
Traffic Manager
ESC Manager
Scheduler
DBE/Local & Veteran Hiring Coordinator
(W)
Environmental Team
Environmental Manager
Ian Frost, CEP, AICP, LEED AP (J)
Permitting/ Natural Resources
Brennan Collier (M)
Francisco Metcalf (M)
Tamara Doucette (J)
Hazardous Materials
David Billett, PE (J)
Acid Sulfate Soils
W. Lee Daniels, Ph.D. (T)
Noise Analysis/ Mitigation
Josh Wilson (M)
Design Team
Roadway/Interstate Widening/Park & Ride
Brian Curtis, PE (J)
Rick DeLong, PE (M)
Chris Young, PE (J)
Hydraulics/Stormwater
Darin Miller, PE (J)
Brad Stimpson, PE (M)
Geotechnical
Hamid Riahi, PE (S)
Drilling
Paul Zhang, PE (D)
Pedestrian Accommodations
Johns Riley, PE, PTOE(J)
Surveys/SUE
Mike Zmuda, LS (J)
Scott Williams, LS (J)
Traffic/Signals/ TMP/Lighting
Randy Boice, PE (J)
Chris Sweat (M)
Amy Morris, PE (T3)
Utilities Coordination
Dave Malinoski, PE (J)
Structures
Trip Phaup, PE (J)
Jay Utz, PE (J)
Kurt Zebley, PE (J)
Right-of-Way
Joe Sckinto (J)
Amanda Hill (J)
Appraisals
Harrison Chavis, MAI (H)
Appraisal Reviews
R. Scott Barber (A)
Construction Team
I-95 WIDENING
Superintendents
Grading
Bob McEwan (W)
Noise Walls
Rodney McComas (W)
ITS Subcontractor
Construction Team
I-95/ROUTE 630 RECONSTRUCTION AND WIDENING
Superintendents
Grading
Brad McLaury (W)
Joshua Middleton (F)
Bridge
Mark Doty (W)
Utility Construction
Charlie Reynolds (F)
James L. Shifflett (F)
Traffic Superintendent
Ricky Allen (W)
LEGEND
= Key Personnel
= Direct Report Line
= Line of Communication
= Holds RLD
= Holds ESCCC
= Holds VDOT WZTC Intermediate and/or Advance Level Cert.
Wagman Heavy Civil (W)
• Faulconer Construction (F)
• WC Spratt (WC)
• Quinn Consulting (Q)
• NXL Construction (N)
• DMY Engineering (D)
• Froehling & Robertson (F&R)
Johnson, Mirmiran & Thompson (J)
• McCormick Taylor (M)
• Schnabel Engineering (S)
• T3 Design (T3)
• Terra Science (T)
• DMY Engineering (D)
• Appraisal Review Specialists (A)
• Harrison Chavis & Assoc. (H)

3.3.2 ORGANIZATIONAL CHART NARRATIVE

The organizational chart further depicts that the main production staff interfaces with the **DBPM** will be comprised of the **RCE, Independent QAM, DM, and CM,** allowing effective communication among the Key Personnel. The DM, the CM, and the QAM will support and report to the DBPM in their respective areas of expertise. The DBPM will rely on the RCE, DM, the CM, and the QAM to effectively coordinate their individual Team elements and will utilize these Personnel to communicate to all Team members during design and construction. Wagman has significantly strengthened its construction team with Faulconer Construction Company. JMT has done the same with its design team with the addition of McCormick Taylor. These additional resources integrated into the DB Team provide an unparalleled depth of experience and resources to deliver this project. Details of the roles for all Key Personnel and reporting relationships to lead this integrated team are described below:

- **DBPM -** The DBT organizational chart begins with VDOT at the pinnacle of the hierarchy. The DBT recognizes that all final decisions rest with VDOT. The DBT's Point of Contact 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. Mr. Lyle will be responsible for meeting DBT obligations under the Contract and avoiding and resolving disputes. He is the principal conduit for communication with VDOT, and exercises direct control over the design, construction, quality assurance, contract administration and other services required including public outreach and meeting functions.
- **RCE** – **Mr. Jerry Whitlock, PE (VA Registered)** has the necessary expertise and experience required to supervise and exercise a degree of control for design and construction and shall accept full professional responsibility for engineering decisions relating to the final work product. Mr. Whitlock will be fully integrated among the project team including specialty subcontractors and subconsultants and will be directly involved in or have supervisory direction and control authority in making and approving engineering decisions during construction. He will answer inquiries relevant to engineering decisions relating to design and/or construction. Mr. Whitlock will also communicate regularly with VDOT and has the authority to act on behalf of the DBT to shut down the project if warranted. The RCE will ensure that engineering services are performed by qualified professionals licensed in VA. The RCE will report directly to the DBPM with lines of communication with VDOT and the DM, CM, and QAM.
- **Independent QAM** – Quinn Consulting Services, Inc. (QCS) is the Team's Construction QA firm. QCS commits **Mr. Richard Allen, PE (VA Registered), to serve as the QAM.** He will report directly to the DBPM and communicate with the RCE and QC Manager on all quality issues. He will 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. 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 organization chart clearly defines that all design disciplines for the project will report to the **DM, Mr. Rodney Hayzlett, PE (VA Registered).** 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 Design Team does include several specialty subconsultants who will augment JMT and report directly to the DM. The DM will report directly to the DBPM and communicate with the RCE and CM. During the design phase of the project, the DM will interface directly with each of the discipline leaders, whether that individual is a JMT staff member or a subconsultant contracted with JMT. Mr. Hayzlett will also establish and oversee the QA/QC program for design.

- **CM - Mr. Tom Berry** is the CM for the project who will oversee all major construction activities, personnel, equipment and as well as manage the Construction QC program. The Construction Traffic/MOT Manager, Field Superintendents, Subcontractors, Scheduler, ESC Manager and Construction Quality Control Manager (QCM) will all report directly to the CM. His tasks will include CPM schedule development and updating, resource planning and allocation, budgetary and cost control, subcontractors scheduling, MOT, ESC, and shop drawing review. He holds a DEQ RLD and will obtain a VDOT ESCCC Certification prior to the start of construction. The CM will report directly to the DBPM and will communicate with the RCE and DM.

Assisting the DBT is a select 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:

DBT Support Personnel	Firm	Yrs.	Highlighted Experience
Patsy Napier Public Relations Manager	McCormick Taylor	45	▪ Experience in all types of VA transportation projects ▪ Worked for VDOT for 37 years
Norman Morgan QC Manager	nxd	30	▪ Construction Inspection and Management ▪ Experience working with Fredericksburg District
Bob Reed, PE Design QA/QC Manager	JMT	43	▪ Route 3 Widening (DB) ▪ Jones Branch/Scotts Crossing Connector ▪ Elizabeth River Crossing (PPTA)
Brian Curtis, PE Interstate Highway Engineer	JMT	20	▪ Odd Fellows Road (DB) ▪ Experience with Fredericksburg District / GWRC on this I-95 corridor
Rick DeLong, PE Interstate Highway Engineer	McCormick Taylor	23	▪ Greenview Drive Widening (DB) ▪ I-64 Grove-Busch Gardens Interchange ▪ I-95/630 Interchange
Trip Phaup, PE Structural Engineer	JMT	26	▪ Route 61 Bridge Replacement (DB) ▪ Fairfax County Parkway Extension (DB) ▪ Odd Fellows Interchange and Roadway (DB)
Randy Boice, PE Traffic Engineer	JMT	23	▪ Developed IMR for I-95/Route 630 ▪ Route 3 Widening (DB) ▪ DelDOT DDI at SR 1 and SR 72 (DB)
Dave Malinoski, PE Utility Coordination	JMT	35	▪ I-495 HOT Lanes Utilities Relocation (PPTA) ▪ Route 3 Widening (DB) ▪ I-295/Meadowville Interchange (DB)
Ian Frost, CEP, AICP, LEED Environmental Manager	JMT	30	▪ Route 3 Widening (DB) ▪ Fairfax County Parkway Extension (DB) ▪ Mark Center Short & Mid-Term Improv. (DB)
W. Lee Daniels, Ph.D. Acid-Sulphate Soils	TerraNoGrove LLC	20	▪ Industry recognized Expert ▪ Wyche Road and I-95, Stafford County ▪ Route 460 Corridor Improvement Project
Brennan Collier Environmental	McCormick Taylor	20	▪ I-95/630 Interchange Noise Analysis ▪ CSX Arkendale 3rd Track/Potomac Shores Sta. (DB) ▪ Greenview Drive Widening (DB)
Hamid Riahi, PE Geotechnical Engineer	Schnabel	31	▪ I-95/I-395 HOT Lanes, Stafford to Spotsylvania Counties

All of JMT's Design Team members are registered professionals in their areas of expertise in Virginia and have decades of infrastructure experience including innovative project delivery methods. In addition, JMT and our specialty subconsultants identified below are VDOT Prequalified ROW Acquisition firms.

- **Mr. Harrison Chavis, MAI of Harrison Chavis & Associates, Inc**. is VDOT prequalified to perform appraisal services and is a Virginia Certified Appraisal Instructor. Over the past 25 years he has completed ROW Acquisition/Appraisals on projects throughout Virginia including in Hampton Roads.
- **Mr. R. Scott Barber of Appraisal Review Specialist, LLC** is VDOT prequalified to perform appraisal review services. ARS has been providing appraisal review services for thousands of properties impacted by transportation projects over the past 40+ years.

3.4 Experience of Offeror's Team

WAGMAN | JMT
A DESIGN-BUILD TEAM

RELATIONSHIP OF WAGMAN AND JMT

Wagman and JMT have a solid and long-term work history of teaming and partnering on transportation and, in particular, roadway and bridge projects including DB over the past 25 years. The proposed individuals share the same history of working successfully as a team. The successful execution of the following projects demonstrates that the DBT possesses the skills and knowledge to provide VDOT with an exceptional team for the design and construction of the I-95/Route 630 Reconstruction and Widening and the optional widening of I-95 SB between Garrison (Route 610) Interchange and Courthouse (Route 630) Interchange project. In addition, our focus on process, quality, planning, and scheduling make us an excellent team that allows us to be proactive and not reactive to project issues. Both organizations and our proposed key staff are very experienced with the DB process and have a proven cooperative work history. Highlighted DB projects that Wagman and JMT have partnered on include:

- **VDOT, Odd Fellows Road Interchange at U.S. Route 29/460 and Road Improvements (DB), Lynchburg, VA ($29.8M) -** Currently working on the design and construction of the interchange and improvements to approximately 1.0 miles of U.S. Route 29/460 and 1.3 miles of Odd Fellows Road. Anticipated design completion, Spring 2016 and construction completion August 2018.

- **VDOT, Route 61 (MacArthur Ave) over New River, Route 460, and Old Virginia Ave Bridge Replac./Approaches (DB), Narrows, VA ($16.5M) -** The DBT designed/constructed a 1,200-ft. long jointless replacement bridge/approaches. The scope included preliminary/final design for bridge, road and utilities; acquiring all environmental permits/approvals; providing QA/QC for design/ construction; acquiring all required R/W; and performing multiphase MOT and overall project mgmt. The DBT incorporated context sensitive solutions including river overlooks on the bridge, a Park & Ride facility, a bioretention facility, sidewalks, bike lanes and lighting.

- **PWCDOT/VDOT, Route 15 (James Madison Highway) Improvements (PPTA), Prince William County, VA ($52M) -** JMT as a subconsultant, designed two river crossing structures constructed by Wagman (D.W. Lyle), which were completed on schedule and budget. JMT also provided construction support services to Wagman for an additional bridge designed by others, as well as ROW acquisition and utility designating services.

- **EFLHD/NPS, U.S. 209 Bridge Replacement and Approaches over Raymondskill Creek in Delaware Water Gap National Recreation Area (DB), Pike County, PA -** The DBT designed/constructed this bridge project which involved the replacement of the superstructure and rehabilitation of the substructure for a 56-year-old bridge. U.S. 209 was reconstructed/widened with improvements to an at-grade intersection**.** The DBT's innovative solution of using micropiling to strengthen/stabilized the existing foundations saved the substructure.

- **MSHA, Intercounty Connector (ICC MD 200) (DB), Montgomery & Prince George's Counties, MD (Contract A $464M / Contract B $570M) -** MSHA constructed the $1.5 Billion 18.8-mile Intercounty Connector that ultimately connected the I-270 corridor in to the I-95/U.S. 1 corridor. The ICC corridor contracts were extremely environmentally and community sensitive and required extensive measures by the DBT to minimize impacts. McCormick Taylor served as the Independent Environmental Monitor and Schnabel conducted the geotechnical work, while JMT was a major subconsultant on Contract C that required extensive coordination with Wagman's Contract B.

It should also be noted that employees, now employed by Wagman and JMT have worked together and successfully completed other VDOT DB projects on-time and budget including the **Award-Winning Fairfax County Parkway (Route 286) Extension** and Mark Center Improvement projects in northern Virginia.

Award-Winning Fairfax County Parkway (Route 286) Extension, Springfield, VA		
	Members (Greg Andricos, PE; Jerry Whitlock, PE; & Rodney Hayzlett, PE) of our proposed I-95/Route 630 staff received a Star Partner Award for their exceptional dedication, teamwork and professionalism in support of the project's goals by the National Geospatial-Intelligence Agency and U.S. Army Corps of Engineers. The picture on the left shows our proposed Design Manager, Mr. Rodney Hayzlett, PE receiving his award.	

WAGMAN AND JMT's DESIGN-BUILD EXPERIENCE IN VIRGINIA

Wagman and JMT are experienced with various procurement methods employed by owners, including DB, DBB, PPP, one-step, two-step best value, and stipulated sum competitions and our team maintains and nurtures a strong relationship with VDOT. Our philosophy and approach to DB projects includes providing a proactive approach to the interactive design process that involves collaboration and partnering with the VDOT, stakeholders and the DBT to assure engineering and construction excellence. We embrace the Design Build Institute of America's – 'Design Build Done Right' mantra. Our team's successful proactive and partnering approach is evident in the numerous DB projects that include roadway widenings and complex interchange projects completed by the Wagman/JMT in the mid-Atlantic region, including VA. JMT also holds and has held numerous statewide contracts for Design and Traffic Engineering throughout the Commonwealth which further illustrates JMT's experience and commitment to supporting and improving Virginia's infrastructure.

DIVERGING DIAMOND INTERCHANGE AND COMPLEX INTERCHANGE EXPERIENCE

JMT was selected for Delaware DOT's first Design-Build project in New Castle County, DE. JMT is responsible for coordination of all the engineering disciplines, executing the design and design QA/QC program for **this Diverging Diamond Interchange at SR 1 and SR 72** and the design and construction of Wilson Road Connector and improvements to McCoy Road *(photo on right)*.

Image source: DelDOT YouTube DDI Video

The DBT has developed a high quality, innovative, and cost efficient design and construction DDI configuration that will improve congestion and safety; minimize impacts to vehicular and bicycle traffic during construction; minimize the duration of construction; and protect the environment through ESC, SWM, and drainage design measures. Project services include paving, grading, SWM, drainage, ESC, signals, signing, lighting, pavement markings, ADA compliant pedestrian and bicycle facilities along both sides of SR 72, bridge modifications, and utility relocations.

This fast-tracked DB Diverging Diamond Interchange project is anticipated to be constructed by November 2016 with design completed by June 2016. To meet the aggressive schedule the Team is using a rolling design package submittal process that allows certain elements to progress early.

Highlighted JMT Diverging Diamond Alternative Planning Studies

MD 295/Arundel Mills Boulevard Diverging Diamond Interchange, Anne Arundel County, MD ($15K) - Performed traffic analysis of the first diverging diamond interchange constructed in Maryland. The analysis was completed in VISSIM. Prepared recommendations for changes to the operation of the interchange.

MD 4 Corridor Study, Calvert & St. Mary's Counties, MD ($525K) - The purpose of the study was to improve existing traffic capacity and traffic operations, increase vehicular and pedestrian safety and to support existing and planned development in the area. In addition, several alternatives were developed including 30% engineering plans for an at-grade alternative, a flyover ramp alternative, a Single Point Urban Interchange alternative, and a DDI alternative.

Direct Experience along the I-95/Route 630 Corridor

I-95/Route 630 Interchange IMR, Stafford County, VA ($473K) - This report involved the evaluation of the long-term needs for reconstruction of the Interchange. JMT developed travel demand forecasts on a peak hour and average daily traffic basis, which accounted for several large future land use developments in the area. The report included considerations for the future extension of the I-95 Express Lanes and the future western bypass, as well as the limited ROW available as Route 630 proceeds toward the historic area of Stafford. The report evaluated five alternatives.

Preliminary Interchange Design: McCormick Taylor and staff at JMT completed engineering work on the original interchange design for VDOT. *Environmental Assessment:* McCormick Taylor completed the noise analyses for the original design as well as the modified DDI and 630 Connector.

The DBT have also coordinated and worked together on several Design-Bid-Build projects involving complex interchange design and construction including:

I-695/I-95 Interchange (Section 100) Express Toll Lanes, Baltimore County, MD ($216.7M) - JMT designed and Wagman constructed the project. Collaboration resulted in accepted value engineering proposals totaling owner savings of more than $2M. In addition, McCormick Taylor completed the NEPA and preliminary environmental permitting, as well as served as the Independent Environmental Monitor during construction. The project included Widening of I-95 and Toll Lanes

I-95/I-495/I-295/MD 210 Interchanges (Woodrow Wilson Memorial Bridge), Prince George's County, MD ($105.8M) – During construction JMT worked with Wagman on Value Engineering proposals to reduce cost and schedule. The redesign of the approach and bridge foundation resulted in owner savings of more than $2M. The existing Interstate was reconstructed and widened to improve capacity.

These example projects described above demonstrate that members of the DBT's key and support staff have a solid, long-term relationship delivering relevant, successful transportation projects in Virginia and surrounding area.

3.5
Project Risks

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INTRODUCTION - The Design-Build Team (DBT) has carefully identified the three most relevant and critical project risks to mitigate to ensure successful project delivery. Below, we identify and analyze each risk, provide our initial mitigation strategy, and explain our expectation for the level of involvement required of VDOT and other stakeholders.

PROJECT RISK 1 –GEOTECHNICAL ELEMENTS

The Geotechnical Data Report (GDR) dated October 21, 2015 provided with the RFQ Information Package indicates complicated site geology. The project site is underlain by several Coastal Plain soil units with four major formations identified in the GDR as Pliocene Sand and Gravel, Calvert Formation, Aquia Formation and Potomac Formation. Pliocene Sands and Gravels were described as gravelly sand, sandy gravel, and fine to coarse sand. The sands in this formation are generally poorly to well-sorted and commonly cross-bedded. The formation contains lessor amounts of clay and silt in thin- to medium-thick beds. The Calvert Formation is described as mainly consisting of fine sand, variably silty and clayey, and interbedded with diatomaceous silty clay and clayey silt. The Aquia Formation is described to consist of fine to medium glauconitic quartz sand, variably clayey and silty, and occasionally interbedded with diatomaceous silty clay and clayey silt layers. The GDR describes the site as mainly underlain by Cretaceous age, Potomac Group sediments. The Potomac Group consists of a complex series of ancient deltaic deposits varying from massive clays to interlayered sands, gravels, silts and clays. The GDR describes the sediments of the Potomac Group as generally consisting of inter-lensed, discontinuous sand and clay layers. The upper part of the Potomac Formation is described to be represented by discontinuous clay, silt, and sand layers. Clay minerals are commonly illite and smectite and the highly plastic soil types tend to be montmorillonite rich. The highly plastic soils are generally overconsolidated and associated with perched water tables, noted shrink-swell behavior, and low residual strength.

Why the risk is critical and the impact the risk will have on the Project - The unknowns of subsurface conditions have the potential to place numerous financial and schedule risks on the Design-Build Team and therefore the project. Lack of existing geotechnical information along the optional I-95 SB widening creates additional risk. Elements associated with unknowns of subsurface conditions and mitigation strategies are described below:

ELEMENT 1 – PRESENCE OF POTOMAC CLAYS - According to the GDR, the site is mainly underlain by Cretaceous age, Potomac Group sediments which includes Potomac Clays. Potomac Clays are heavily over-consolidated fissured, plastic clays with low shear strengths that VDOT requires slope stability be analyzed using residual shear strengths.

Mitigation strategies the DBT may implement to address the risk - A comprehensive subsurface exploration program to define the limits of Potomac clays will be implemented immediately after NTP. Understanding the extent of the Potomac clays will allow efficient design and construction of slopes and potential retaining walls. In addition direct shear tests will be performed to evaluate the residual strength of these soils for slope stability analysis. Residual shear strengths, which are the lowest possible shear strengths can result in the use of mitigation strategies to provide adequate factors of safety. In addition to the design team, Wagman employs geotechnical engineers experienced in developing the most cost-effective solutions for geotechnical elements such as Potomac Clays. The DBT will collaborate to develop mitigation strategies such as flattening slope on the order of 5H:1V or flatter, undercut, retaining walls, reinforced slopes or use of rigid inclusions.

ELEMENT 2 – POTENTIAL COMPRESSIBLE SOILS - New embankment fills will be constructed at bridge approaches and ramps. Also, substantial fills will be required at various locations to accommodate the new lanes and shoulder construction. Soft soil layers exist; therefore, fill-induced settlement must be evaluated by our team prior to construction. Fill-induced settlement could lead to problems with the new bridge foundations caused by imposing downdrag on the piles, as well as post-construction settlement of new pavements, affecting the levelness and "rideability" of the new lanes and approaches. Settlement monitoring of the deeper fill areas could impact the project schedule if not accounted for early-on in the construction process.

Mitigation strategies the DBT may implement to address the risk - A comprehensive subsurface exploration program to define the limits of soft soils will be implemented immediately after NTP. Understanding the extent and depths of the soft soils will allow efficient design and construction of roadway and bridge approach fills. In addition to aid in mitigating the element, in-situ testing consisting of Cone Penetrometer Testing (CPT), including pore pressure dissipation testing, Dilatometer Testing (DMT), and/or Field Vane Shear Testing (FVST) can be performed at deep fill locations to complement traditional Standard Penetration Testing (SPT) and laboratory consolidation and

strength testing. The field and laboratory test results will be used to determine settlement rates and magnitudes, and to provide anticipated settlement monitoring durations for inclusion in the project schedule.

ELEMENT 3 – POTENTIAL UNSUITABLE SOILS - The GDR indicates potentially unsuitable soils in borings drilled for this project. According to GDR, unsuitable materials generally include muck, frozen soil, saturated soil, fibrous roots, topsoil, and organic material (>5 percent by weight). Soils classifying as CH, MH, OH, or OL, and soils that swell more than 5 percent as determined by CBR tests should not be used for subgrade soils. Risk include issues with slope stability, settlement and pavement support.

Mitigation strategies the DBT may implement to address the risk - The final geotechnical exploration will include additional borings to better outline areas of potentially unsuitable soils. The exploration will also obtain samples for laboratory testing to include natural moisture contents, Atterberg limits, Standard Proctor tests, CBR tests, and shrink-swell tests. The report will include alternatives to mitigate these soils including undercut and replacement, stabilizing by aeration and drying or by chemical means.

ELEMENT 4 – POTENTIAL LOW CBR VALUES AND STRUCTURAL CAPACITY OF EXISTING PAVEMENTS - As existing sections of Route 630 W. of I-95 are planned to be reused, the variability of subgrade properties and new loading could result in an underestimation of the capacity of these existing sections. This would result in thickened pavements or unplanned pavement reconstruction resulting in additional costs or delays.

Mitigation strategies the DBT may implement to address the risk - Existing pavements will be evaluated using visual survey and Falling Weight Deflectometer (FWD) to assess the existing pavement surface condition, structural capacity of the pavement and subgrade soil strength. Prior to collecting FWD data, the Design-Build Team will conduct a detailed pavement condition and patching surveys. These surveys will help the Design-Build Team to establish possible problem areas with the pavement and set-up the appropriate FWD testing plan. The pavement condition surveys will identify distress type, severity, extent and exact locations. Patching surveys will identify patched areas and areas that will probably require patching before or during pavement rehabilitation. The FWD testing and pavement coring will be performed to assess the structural capacity of the pavement and estimate the strength of subgrade soils, and determine the elastic modulus for the surface, base and subbase layers. The FWD will better define the condition and strength of the pavements and subgrades.

ELEMENT 5 – POSSIBLE SULFIDIC MATERIALS - Acid drainage has been identified as a potential problem in the Fredericksburg, Virginia area by the Virginia Center for Transportation Innovation and Research. The GDR indicates that the soils at the site are known to be potentially acidic. In addition, the GDR states that all structures in contact with all on-site soils shall be designed to resist corrosion and to be functional for the design life indicated in the Contract Documents, unless specific testing determines that the soils are not potentially acidic. The GDR also indicates that soil treatment will be required when the calcium carbonate (lime) demand exceeds 4.0 tons per 1000 tons of soil as determined by acid-base accounting.

Mitigation strategies the DBT may implement to address the risk - The final geotechnical report will include additional chemical testing to evaluate the extent of acidic drainage on this site. The Design Build Team has employed Terra Science, LLC's, Mr. Lee Daniels, PhD, is a locally renowned expert in acid-sulfate soils to provide recommendations for neutralizing this potential using the amount of agricultural lime required which will be determined through acid-base accounting tests in accordance with EPA Pub. 600/2-78-054.

Role the DBT expects VDOT or other agencies may have in addressing these project risks - The DBT fully expects to manage the risks associated with the existing subsurface conditions. VDOT and other agencies will be responsible for timely reviews, comment, and approval of geotechnical analysis, design, and recommendations.

PROJECT RISK 2 – AREA MOBILITY & CONNECTIVITY

Relocating the interchange and associated new alignment and widening of Route 630 will affect existing businesses, property owners, the traveling public, and utilities. The construction will disrupt access, traffic and services. The optional widening of I-95 will impact traffic along I-95. Mobility and connectivity will be impacted within the project area and to adjacent properties.

Why the risk is critical and the impact the risk will have on the Project – The risk is critical because the project will impact the historic courthouse area of Stafford County, the Fire and Rescue Station and Sheriff's Office east of the existing interchange, the existing VDOT park & ride, school bus routing operations for the schools on Route

630, and the hospital along US 1. Traffic on southbound I-95 will be disrupted. Areas to the west of I-95 will also experience disruption due to construction along the existing alignment of Route 630.

Route 630 is a major artery to Stafford County along the I-95 corridor and serves as access to the County's government center, local schools and businesses. The US 1 corridor adjacent to I-95 is the primary diversion route in the County during traffic incidents on I-95, and widening of I-95 southbound with an ADT of 125,000 will impact traffic. During construction the slightest activity on these roadways can have a detrimental effect on operational efficiency and degrade the mobility of the corridor and surrounding road network.

Construction operations that limit or impede access to business/commerce will have a detrimental impact to businesses/community operations. Attention to connectivity impacts due to utility relocations; maintaining access to adjacent intersections/businesses during construction is critical to maintaining the continuity of operations along Route 630, US 1, I-95, and local streets. A method to manage this risk is to develop/implement a staged construction approach coupled with easy to follow MOT practices, thus balancing mobility/safety while maintaining connectivity.

Disruption to mobility will create challenges to safety for the traveling public and workers. Safety is a core value for Wagman, and our DB Team is committed to a safe I-95/Route 630 Reconstruction and Widening Project. Wagman has a long history of providing safe working conditions as exhibited by our Experience Modification Rate (EMR) of 0.71 for 2015. We will develop a project-specific Health and Safety Plan, conduct safety training and discuss operation-specific job hazard analyses with construction crews prior to starting an operation. We also conduct a safety huddle every morning prior to beginning work.

Stafford County Fire/Rescue Station 2 opposite Red Oak Dr. on Courthouse Rd. will require access to all roads in the immediate area for emergency response at all times. This makes the completion of the relocated Wyche Rd. vital in scheduling the opening of the new interchange and closing of the existing interchange to provide continual service to the interstate and to areas west of the project.

An elementary school, middle school, and high school all exist east of US 1 adjacent to the project, with additional schools located near Route 630 to the west of I-95. School buses, parents, and driving students all frequent the roadways and ramps involved in this project. This makes clear construction phase signing and substantial maintenance and protection of traffic vital to the success of this project. This DBT is well versed in providing the level of traffic and worker protection required for such an area as we are currently providing similar features at our Odd Fellows Rd. DB project.

Essential Stafford County functions occur in the historic Courthouse area including public safety functions such as the Sheriff's Office and the 911 Dispatch Center. This is at the intersection of Route 630 and US 1, where the county seat is located. Mobility to and from this area is critical for County operations and overall public safety.

Mitigation strategies the DBT may implement to address the risk - Relying on the vast experience of our team from design through construction, the DBT will implement the following mitigation initiatives to minimize or eliminate the risk to mobility.

Develop a Traffic Management Plan (TMP)

- Develop and implement a comprehensive TMP, including MOT plans that provide the least disruption to the traveling public, is sensitive to and ensures acceptable level of service along roadways, to local businesses, addresses existing users and existing traffic patterns;
- Maintain the existing access from Route 630 to I-95, the existing 2-lane 2-way traffic along Route 630, and existing intersection operations;
- Maintain traffic along I-95;
  Construct the new diverging diamond interchange and bridge over I-95 off-line to the extent possible to enable quick and efficient traffic shifts to new roadways, maximize traffic throughput, and minimize conflicts with construction traffic entering/exiting the travel way;
- Design and construct new park & ride facility for 545 vehicles early to maintain parking for all commuters
- Implement construction staging and traffic control at roadway transitions and accelerate road construction to minimize side streets tie-in, driveways, and business access points; and
- Develop efficient MOT sequencing along I-95 to incorporate widening.

Develop an Effective Project Schedule – A comprehensive project schedule that identifies not only

all design and construction activities, but all traffic shifts and roadway openings to maintain mobility/emergency response is critical; especially with the Wyche Rd. relocation. This includes phasing the construction to minimize traffic disruptions and to provide complete access for emergency responders and for the Stafford County operations.

Create a Comprehensive Public Outreach Effort; Effective Communications Tools and Strategies

The DBT will coordinate with VDOT to create a Public Outreach/Communication Plan to effectively communicate with all stakeholders. The following tools will be used to ensure transparent, two-way communications:

- *Stakeholder Meetings* – Town-hall type stakeholder and one-on-one construction meetings to discuss access issues, project schedule and progress, lane closures, and other impacts, ensuring emergency responders, county operations personnel and hospital personnel, business owners, property owners, school attendees, transit providers, parents and teachers are aware of planned activities.
- *Electronic/Social Media* – Provide timely and comprehensive content for the VDOT Project website, the "Road Ready" e-brochure project schedule, construction impacts and project progress; and link with WAZE through Twitter to allow for local, organic traffic alerts and updates, and updates to the Virginia 511 system. DMS/temporary signing prior to the work zone areas to convey critical construction information. This includes current and forthcoming activities that impact the mobility of the surrounding area as well as rapid responses to manage incidents on I-95.
- *Media* – Provide timely, comprehensive content to the VDOT Communications Team to support activities.
- *Handouts* – Fliers, postcards and door hangers will support outreach efforts.
- *E-mail updates* – Establish and maintain an electronic stakeholder email database to provide regular community and traveling public updates concerning upcoming Project construction activities. Coordinate with the schools to send messages to students, parents and teachers as applicable.
- *Project hotline* – Establish a forum for the public to relay questions and voice concerns using our public project hotline telephone number. A log of all calls to include date, time, name and reason for call.
- *Emergency response telephone tree* – Appropriate emergency response agencies will be included on this telephone tree for immediate response in the event of an emergency.
- *Temporary ITS* – Variable message boards and coordination with VDOT for ITS along I-95.
- *Pardon our Dust Meetings* – Periodic project meetings to discuss construction start-up and major traffic switches. Our DB Team is committed to full participation in public outreach during all phases of the contract to mitigate the identified mobility risk.

Other Mitigation strategies include:

- *Public Awareness* - Acknowledgement that inexperienced drivers from Brooke Point High School and Colonial Forge High School will be using this area. Clear and well maintained signing and delineation approaching and through the project area will be provided in order to mitigate possible confusion and indecision on the part of the motorists, bicyclists and pedestrians.
- *Utility Location and Coordination* – Locate existing utilities by as-builts, test pits and survey, then coordinate utility relocations with the utility owner to eliminate/minimize disruption of the utility service.
- *Public Safety* – We will create a project specific Health and Safety Plan addressing mobility for all safety vehicles. We will employ an onsite safety manager and incorporate safety into our training and work plans for all major construction elements and traffic switches.

Role the DBT expects VDOT or other agencies may have in addressing these project risks: VDOT is encouraged to partner with the DB Team in providing the essential information to the public through their established public outreach mechanisms outlined in this section; i.e. Virginia 511, traffic operation center notifications, VDOT website updates, VDOT social media sites, etc. VDOT will communicate with the DBT recommendations for improvements or complaints received from the public through the same mechanisms.

PROJECT RISK 3 – ENVIRONMENTAL

The project consists of three key environmental issues: Potential delay in the project schedule due to the time to acquire environmental permits; Potential for encountering hazardous/groundwater/acidic soils, which could delay the project schedule; and Challenges in meeting SWM requirements, which could affect the cost/schedule.

With the addition of the I-95 Widening Option, consideration may need to be given to the environmental resources along that section of the project corridor. Our initial analysis of the resources indicates that there would be two additional stream crossings, with associated wetlands and floodplains. Threatened and endangered plants (small whorled pogonia, harperella, and sensitive joint-vetch) may also be present, along with the endangered

dwarf wedgemussel. Additionally, three potential noise barriers were identified along the corridor during the I-95 HOT Lanes project, which would need to be reevaluated during final design. Although no eligible historic properties are documented within the corridor, we would need to confirm that the environmental studies and/or documentation efforts have been completed and should not cause a potential risk to this project. Once those efforts are provided to the DBT, we can assess the specific impacts and risks associated with that optional effort to this project. Our risk issues below are primarily focused on the initial I-95/Route 630 project.

1 - ENVIRONMENTAL PERMITS - As summarized in the EA and CE for the interchange and connector, a number of jurisdictional areas are anticipated to be impacted by this project, including approximately 2.57 acres of wetlands and 4,265 LF of stream. These impacts will require a Water Protection Permit from the Virginia DEQ, a Section 404 Permit from the USACE, and a Sub-Aqueous Bed Permit from the VMRC. Additional impacts are anticipated with the optional I-95 Widening project.

Why the risk is critical and the impact the risk will have on the Project - The project could be delayed due to the time it takes to complete the remaining environmental studies and coordinate and secure the permits from DEQ and USACE. Any delay in the issuance of the environmental permits, could impact the start of construction and thereby delay the project completion. The DBT anticipates the need for additional environmental studies to prepare a complete JPA, including:

- Delineation of Waters of the US and jurisdictional determination from the USACE.
- Complete a stream assessment using the Unified Stream Methodology (USM).
- Develop an Avoidance and Minimization Section of jurisdictional areas for the JPA.
- Develop a Compensation Plan for impacts to jurisdictional areas
- Complete coordination/re-evaluation on special status species including the Federally Threatened Northern long-eared Bat (NLEB) and Federally Threatened and State Endangered Small Whorled Pogonia (SWP). Surveys were conducted by VDOT for the SWP within the 525 acre study area. The survey found no individual SWP; however, potential habitat did exist mainly on the western side of I-95. Additional field survey will be required to confirm the absence of SWP within the project limits. VDOT conducted an acoustic bat survey during the summer of 2015 and found no NLEB.

Mitigation strategies the DBT may implement to address the risk - The DBT will use successful environmental compliance strategies that we have employed on other DB projects in Virginia, including: Fairfax County Parkway Extension; Odd Fellows Rd.; the Mark Center Improvements; and the Route 3 Widening. In addition, our subconsultant, McCormick Taylor, completed tasks in support of the EA on this interchange project; and they have intrinsic knowledge on the environmental challenges and that have initiated coordination with many of the agencies. The specific strategies that the DBT will use to mitigate this risk are summarized below:

1. Directly upon NTP and receiving right of access, the corridor will be surveyed for environmental resources, including a wetland/Waters of the US delineation, and USM stream assessment. Any additional special status species surveys (if required) will be scheduled as soon as practicable due to limited survey window.
2. Agency coordination would be initiated early to engage the agencies in the project, get their "buy-in" to impacts and the proposed compensation, which will help expedite the permit issuance.
3. Identify suitable mitigation opportunities to compensate for unavoidable impacts to jurisdictional waters. In our experience, the best method to expedite permit acquisition is to purchase credits from an approved mitigation bank, of which there are several for this watershed.
4. Members of the environmental staff will attend design workshops/meetings to identify avoidance and minimization measures early in the design process and therefore help to streamline the permitting.
5. Before construction begins, our environmental team will conduct a training session for all contractor staff to discuss compliance with the environmental permits and the NEPA commitments.

Role the DBT expects VDOT or other agencies may have in addressing these project risks - We will request VDOT input, review, and comment on our environmental reports, applications, plans, design submissions, and construction plans. We will coordinate early and frequently with the regulatory permitting agencies, especially the USACE and DEQ.

2 - HAZARDOUS SOILS - Petroleum contaminated, groundwater, and acid sulfate soils are present within the project corridor. VDOT is in the process of remediating several sites within the Corridor with known petroleum contamination, but the DBT will be responsible for additional Phase II environmental studies. The issue is the potential for encountering unknown areas of soil or groundwater contamination and acid sulfate soils that could

result in unanticipated costs and delay construction until the area is assessed and remediated.

Why the risk is critical and the impact the risk will have on the Project - It is critical to identify the types and locations of the "hazardous" soils within the project to ensure appropriate worker protection, ensure contaminated media (above the regulatory thresholds) are either removed/disposed of properly, left in situ, or remediated and additional environmental impacts are not created. Proper treatment of these soils is critical to managing the environmental impact, safe construction, and project costs.

Mitigation strategies the DBT may implement to address the risk – We propose to use the following:

1. Any contaminated soils identified in the Phase 2 Environmental Site Assessment documentation prepared by VDOT will be managed according to DEQ regulations and VDOT specifications.
2. The DBT team will complete the additional Phase II environmental studies of the parcels identified by VDOT to ensure we identify any contaminated media that needs to be managed.
3. The DBT will attend training on the contaminants of concern, proper management of contaminated material, and any recommended screening during excavation activities for identifying hazardous media.
4. With regards to the acid sulfate soils a number of mitigation efforts that can be incorporated. We have on our team Dr. Daniels, a recognized expert in acid-sulfate soils. Once the specific soil locations are clearly identified, efforts will be made to avoid and/or minimize excavation of the acid-producing materials. For unavoidable soils, handling/treatment plans will be prepared/coordinated with VDOT prior to construction. Our DBT understands the importance of swift mgmt. of these soils to minimize air/moisture contact and will ensure that proper treatment/capping is implemented to avoid expensive mitigation after construction.

Role the DBT expects VDOT or other agencies may have in addressing these project risks - Our team will request all available mapping from VDOT to ensure the extent of the hazardous soils are known as early as possible. VDOT will review and comment on the proposed handling, mitigation and treatment plans for hazardous soils and groundwater prepared by our team. If contaminated media exist above regulatory thresholds, we will work with VDOT to involve the DEQ in reviewing and approving any management plan.

3 - SWM – This is an important issue due to the pretty recent regulatory changes in VA SWM, the limited ROW opportunities in some areas of the corridor for SWM BMPs, the additional scrutiny from regulatory agencies on avoiding impacts to jurisdictional areas from SWM BMPs, and the presence of acid-sulfate soils, which can cause acidic stormwater runoff. The project must comply with VDOT's & DEQ's SWM design/ regulatory permitting requirements including VDOT's SWM, ESC, and MS4 Programs and the VPDES General Construction Permit.

Why the risk is critical and the impact the risk will have on the Project - The project impacts are potential cost overruns and potential project delays associated with achieving a compliant and practical SWM plan.

Mitigation strategies the DBT may implement to address the risk - Our DBT will design ESC/SWM in accordance with VDOT's SWM, ESC, and MS4 program and will employ the following mitigation strategies to help accelerate the ESC and SWM plan approval.

1. All SWM and ESC submissions will be reviewed by DEQ staff certified in stormwater and ESC.
2. Our proposed Environmental Manager will work directly with the stormwater designers to ensure we avoid and minimize impacts to the jurisdictional areas from SWM BMPs.
3. Staff will use nutrient credits where possible to comply with water quality requirements, will begin the SWM design early in the process, and employ appropriate BMPs to maximize water quantity/quality efficiencies, and employ strategies such as the 1% rule to minimize the need for water quantity BMPs, where possible.
4. Dr. Daniels and our geotechnical engineer, Schnabel, will develop a plan to stabilize, re-vegetate, and minimize the potential for acidic stormwater run-off from exposed areas with acid-sulfate soils.
5. Our DBT will provide SWPPP training to key contractor staff, so that all personnel working on the project understand the regulations and have the knowledge to keep the project in compliance.

Role the DBT expects VDOT or other agencies may have in addressing these project risks - Our team will request input, review, and approval from VDOT to ensure our SWM plan, plan for addressing stormwater runoff from any exposed acid sulfate soils, ESC plan and SWPPP meet the appropriate standards and meet VDOT's safety requirements for post-construction maintenance.

Appendices

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ATTACHMENT 3.1.2

I-95/Route 630 Reconstruction and Widening; Contract ID No. C00013558DB83
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	N/A
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	N/A
Letter of Submittal (on Offeror's letterhead)				1
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	1
Offeror's Corporate Structure	NA	Section 3.2.4	yes	1
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	1
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendices
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendices
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendices
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendices

ATTACHMENT 3.1.2

I-95/Route 630 Reconstruction and Widening; Contract ID No. C00013558DB83
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
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendices
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendices
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendices
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendices
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	1
Local and Veteran Hiring statement within Letter of Submittal confirming Offeror is committed to achieve the required local worker and veteran new hire participation goal	Attachment 3.2.12	Section 3.2.12	yes	1 Copy of form Appendices
Offeror's Team Structure				2-6
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	2-3
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendices
Key Personnel Resume – Responsible Charge Engineer	Attachment 3.3.1	Section 3.3.1.2		Appendices
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendices

ATTACHMENT 3.1.2

I-95/Route 630 Reconstruction and Widening; Contract ID No. C00013558DB83
STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendices
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.5	no	Appendices
Organizational chart	NA	Section 3.3.2	yes	4
Organizational chart narrative	NA	Section 3.3.2	yes	5-6
Experience of Offeror's Team				7-9
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendices
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendices
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	10-15

Attachment 2.10

Acknowledgement of RFQ, Revision and/or Addenda

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Form C-78-RFQ

ATTACHMENT 2.10

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFQ NO. C00013558DB83

PROJECT NOS.: 0095-089-F09 and 0630-089-202

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 10/27/2015
   (Date)
2. Cover letter of RFQ Addendum No. 1 01/14/16
   (Date)
3. Cover letter of _____
   (Date)

David W. Lyle
SIGNATURE

FEB. 2, 2016
DATE

David W. Lyle
PRINTED NAME

Vice President, Design-Build/Major Pursuits
TITLE

3.2.6

List of Affiliated and Subsidiary Companies

WAGMAN | JMT
A DESIGN-BUILD TEAM

ATTACHMENT 3.2.6

I-95/Route 630 Reconstruction and Widening; Contract ID No. C00013558DB83

Affiliated and Subsidiary Companies of the Offeror

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

☐	**The Offeror does not have any affiliated or subsidiary companies.**
☒	**Affiliated and/ or subsidiary companies of the Offeror are listed below.**

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Affiliate (Parent)	Wagman, Inc.	3290 North Susquehanna Trail, York, PA 17406
Affiliate	Wagman Construction, Inc.	3290 North Susquehanna Trail, York, PA 17406
Affiliate	Wagman Investments, Ltd.	3290 North Susquehanna Trail, York, PA 17406

3.2.7

Debarment Forms

WAGMAN | JMT
A DESIGN-BUILD TEAM

ATTACHMENT NO. 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

I-95/Route 630 Reconstruction and Widening; Contract ID No.: C00013558DB83

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.

David W. Fyle	1/12/2016	Vice President
Signature	Date	Title

Wagman Heavy Civil, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

I-95/Route 630 Reconstruction and Widening; Contract ID No.: C00013558DB83

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.

Robert Gallagher 1/12/2016 Senior Vice President

Signature Date Title

Johnson, Mirmiran & Thompson, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

I-95/Route 630 Reconstruction and Widening; Contract ID No.: C00013558DB83

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.

R. Scott Pg 1/4/2016 Managing Partner

Signature Date Title

Appraisal Review Specialists, LLC

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

I-95/Route 630 Reconstruction and Widening; Contract ID No.: C00013558DB83

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.

1/5/16 VICE PRESIDENT

Signature Date Title

DMY Engineering Consultants

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

I-95/Route 630 Reconstruction and Widening; Contract ID No.: C00013558DB83

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.

David H. Galloway 1/11/16 Vice President

Signature Date Title

FAULCONER CONSTRUCTION COMPANY, INCORPORATED

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

I-95/Route 630 Reconstruction and Widening; Contract ID No.: C00013558DB83

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.

1/4/2016 President

Signature Date Title

Froehling & Robertson, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

I-95/Route 630 Reconstruction and Widening; Contract ID No.: C00013558DB83

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.

	1/7/2016	President
Signature	Date	Title

Harrison Chavis & Associates Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

I-95/Route 630 Reconstruction and Widening; Contract ID No.: C00013558DB83

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

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

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

Signature	December 16, 2015 Date	Chief Visionary Officer Title

McCormick Taylor, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

I-95/Route 630 Reconstruction and Widening; Contract ID No.: C00013558DB83

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

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

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

Signature _____ Date 1/5/16 Title VP/ Director

NXL Construction Services, Inc
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

I-95/Route 630 Reconstruction and Widening; Contract ID No.: C00013558DB83

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.

Elizabeth Quinn January 4, 2016 President
Signature Date Title

Quinn Consulting Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

I-95/Route 630 Reconstruction and Widening; Contract ID No.: C00013558DB83

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.

	December 11, 2015	Senior Vice President
Signature	Date	Title

Schnabel Engineering Consultants, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

I-95/Route 630 Reconstruction and Widening; Contract ID No.: C00013558DB83

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.

Susan Gyoder 1/6/2016 — Chief Administrative Officer

Signature Date — Title

T3 Design Corporation

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

I-95/Route 630 Reconstruction and Widening; Contract ID No.: C00013558DB83

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.

W. McLaughlin 1/5/16 OWNER

Signature Date Title

TERRASCIENCE LLC

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

I-95/Route 630 Reconstruction and Widening; Contract ID No.: C00013558DB83

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.

D Douglas Spratt Jr 1/6/2016 President

Signature Date Title

W.C. Spratt, Inc.

Name of Firm

3.2.8

Offeror's VDOT Prequalification Certificate

WAGMAN | JMT
A DESIGN-BUILD TEAM

Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 1/29/2016
- W -

Vendor ID: W962
Vendor Name: E. J. WADE CONSTRUCTION, LLC
Prequal Exp: 10/31/2016

-- PREQ Address --
P.O. BOX 638
MECHANICSVILLE, VA 23111
Phone: 804-779-4882
Fax: 804-779-7343

Work Classes (Listed But Not Limited To)
011 - CLEARING AND GRUBBING
033 - ROADSIDE DEVELOPMENT
045 - UNDERGROUND UTILITIES
070 - EROSION CONTROL
101 - EXCAVATING

Bus. Contact: WADE, ENON JOSH
Email: JOSH.WADE@EJWADECONSTRUCTION.NET

-- DBE Information --

DBE Type: N/A
DBE Contact: N/A

Vendor ID: W002
Vendor Name: WAGMAN HEAVY CIVIL, INC.
Prequal Exp: 10/31/2016

-- PREQ Address --
3290 NORTH SUSQUEHANNA TRAIL
YORK, PA 17406-9754
Phone: 717-764-8521
Fax: 717-764-2799

Work Classes (Listed But Not Limited To)
003 - MAJOR STRUCTURES
007 - MINOR STRUCTURES
011 - CLEARING AND GRUBBING
080 - DEMOLITION OF STRUCTURES
101 - EXCAVATING

Bus. Contact: BECKER, TODD EUGENE
Email: ESTIMATING@WAGMAN.COM

-- DBE Information --

DBE Type: N/A
DBE Contact: N/A

3.2.9

Surety Letter

WAGMAN | JMT®
A DESIGN-BUILD TEAM

CNA SURETY

333 S. Wabash Avenue, 41st Floor, Chicago, IL 60604

December 16, 2015

Virginia Department of Transportation
1401 E. Broad Street
Richmond, VA 23219

Re: A Design-Build Project
RFQ No: C00013558DB83
I-95/Route 630 Reconstruction and Widening
Stafford County, Virginia
State Project Nos.: I-95/Route 630 Interchange Relocation (0095-089-F09),UPC 13558
Route 630 Widening (0630-089-202), UPC 4632
Federal Project Nos. I-95/Route 630 Interchange Relocation (NH-095-2)
Route 630 Widening (STP-089-6)
Contract ID Number: C00013558DB83

Dear Sirs:

As surety for Wagman Heavy Civil, 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 $95,000,000 (estimated contract value) and said bonds will cover the project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this projects.

Sincerely,
Continental Casualty Company

By: Patricia C Robinson

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

James R Gould, Joseph G Buyakowski, Alson O Wolcott Jr, Eugene M Fritz, Patricia C Robinson, Kathy R Reisinger, Donald R Wert, 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 6th day of October, 2015.

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

Paul T. Bruflat — Vice President

State of South Dakota, County of Minnehaha, ss:

On this 6th day of October, 2015, 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.

S. EICH
NOTARY PUBLIC
SOUTH DAKOTA

My Commission Expires February 12, 2021

S. Eich — 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 16th day of December, 2015.

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

D. Bult — Assistant Secretary

Form F6853-4/2012

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 & DPOR Registration Documentation

WAGMAN | JMT
A DESIGN-BUILD TEAM

ATTACHMENT 3.2.10

I-95/Route 630 Reconstruction and Widening; Contract ID No. C00013558DB83

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
Wagman Heavy Civil, Inc.	F0198988	Foreign Corporation	Active	3290 North Susquehanna Trail York, PA 17406	Class A Contractors	2701015887	01-31-2017
Johnson, Mirmiran & Thompson, Inc.	F1499013	Foreign Corporation	Active	9201 Arboretum Pkwy. Suite 310 Richmond, VA 23236	ENG, LS	0411000029	02-29-2016
				13921 Park Center Rd. Suite 140 Herndon, VA 20171	ENG, LS	0411000441	02-29-2016
				272 Bendix Rd., Ste 260 VA Beach, VA 23452	LS, ENG	0411000440	02-29-2016
DMY Engineering Consultants Inc.	07688955	Corporation	Active	45662 Terminal Drive Suite 110 Dulles, VA 20166	Professional Engineer	0407005631	12-31-2017
Faulconer Construction Co., Inc.	00706333	Corporation	Active	PO Box 7706 Charlottesville, VA 22906-7706 (physical address: 2496 Old Ivy Road Charlottesville, VA 22903)	Contractor Class A	2701003330	05-31-2016

ATTACHMENT 3.2.10

I-95/Route 630 Reconstruction and Widening; Contract ID No. C00013558DB83

SCC and DPOR Information

Froehling & Robertson, Inc.	00272112	Corporation	Active	3015 Dumbarton Rd Richmond, VA 23228	ENG	0407000098	12-31-2017
				10909 Houser Drive Fredericksburg, VA 22408	ENG	0411000050	02-29-2016
McCormick Taylor, Inc.	F1296914	Foreign Corporation	Active	2426 Lee Highway Suite 208 Bristol, VA 24202	ENG	0411001043	02-29-2016
				4951 Lake Brook Drive Suite 275 Glen Allen, VA 23060	ENG	0407004111	12-31-2017
				111 Mill Place Parkway Suite 105 Verona, VA 24482	ENG	0411000771	02-29-2016
				5 Capital Drive Suite 400 Harrisburg, PA 17110	ENG	0411000725	02-29-2016
				509 South Exeter Street 4th Floor Baltimore, MD 21202	ENG/LA	0411000726	02-29-2016
				2001 Market Street 10th Floor Two Commerce Square Philadelphia, PA 19103	ENG	0411000724	02-29-2016
NXL Construction Co. d/b/a/ NXL Construction Services, Inc.	03497427	Corporation	Active	114 E. Cary Street, Suite 200 Richmond VA 23219	PE, LS	0407003031	12-31-2017
Quinn Consulting Services, Inc.	04925517	Corporation	Active	14160 Newbrook Drive, Suite 220 Chantilly, VA 20151	ENG	0407003733	12-31-2017
				10500 Wakeman Drive, Suite 100 Fredericksburg, VA 22407	ENG	0411000920	02-29-2016

ATTACHMENT 3.2.10

I-95/Route 630 Reconstruction and Widening; Contract ID No. C00013558DB83

SCC and DPOR Information

Schnabel Engineering Consultants, Inc.	07126741	Corporation	Merged/ Active	9800 JEB Stuart Pkwy Suite 100 Glen Allen, VA 23059	ENG	0411000700	02-29-2016
				46020 Manekin Plaza Suite 110 Sterling, VA 20166	ENG	0411000701	02-29-2016
T3 Design Corporation	06585392	Corporation	Active	10340 Democracy Lane, Suite 305 Fairfax, VA 22030	ENG	0405001624	12-31-2016
W.C. Spratt Incorporated	00794479	Corporation	Active	491 Central Rd Fredericksburg, VA 22401	Contractor	2701004619	04-30-2016
Appraisal Review Specialists, LLC	T0490682	Foreign Limited Liability Company	Active	3058 Mt. Vernon Rd. Suite 12 Hurricane, WV 25526	Real Estate	4008 001735	04-30-2016
Harrison Chavis & Associates, Inc.	03578929	Corporation	Active	PO Box 11536 Richmond VA 23230	Real Estate	4008001419	12-31-2016
TerraScience LLC	S1709551	Limited Liability Company	Active	909 Allendale Court Blacksburg, VA, 24060	Licensed Professional Soil Scientist	3401000378	12-31-2016

ATTACHMENT 3.2.10

I-95/Route 630 Reconstruction and Widening; Contract ID No. C00013558DB83

SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	**Individual's Name**	**Office Location Where Professional Services will be Provided (City/State)**	**Individual's DPOR Address**	**DPOR Type**	**DPOR Registration Number**	**DPOR Expiration Date**
Johnson, Mirmiran & Thompson, Inc.	Rodney Nelson Hayzlett	Richmond, VA	5048 Long Creek Lane Chester, VA 23831	ENG	0402032936	1-31-2017
Wagman Heavy Civil, Inc.	Jerry Todd Whitlock	North Dinwiddie, VA	6808 Meridian Ct Chesapeake Beach, MD 20732	ENG	0402043179	1-31-2018
Quinn Consulting Services, Inc.	Richard Meinrad Allen	Chantilly, VA	10128 Elliston Court Bristow, VA 20136	ENG	0402036809	11-30-2017

SCC Documentation

WAGMAN | JMT

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  - Business Entity Search
  - Certificate Verification
  - FAQs
  - Contact Us
  - Give Us Feedback
- Business Entities
- UCC or Tax Liens
- Court Services
- Additional Services

Wagman Heavy Civil, Inc.

General

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

Principal Office

3290 NORTH SUSQUEHANNA TRAIL
YORK PA17406

Registered Agent/Registered Office

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

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
- View eFile transaction history
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Business Entity Details

Help

SCC eFile
- SCC eFile Home Page
- Check Name
- Distinguishability
- Business Entity Search
- Certificate Verification
- FAQs
- Contact Us
- Give Us Feedback

Business Entities

UCC or Tax Liens

Court Services

Additional Services

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

- File a registered agent change
- File a registered office address change
- Resign as registered agent
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- View eFile transaction history
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Business Entity Details

Help

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

Principal Office

45662 TERMINAL DRIVE
SUITE 110
DULLES VA20166

Registered Agent/Registered Office

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

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
- Submit a PDF for processing (What can I submit?)
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Business Entity Details

Help

FAULCONER CONSTRUCTION COMPANY, INCORPORATED

General

SCC ID: 00706333
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 12/8/1954
Status: Active
Shares Authorized: 17890

Principal Office

2496 OLD IVY ROAD
CHARLOTTESVILLE VA22903

Registered Agent/Registered Office

JACK W SANFORD JR
2496 OLD IVY RD
CHARLOTTESVILLE VA 22903
ALBEMARLE COUNTY 101
Status: Active
Effective Date: 12/30/1998

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
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Business Entity Details

Help

FROEHLING & ROBERTSON, INCORPORATED

General

SCC ID: 00272112
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 10/11/1924
Status: Active
Shares Authorized: 1100000

Principal Office

3015 DUMBARTON ROAD
HENRICO VA23228

Registered Agent/Registered Office

WILLIAM H HOOFNAGLE III
1900 ONE JAMES CENTER
901 E CARY ST
RICHMOND VA 23219
RICHMOND CITY 216
Status: Active
Effective Date: 9/21/2011

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
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- Check Name
- Distinguishability
- Business Entity Search
- Certificate Verification
- FAQs
- Contact Us
- Give Us Feedback

Business Entities

UCC or Tax Liens

Court Services

Additional Services

McCORMICK TAYLOR, INC.

General

SCC ID: F1296914
Entity Type: Foreign Corporation
Jurisdiction of Formation: PA
Date of Formation/Registration: 6/2/1997
Status: Active
Shares Authorized: 70000

Principal Office

TWO COMMERCE SQUARE
2001 MARKET STREET
PHILADELPHIA PA19103

Registered Agent/Registered Office

NATIONAL CORPORATE RESEARCH, LTD.
250 BROWNS HILL COURT
MIDLOTHIAN VA 23114
CHESTERFIELD COUNTY 120
Status: Active
Effective Date: 6/9/2014

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
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- SCC eFile Home Page
- Check Name
- Distinguishability
- Business Entity Search
- Certificate Verification
- FAQs
- Contact Us
- Give Us Feedback

Business Entities

UCC or Tax Liens

Court Services

Additional Services

NXL Construction Co., Inc.

General

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

Principal Office

114 E CARY STREET SUITE 200
RICHMOND VA23219

Registered Agent/Registered Office

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

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
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Help

QUINN CONSULTING SERVICES INCORPORATED

General

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

Principal Office

14160 NEWBROOK DRIVE
SUITE 220
CHANTILLY VA20151

Registered Agent/Registered Office

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

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
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Business Entity Details

Help

Schnabel Engineering Consultants, Inc.

General

SCC ID: 07126741
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 8/12/2009
Status: Merged
Shares Authorized: 10000

Principal Office

9800 JEB STUART PARKWAY, STE 200
GLEN ALLEN VA23059

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

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
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- Manage email notifications

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Help

SCC eFile
- SCC eFile Home Page
- Check Name
- Distinguishability
- Business Entity Search
- Certificate Verification
- FAQs
- Contact Us
- Give Us Feedback

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

Principal Office

10340 DEMOCRACY LANE STE 305
FAIRFAX VA22030

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

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
- Submit a PDF for processing (What can I submit?)
- View eFile transaction history
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Help

SCC eFile
- SCC eFile Home Page
- Check Name
- Distinguishability
- Business Entity Search
- Certificate Verification
- FAQs
- Contact Us
- Give Us Feedback

Business Entities

UCC or Tax Liens

Court Services

Additional Services

W. C. Spratt Incorporated

General

SCC ID: 00794479
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 1/9/1958
Status: Active
Shares Authorized: 25000

Principal Office

491 CENTRAL RD
FREDERICKSBURG VA22401

Registered Agent/Registered Office

D DOUGLAS TAIT
491 CENTRAL ROAD
FREDERICKSBURG VA 22401
FREDERICKSBURG CITY 206
Status: Active
Effective Date: 11/10/2015

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
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- View eFile transaction history
- Manage email notifications

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Business Entity Details

Help

Appraisal Review Specialists, LLC

General

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

Principal Office

3058 MOUNT VERNON RD
HURRICANE WV25526

Registered Agent/Registered Office

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

Select an action

- File a registered agent change
- 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
- Submit a PDF for processing (What can I submit?)
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Business Entity Details

Help

SCC eFile
- SCC eFile Home Page
- Check Name
- Distinguishability
- Business Entity Search
- Certificate Verification
- FAQs
- Contact Us
- Give Us Feedback

Business Entities

UCC or Tax Liens

Court Services

Additional Services

Harrison Chavis & Associates Inc.

General

SCC ID: 03578929
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 4/26/1990
Status: Active
Shares Authorized: 5000

Principal Office

6021 W BROAD ST
RICHMOND VA23230

Registered Agent/Registered Office

HARRISON CHAVIS
6021 West Broad St. Rd.
Richmond VA 23230
HENRICO COUNTY 143
Status: Active
Effective Date: 4/26/1990

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
- Submit a PDF for processing (What can I submit?)
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Help

SCC eFile
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- Check Name
- Distinguishability
- Business Entity Search
- Certificate Verification
- FAQs
- Contact Us
- Give Us Feedback

Business Entities

UCC or Tax Liens

Court Services

Additional Services

TerraScience LLC

General

SCC ID: S1709551
Entity Type: Limited Liability Company
Jurisdiction of Formation: VA
Date of Formation/Registration: 11/17/2005
Status: Active

Principal Office

909 ALLENDALE CT
BLACKSBURG VA24060

Registered Agent/Registered Office

WALTER LEE DANIELS
909 ALLENDALE CT
BLACKSBURG VA 24060
MONTGOMERY COUNTY 160
Status: Active
Effective Date: 11/17/2005

Select an action

- File a registered agent change
- 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 existence
- Submit a PDF for processing (What can I submit?)
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COMMONWEALTH OF VIRGINIA

EXPIRES ON
01-31-2017

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

NUMBER
2701015887

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
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GA & FC WAGMAN INC
3290 NORTH SUSQUEHANNA TRAIL
YORK, PA 17406-9754

Jay W. DeBoer, Director

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

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

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02-29-2016

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

PROFESSIONS: ENG, LS

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

Nick A. Christner
Nick A. Christner, Interim Director

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

EXPIRES ON
12-31-2017

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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

DPOR

Status can be verified at http://www.dpor.virginia.gov

Jay W. DeBoer, Director

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DPOR-LIC (05/2015)

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Telephone: (804) 367-8500

EXPIRES ON
05-31-2016

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BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS H/H

FAULCONER CONSTRUCTION CO INC
PO BOX 7706
CHARLOTTESVILLE, VA 22906-7706

Nick A. Christner
Nick A. Christner, Interim Director

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BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG

FROEHLING & ROBERTSON, INC
3015 DUMBARTON ROAD
RICHMOND, VA 23228

DPOR

Jay W. DeBoer, Director

Status can be verified at http://www.dpor.virginia.gov

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NUMBER
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BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG

FROEHLING & ROBERTSON, INC
10909 HOUSER DR
FREDERICKSBURG, VA 22408

Nick A. Christner
Nick A. Christner, Interim Director

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

EXPIRES ON
02-29-2016

NUMBER
0411001043

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

PROFESSIONS: ENG

MCCORMICK TAYLOR INC
2426 LEE HIGHWAY
SUITE 208
BRISTOL, VA 24202

Nick A. Christner
Nick A. Christner, Interim Director

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Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
12-31-2017

NUMBER
0407004111

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

PROFESSIONS: ENG

MCCORMICK TAYLOR INC
NORTH SHORE COMMONS A
4951 LAKE BROOK DR SUITE 275
GLEN ALLEN, VA 23060

DPOR

Jay W. DeBoer, Director

Status can be verified at http://www.dpor.virginia.gov

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DPOR-LIC (05/2015)

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

EXPIRES ON
02-29-2016

NUMBER
0411000771

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

PROFESSIONS: ENG

MCCORMICK TAYLOR INC
111 MILL PLACE PARKWAY
UNIT 105
VERONA, VA 24482

Jay W. DeBoer, Director

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COMMONWEALTH OF VIRGINIA
9960 Mayland Dr., Suite 400, Richmond, VA 23233
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EXPIRES ON
02-29-2016

NUMBER
0411000725

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

PROFESSIONS: ENG

MCCORMICK TAYLOR INC
5 CAPITAL DRIVE SUITE 400
HARRISBURG, PA 17110

Nick A. Christner
Nick A. Christner, Interim Director

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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
0411000726

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

PROFESSIONS: ENG, LA

MCCORMICK TAYLOR INC
509 SOUTH EXETER ST 4TH FLOOR
BALTIMORE, MD 21202

Nick A. Christner
Nick A. Christner, Interim Director

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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
0411000724

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

PROFESSIONS: ENG

MCCORMICK TAYLOR INC
2001 MARKET ST. 10TH FLOOR
TWO COMMERCE SQUARE
PHILADELPHIA, PA 19103

Nick A. Christner
Nick A. Christner, Interim Director

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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
12-31-2017

NUMBER
0407003031

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

PROFESSIONS: ENG, LS

DPOR

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

Status can be verified at http://www.dpor.virginia.gov

Jay W. DeBoer, Director

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DPOR-LIC (05/2015)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
12-31-2017

NUMBER
0407003733

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

PROFESSIONS: ENG

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

DPOR

Jay W. DeBoer, Director

Status can be verified at http://www.dpor.virginia.gov

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DPOR-LIC (05/2015)

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

EXPIRES ON
02-29-2016

NUMBER
0411000920

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

PROFESSIONS: ENG

QUINN CONSULTING SERVICES INC
10500 WAKEMAN DRIVE
SUITE 100
FREDERICKSBURG, VA 22407

Nick A. Christner
Nick A. Christner, Interim Director

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COMMONWEALTH OF VIRGINIA

9960 Mayland Dr., Suite 400, Richmond, VA 23233
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EXPIRES ON
02-29-2016

NUMBER
0411000700

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

PROFESSIONS: ENG

SCHNABEL ENGINEERING CONSULTANTS, INC
9800 JEB STUART PKWY
STE 100
GLEN ALLEN, VA 23059

Jay W. DeBoer, Director

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

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02-29-2016	0411000701

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

PROFESSIONS: ENG

SCHNABEL ENGINEERING CONSULTANTS, INC
46020 MANEKIN PLAZA
SUITE 110
STELING, VA 20166

Nick A. Christner
Nick A. Christner, Interim Director

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Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
12-31-2017

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

DPOR

Status can be verified at http://www.dpor.virginia.gov

Jay W. DeBoer, Director

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

EXPIRES ON
04-30-2016

NUMBER
2701004619

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS H/H

W C SPRATT INC
PO BOX 824
FREDERICKSBURG, VA 22404

Nick A. Christner
Nick A. Christner, Interim Director

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DPOR Key Personnel Documentation

WAGMAN | JMT

A DESIGN-BUILD TEAM

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
01-31-2018

NUMBER
0402043179

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

JERRY TODD WHITLOCK
6808 MERIDIAN CT
CHESAPEAKE BEACH, MD 20732

DPOR

Status can be verified at http://www.dpor.virginia.gov

Jay W. DeBoer, Director

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DPOR-LIC (05/2015)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
01-31-2017

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

NUMBER
0402032936

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

RODNEY NELSON HAYZLETT
5048 LONG CREEK LANE
CHESTER, VA 23831

Jay W. DeBoer, Director

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Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
11-30-2017

NUMBER
0402036809

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

RICHARD MEINRAD ALLEN
10128 ELLISTON COURT
BRISTOW, VA 20136

DPOR

Jay W. DeBoer, Director

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DPOR-LIC (05/2015)

DPOR license

DPOR license for those services not regulated by the Board for Architects, Professional Engineers, Land Surveyors, Certified Interior Designers, and Landscape Architects (i.e. real estate appraisal).

Provide the name, address, type, the registration number, and the expiration date of the individual offering services in Virginia.

WAGMAN | JMT

A DESIGN-BUILD TEAM

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

EXPIRES ON
04-30-2016

NUMBER
4008001735

REAL ESTATE APPRAISER BOARD
APPRAISAL BUSINESS REGISTRATION

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

Nick A. Christner
Nick A. Christner, Interim Director

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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
12-31-2016

NUMBER
4008001419

REAL ESTATE APPRAISER BOARD
APPRAISAL BUSINESS REGISTRATION

HARRISON CHAVIS ASSOC INC
PO BOX 11536
RICHMOND, VA 23230

DPOR

Jay W. DeBoer, Director

Status can be verified at http://www.dpor.virginia.gov

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DPOR-LIC (05/2015)

DPOR License Lookup License Number

3401000378

License Details

Name	DANIELS, WALTER LEE
License Number	3401000378
License Description	Professional Soil Scientist License
Rank	Soil Scientist License
Address	BLACKSBURG, VA 24060
Initial Certification Date	2014-01-23
Expiration Date	2016-12-31

Attachment 3.2.12

Copy of form

Local and Veteran Hiring

Statement located within Letter of Submittal (section 3.2)

WAGMAN | JMT

A DESIGN-BUILD TEAM

ATTACHMENT 3.2.12

VIRGINIA DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION FOR
LOCAL HIRING PROGRAM FOR DESIGN-BUILD PROJECTS

September 2, 2015

Local Hiring Program Requirements

(a) General

(i) The Commonwealth of Virginia is committed to reducing barriers to employment to ensure a diverse workforce in the construction industry. Therefore, the purpose of the Local Hiring Program is to support and grow the Commonwealth's commitment by means of a robust hiring and retention program for local workers and veterans and a robust On-the-Job Training (OJT) Program.

(ii) The Design-Builder and any subcontractors shall comply with this Special Provision.

(iii) The parties recognize the importance of recruiting, hiring, and technical and workplace training of local workers and veterans in the development of the Project and execution of the Contract. As such, the Design-Builder shall utilize workforce on-the-job training, apprenticeship and recruitment programs to actively recruit local workers and veterans.

(iv) The Design-Builder shall comply with all applicable state and federal law, regulations, guidelines, and policies in the administration of this Special Provision and the award and administration of subcontracts pursuant to the Contract. Failure by the Design-Builder to carry out the requirement in this Special Provision will subject the Design-Builder to the enforcement mechanisms as set forth herein, but shall not result in a right of the Department to terminate the Contract.

(v) All time frames referenced in this Special Provision are expressed in business days (Days) unless otherwise indicated. Should the expiration of any deadline fall on a weekend or holiday, such deadline will automatically be extended to the next normal business day.

(vi) In accordance with the Local Hiring Program requirements, the Design-Builder, and subcontractors shall commit to complying fully with this Special Provision. The Design-Builder agrees to assume these contractual at the Design-Builder's expense.

(vii) For the purposes of this Special Provision, Offeror is defined as any individual, partnership, corporation, or Joint Venture that formally submits a Statement of Qualification or Proposal for the work contemplated there under; Design-Builder is defined as any individual, partnership, or Joint Venture that contracts with the Department to perform the Design-Build Work; and subcontractor is defined as any supplier, manufacturer, or subcontractor performing work or furnishing material, supplies or services to the Contract. New hires shall be as defined in Section (b) (v) herein below.

(b) Design-Build Work.

(i) During performance of the Design-Build Work, the Department has established a minimum requirement of 75% for local worker and/or veteran new hire participation New hire participation represents employees paid specifically for work performed on the project and may be randomly verified through the checking of payrolls. Hiring by subcontractors will count toward meeting the percentage goal. Veteran shall mean any person that meets the definition of "veteran" in either 38 USC §101 or 5 USC §2108. Local worker shall mean that the person resides in the following jurisdictions: Counties of Stafford, Spotsylvania, Fauquier, Prince William and King George as well as the City of Fredericksburg.

The Department and the Design-Builder agree to manage this goal as follows:

(A) the Design-Builder shall submit for the Department's review and approval and initial Hiring Development Plan, and an updated Hiring Development Plan as further described herein. The initial and updated Hiring Development Plan shall be submitted within 30 Days after Contract award and on January 30 of each year prior to achieving Substantial Completion of the Project. The Hiring Development Plan shall define the Design-Builder's approach to meeting the workforce minimum requirements set forth in this Section (b) (i);

(B) the Design-Builder shall designate resources, including a liaison officer designated and made known to the Department who is assigned the responsibility of administering and promoting an active and inclusive Hiring Development Plan to ensure all programs related to the Hiring Development Plan are compliant with this Special Provision. The designation and identity of this officer needs to be submitted as part of the Initial and Updated Hiring Development Plan;

(C) the Design-Builder shall ensure that local workers and veterans have been given full and fair opportunity to participate in the hiring process for vacant positions;

(D) the Design-Builder shall make Good Faith Efforts to obtain local workers and veterans' participation in the execution and performance of the Contract at or above the established local worker & veteran hiring goal set forth in this Section (b) (i);

(E) the Design-Builder shall provide to the Department each calendar quarter, after approval of the Initial Hiring Development Plan, documentation of all local worker and veteran workforces; and

(F) each calendar quarter, the Design-Builder will provide Good Faith Efforts documentation using Form C-66, VDOT Local Worker and Veteran Employment Report or equivalent tracking measures and other supplemental information as appropriate. Current workforce and local and veteran new hires shall be tracked by the number of employees and not how many hours such employee is paid. Form C-66 or Design-Builder's equivalent report in a format otherwise acceptable to the Department, shall be used to capture the Design-Builder's workforce at contract execution and local workers and veterans hired and terminated during the course of the project.

(ii) During the performance of the Design-Build Work, the parties will work cooperatively to accomplish the local worker and veteran recruitment, hiring and OJT objectives, as established in the approved Hiring Development Plan and its subsequent updates. The Department will assist the Design-Builder in meeting the Design-Build Work workforce minimum requirements set forth in Section (b) (i) by offering assistance in the following activities:

(A) the parties will jointly conduct outreach meetings for local workers and veterans; and

(B) the parties will jointly identify agencies or firms that actively employ or recruit local workers and veterans.

(iii) The Design-Builder acknowledges that the Department's assistance and cooperation will not eliminate or reduce the Design-Builder's responsibility to achieve the Design-Build Work workforce minimum requirements set forth in Section (b) (i) or demonstrate Good Faith Efforts. The Design-Builder is expected to utilize a variety of means and methods and creative strategies to do so. These strategies should be employed during the performance of the Design-Build Work. The Design-Builder shall meet the workforce minimum requirements set forth in Section (b) (i) or demonstrate that Good Faith Efforts have been made.

(iv) When there is a workforce minimum requirement for the Design-Build Work, the Design-Builder shall make Good Faith Efforts to meet the workforce minimum requirement through obtaining enough local and veteran worker workforce participation or documenting the Good Faith Efforts it made to do so. The Department shall not disregard showings of Good Faith Efforts, and it gives the Design-Builder the right to have the Department reconsider a decision that their Good Faith Efforts were insufficient. The Department must seriously consider the Design-Builder's documentation of Good Faith Efforts. The Department will issue Good Faith Efforts Guidelines providing examples, procedures and reporting requirements for the Design-Builder's consideration.

(v) During the performance of the Design-Build Work the following procedures shall apply to the Hiring Development Plan for compliance purposes:

(A) **Hiring:** The Design-Builder shall use standard hiring practices, including interviews, to consider all qualified applicants in the defined local geographic area to meet the established local and veteran hiring goal. The Design-Builder shall make Good Faith Efforts to fill all available positions with local and veteran applicants. Local Workforce Development Centers and the Virginia Employment Commission may be used for applicant referrals. The Design-Builder is encouraged to partner with local Workforce Development Centers for local applicants;

(B) **New Hire:** Employees who work on the Project to whom the employer anticipates paying earnings include full-time, part-time, and temporary statuses that are employed for a specific project. New hires shall include employees reporting to work for the first time or re-hires (employees who return to work after being laid off, furloughed, separated, granted a leave without pay, or terminated from employment); and

(C) **Good Faith Efforts Described:** The Department will determine if the Design-Builder has demonstrated adequate Good Faith Efforts, and if given all relevant circumstances, those efforts were made actively and aggressively to meet the local and veteran hiring goal. Efforts to obtain local and veteran hiring goals are not Good Faith Efforts if they could not reasonably be expected to produce a level of local worker's participation sufficient to meet the local and veteran hiring goal set forth in this Special Provision.

Good Faith Efforts may be determined by soliciting for vacant positions through reasonable and available means in the local area, such as but not limited to, advertising, written notices to local Workforce Development Centers and the Virginia Employment Commission.

A list of actions the Contractor may take to meet the local worker and veteran's hiring goal can be found in the Good Faith Efforts Guidelines.

(c) Local Worker and Veteran Workforce Participation Reporting and Assessment

(i) The Design-Builder and each subcontractor shall report to the Department quarterly, within 15 Days after each calendar quarter ends, on the Design-Builder's efforts to (A) satisfy the local and veteran worker workforce minimum requirements set forth in Section (b)(i) or (B) demonstrate Good Faith Efforts to accomplish the local and veteran worker workforce minimum requirements set forth in Section (b)(i).

(ii) The Department will assess, confirm and communicate to the Design-Builder within 30 Days after receiving each quarterly report whether the Design-Builder has (A) satisfied the local worker and veteran workforce minimum requirements, (B) demonstrated Good Faith Efforts, or (C) failed to satisfy the requirements of clause (A) and (B) of this Section (c)(ii), and the reasons why the Department has determined Good Faith Efforts has not been satisfied.

(iii) The Design-Builder shall report compliance on Form C-66, VDOT Local Worker and Veteran Employment Report, in accordance with the instructions attached to the form or an equivalent report in a format otherwise acceptable to the Department.

(d) Failure to Demonstrate Local Worker and Veteran Recruitment and Hiring Good Faith Efforts Related to Design-Build Work

(i) If the Department notifies the Design-Builder pursuant to Section (d) that the Design-Builder has failed to satisfy the requirements of clause (A) and (B) of Section (c)(i) with respect to the local worker and veteran participation workforce minimum requirements for the Design-Build Work for a quarterly period, the Design-Builder will have until the end of the next consecutive quarter to demonstrate that it has satisfied the requirements of either clause (A) and (B) of Section (c)(ii) with respect to such local worker and veteran participation workforce minimum requirements.

(ii) If the Design-Builder has failed to satisfy the requirements of clause (A) and (B) of Section (c)(ii) with respect to the local worker and veteran participation workforce minimum requirements for the Design-Build Work for two consecutive quarters based on the determinations by the Department pursuant to Section (c), the Design-Builder will prepare and submit, at the Design-Builder's sole cost and expense, a Participation

Performance Improvement Plan for the Department's review and approval. The Participation Performance Improvement Plan will describe the specific actions and measures that the Design-Builder will undertake to improve its performance with respect to satisfying the requirements of clause (A) and (B) of Section (c)(ii) with respect to the participation workforce minimum requirements for the Design-Build Work. The Design-Builder will submit the Participation Performance Improvement Plan within 15 days after receiving notice from the Department pursuant to Section (d) that the Design-Builder has failed to satisfy the requirements of clause (A) and (B) of Section (c)(ii). The Design-Builder will reimburse the Department for its Allocable Costs in reviewing, approving and monitoring the Design-Builder's compliance with the Participation Performance Improvement Plan until the Design-Builder satisfies the requirements of either clause (A) or (B) of Section (c)(ii) with respect to the local worker and veteran participation workforce minimum requirements set forth in Section (b) (i) for the Design-Build Work.

(e) Project Completion Related to the Design Build Work

The Design-Builder may submit documentation to the Department to substantiate that failure was beyond the Design-Builder's control and that all feasible means had been used to achieve the local and veteran hiring goal. The Department, upon verification of such documentation shall determine whether the Design-Builder has met the requirements of this Special Provision.

(f) Existing Local and Veteran Workforce

Existing local and veteran workforce participation in the execution and performance of the Contract will count toward the Design-Builder's total local workers and veteran's workforce. This information will be captured on the VDOT Local Worker and Veteran Employment Report (Form C-66). Local workers residing in the jurisdictions as set out in Section (b) (i) will be included in the Design-Builder's workforce. Only veterans, as defined in Section (b) (i), who reside in the Commonwealth of Virginia will be included in this computation.

Attachment 3.3.1

Key Personnel Resume Form

WAGMAN | JMT

A DESIGN-BUILD TEAM

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 of Design-Build/Major Pursuits

b. Project Assignment: **Design-Build Project Manager (DBPM)**

c. Name of Firm with which you are now associated: **Wagman Heavy Civil, Inc.**

d. Years experience: With this Firm **2.5** Years With Other Firms **24** 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.):

Wagman Heavy Civil, Inc.

Start Date: Jan. 2015 **End Date:** Present **Position:** *Vice President, Design-Build/Major Pursuits*
Start Date: June 2013 **End Date:** January 2015 **Position:** *Vice President, Division Manager*
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:** *President*
Start Date: January 2006 **End Date:** July 2011 **Position:** *Vice President*
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. after Feb. 2006)

Start Date: January 2006 **End Date:** June 2013 **Position:** *President*
Start Date: March 1991 **End Date:** January 2006 **Position:** *Executive Vice President*

Responsibilities: David is a third generation bridge and highway contractor, who grew up in the bridge and highway construction business and has served the company in roles of progressive responsibility. He 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.

David has continuously been employed for 26+ years in positions of increasing 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 Structures & Bridge Sub-Committee (currently Sub-Committee Vice Chairman) and has acquired an intimate knowledge of VDOT's specifications and standards, environmental regulations, policies and procedures. David also served on the VTCA Design-Build Sub-Committee since 2013. Hundreds of low bid VDOT projects have been successfully delivered to the citizens of Virginia during the past 26 years. He has participated in the estimating, design, management and construction of Design-Build projects since 1999. David's successful participation in 10 DOT Design-Build construction projects in multiple states and the pursuit of many other Design-Build projects has provided him with a depth of experience and "lessons learned."

Summary of Relevant Experience

- 26+ years Construction Mgmt.
- Successfully participated in 10 Design-Build projects over past 15 years
- Served on VTCA Board of Directors (2003)
- Serves on VTCA Design-Build Subcommittee (2013 to Present)
- Serves on VTCA Structure and Bridge Committee (1997-present)
- Served on 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 #:
Responsible Land Disturber Cert #: 42581 Expires 8/06/2017

g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*
2. *Note whether experience is with current firm or with other firm.*
3. *Provide beginning and end dates for each 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 ACTIVITIES
(1.) VDOT, Odd Fellows Road over Route 29/460 (DB), City of Lynchburg, VA ($29.8M) – *Design-Build Project Manager.* David, as Design-Build Project Manager has managed pursuit, estimating, design, quality assurance and coordination with VDOT, City of Lynchburg and JMT design to provide a project ready for construction. Scope Validation, Design Validation, Design Alternatives, Value Engineering, betterments, and significant Public Involvement and Outreach have been successfully accomplished for this project to begin on time. Construction has been planned and scheduled to achieve all project milestones and early completion incentives. This project is unique because it consists of two parts. Part A is a complete new location, Interstate type interchange with traffic, environmental, utility and right of way challenges. Part B includes upgrading and widening an existing road with significant public mobility impacts, public utility impacts and private utility impacts. **Firm**: Wagman Heavy Civil, Inc. / **Project Dates**: December 2014 thru Present	✓ *Design-Build* ✓ *Roadway and Survey* ✓ *Structures and Bridges* ✓ *Environmental* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *TCD/TMP* ✓ *Right-of-way* ✓ *Ped. Accommodations* ✓ *Utilities* ✓ *Public Involvement* ✓ *QA/QC and CEI* ✓ *Overall Project Mgmt.*
(2.) Route 61 Bridge Replacement and Approaches over New River (DB), Giles County, VA ($15M) – *Design-Build Project Manager.* He managed the design team and estimating team to provide the winning DB combination of Technical and Price Proposal. He successfully continued working with the JMT Design Team, VDOT District Staff, Third Parties and Construction Team to deliver an economical and high quality project. The project team successfully executed a plan with outstanding environmental success. The project team used 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 Third Party stakeholders. This project was often referred to as a "utility project that just happened to have a bridge on it," although the project's defining feature is a bridge over the New River and Route 460. **Firm:** Wagman Heavy Civil, Inc. & Key Construction Company, Inc. / **Project Dates:** November 2010 to August 2014	✓ *Design-Build* ✓ *Roadway and Survey* ✓ *Structures and Bridges* ✓ *Environmental* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *TCD/TMP* ✓ *Right-of-way* ✓ *Park and Ride Facilities* ✓ *Ped. Accommodations* ✓ *Utilities* ✓ *Public Involvement* ✓ *QA/QC and CEI* ✓ *Overall Project Mgmt.*
(3.) Prince William County DOT, Route 15 (DB), Haymarket, VA ($4.7M) – *Contract Manager.* David managed the estimating, value engineering, construction, budget and cost controls of five new bridges and three bridge demolitions. He supervised a project manager and several superintendents in the successful completion of the new bridge construction and existing bridge demolitions. David served as the D.W. Lyle Corp. liaison to the Prime Contractor and design team. In this role, he reviewed bridge designs for constructability, economy of construction process, economy of materials, completeness, accuracy and conformance to contract documents. Coordinated QA/QC efforts with prime contractor and project QA/QC Team. The project was completed on time and under budget. **Firm:** D.W. Lyle Corporation / **Project Dates:** August 2007 to July 2009	✓ *Design-Build* ✓ *Roadway and Survey* ✓ *Structures and Bridges* ✓ *Environ./Geotechnical* ✓ *Hydraulics/TCD/TMP* ✓ *Right-of-way/ Utilities* ✓ *Ped. Accommodations* ✓ *Public Involvement* ✓ *QA/QC and CEI* ✓ *Overall Project Mgmt.*
(4.) VDOT, Route 288(DB-PPTA,) Chesterfield, Goochland and Powhatan Counties, VA ($19.6M) – *Contract Manager/Co-Coordinator for Project Bridge Team.* On behalf of the Project Bridge construction team, David participated in all initial project and bridge scoping, bridge design reviews, full project and bridge specific value engineering, estimating, project negotiation, project Q/C team, project scheduling, and also participated in a wide variety of "unknown conditions" resolutions during construction. He managed the estimating, contract negotiation, budget and cost controls for D. W. Lyle Corporation on 16 different bridge structures as well as a significant amount of storm drainage, earthwork and grading. He supervised a work force that included one project manager, two project engineers, one survey party chief, five bridge superintendents and one grade superintendent to complete 16 bridges, MSE retaining walls, bridge approach fills and several sections of mainline Route 288. In addition, Mr. Lyle coordinated all work with project QA/QC teams. The project was completed ahead of schedule and under budget. **Firm:** D.W. Lyle Corporation / **Project Dates:** January 2000 to November 2003	✓ *Design-Build* ✓ *Roadway and Survey* ✓ *Structures and Bridges* ✓ *Environmental* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *TCD/TMP* ✓ *Right-of-way* ✓ *Ped. Accommodations* ✓ *Utilities* ✓ *Public Involvement* ✓ *QA/QC and CEI* ✓ *Overall Project Mgmt.*
(5.) VDOT, HOT Lanes I-495 and Dulles Toll Road Interchange (DB P3), Northern, VA ($42M) Subcontractor to Fluor Lane, LLC - *Contract Manager.* David managed the estimating and procurement of this project centered at I-495 and Dulles Toll Road in Tysons Comer, VA, one of the busiest interchanges in the United States. The project included 16 bridges and 160,000+ SF of MSE wall, storm drainage, and a significant amount of select structural fill material. During contract execution, he supervised one project manager, one project engineer and multiple superintendents for safety, quality control, cost control, overall budget adherence, schedule and contract compliance. Coordinated with project QA/QC Team. **Firm:** D.W. Lyle Corporation / **Project Dates:** March 2010 to November 2012	✓ *Design-Build* ✓ *Roadway and Survey* ✓ *Structures and Bridges* ✓ *Environmental* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *TCD/TMP* ✓ *Public Involvement* ✓ *QA/QC and CEI* ✓ *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:
Jerry T. Whitlock, P.E. Deputy Design-Build Project Manager

b. Project Assignment: **Resident Construction Engineer (RCE)**

c. Name of Firm with which you are now associated: **Wagman Heavy Civil, Inc.**

d. Years experience: With this Firm <**1** Years With Other Firms **10** 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.):

Wagman Heavy Civil, Inc.

Start Date: July 2015 **End Date:** Present **Position:** *Deputy Design-Build Project Manager*
Responsibilities: Primary Point of Contact responsible directly to the Design-Build Project Manager (DBPM) for overseeing Design-Build projects from award through design, construction and final acceptance, including direct supervision and control of multiple design consultants, QA/QC programs and procedures, schedule, budget and all construction engineering.

Cherry Hill Construction, Inc.

Start Date: January 2012 **End Date:** June 2015 **Position:** *Construction Manager/Project Manager*
Responsibilities: Exercise second level management over Design-Build projects from award through final acceptance with principle responsibility over construction and QC activities including project schedule and budget.

Start Date: June 2005 **End Date:** December 2011 **Position:** *Senior Project Engineer*
Responsibilities: Exercise first level management over Design-Build projects from award through final acceptance with principle responsibility for QC, submittals, project schedule, construction engineering, requests for information (RFI), maintenance of traffic (MOT) and survey.

United States Navy

Start Date: December 2005 **End Date:** Present **Position:** *Civil Engineer Corp Officer*
Responsibilities: Management of assigned Department of Navy construction, facilities and personnel. This includes self-performed construction (horizontal and vertical), contracting of construction and design services, acquisition of major end items, leadership and management of units up to 630 personnel and facilities management, inspection and operations. All services performed in permissive, austere and/or hostile environments both overseas and in the continental US.

Summary of Relevant Experience

- 10 Years Interchange Design Mgmt.
- 10 Years Construction Mgmt.
- VDOT NOVA DB Projects $162 M
- Mgmt. of 10 DBs (4 with JMT)
- Registered PE in Virginia
- Integrated Utility/ROW Mgmt.
- VDOT Compliant QA/QC
- Develop./ Mgmt. of complex TMP/MOT
- 2 major Interstates projects in NOVA

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
West Virginia University, Morgantown, WV/Master of Science/2003/Civil Engineering
Virginia Military Institute, Lexington, VA/Bachelor of Science/2002/Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
2008/Virginia Registered Professional Engineering No. 0402043179 (Also registered in DE, DC, FL, and MD)
2013/Virginia DEQ Responsible Land Disturber/39701

g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*
2. *Note whether experience is with current firm or with other firm.*
3. *Provide beginning and end dates for each 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 ACTIVITIES

(1.) VDOT, Route 7 Widening and Bridge Rehabilitation Over Dulles Toll Road and Airport Access Highway (DB), Vienna, VA ($39.8M) – *Deputy DBPM.*
Primary POC responsible directly to the DBPM for overseeing the project from award through design, construction and final acceptance, including direct supervision and control of multiple design consultants, QA/QC programs and procedures, schedule, budget and all construction engineering. This project consists of removal and replacement of the bridge superstructure, rehabilitation and raising the substructure, widening the superstructure, and construction of Shared Use Paths in both directions including overpasses and underpasses.
Firm: Wagman Heavy Civil, Inc. / **Project Dates:** April 2012 to July 2013

- ✓ *Design-Build*
- ✓ *Roadway and Surveys*
- ✓ *Structures and Bridges*
- ✓ *Geotechnical/Utilities*
- ✓ *Hydraulics/Right-of-Way*
- ✓ *TCD/TMP*
- ✓ *Public Involvement*
- ✓ *QA/QC and CEI*
- ✓ *Overall Project Mgmt.*

(2.) NAVFAC, P-230 Joint Headquarters (DB), Camp Lemonier, Djibouti, Africa, ($36.2M Construction & $32M IT Fit out) – *Construction Site Security Manager*. Primary responsibility for integrity/functionality of classified spaces in this high visibility DB project. Responsible for coordinating space, IT requirements and accreditation requirement for two commands with NAVFAC's Contracting Officer, the DBT, DISA, DIA, and SPAWAR all while meeting the limitations of the project's RFP. Ensured complex classified/sensitive plans were coordinated between multiple design consultants throughout all phases of design and post AFC design to meet the intent of the RFP without breaching classification requirements. After AFC, had primary responsibility to ensure the contractor's construction processes, QA/QC met the projects physical/electronic security requirements, including computer systems physical security measures, material integrity control and worker inspection and monitoring. Performed coordination throughout construction. **Firm:** United States Navy / **Project Dates:** September 2013 to May 2016	✓ *Design-Build* ✓ *Roadway and Survey* ✓ *Environmental* ✓ *Utilities* ✓ *QA/QC and CEI* ✓ *Overall Project Mgmt.* *Overall Project Mgmt.*
(3.) EFLHD/VDOT, Mark Center Short and Mid-Term Improvements (DB), Alexandria, VA ($9.1M) – *Construction Manager*. Had primary responsibility for development of the winning technical proposal that provided best value for this complex project. During design had primary responsibility for coordination of the design with JMT and construction between FHWA, VDOT, the Department of Defense (DOD), the City of Alexandria and multiple private stakeholders. After AFC had primary responsibility for all aspects of construction, including temporary works design, schedule, QC, post AFC design integration and management and change management. This project included extensive utility relocations, R/W acquisitions, an extremely compressed schedule and complex traffic management criteria. This project widened and reconstructed 1.2 miles of roadway, reconstructed two signalized intersections, one interstate onramp, a retaining wall and the associated drainage improvements. Had primary responsibility for development of the winning technical proposal that provided best value for this complex project. **Firm:** Cherry Hill Construction, Inc. / **Project Dates:** April 2012 to July 2013	✓ *Design-Build* ✓ *Roadway and Survey* ✓ *Environmental* ✓ *Hydraulics* ✓ *TCD/TMP* ✓ *Right-of-way* ✓ *Ped. Accommodations* ✓ *Utilities* ✓ *Public Involvement* ✓ *QA/QC and CEI* ✓ *Overall Project Mgmt.*
(4.) EFLHD/VDOT, Fairfax County Parkway (FCP) Extension (DB), Springfield, VA ($112.5M) – *Senior Project Engineer.* Had primary responsibility for coordination of rolling design with JMT and construction items to ensure that design remained on schedule and maximized the projects benefit to the Owners. Also has responsibility over the project schedule, temporary works design, coordination of lane closures and the project tie in with I-95. Coordinated with multiple stakeholders to ensure contractual requirements of all agencies. Ensured strict adherence to the QA/QC programs. The project included 6 major highway bridge structures, highway and local ramps and interchanges, more than 2.7 miles of roadway construction, utility relocation, stringent environmental concerns and SWM practices, a critical ordinance safety/removal program, and an extremely aggressive schedule contract completion. Context sensitive solutions were used in the design of the Accotink Creek bridge structure minimizing impact to the watershed. Additional design work enhanced multimodal accessibility at the Fullerton Rd. intersection. Served on the VA Mega Projects Community Resource Board during this project and received a "Star Partner" award for his exceptional dedication, teamwork, and professionalism from NGA and USACE. **Firm:** Cherry Hill Construction, Inc. / **Project Dates:** October 2008 to July 2011	✓ *Design-Build* ✓ *Roadway and Surveys* ✓ *Structures and Bridges* ✓ *Environmental* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *TCD/TMP* ✓ *Right-of-Way* ✓ *Park and Ride Facilities* ✓ *Ped. Accommodations* ✓ *Utilities* ✓ *Public Involvement* ✓ *QA/QC and CEI* ✓ *Overall Project Mgmt.*
(5.) EFLHD/DDOT, 9th Street Bridge Replacement over NY Ave and Railways (DB), Washington, DC ($58.4M) – *QC Manager/Sr. Project Engineer*. Assigned to the project from proposal through construction. Primary responsibility during the design phase of ensuring constructability of the design, schedule and coordination of the design between the project stakeholders. During construction responsibilities were to ensure implementation of the project QA/QC plan with secondary tasks for project schedule, temporary formwork, support of excavation design including temporary support of active railroad lines, demolition plan design and development/design of innovative (never before approved by Amtrak) railroad shielding for both construction/demolition. Project required multi-disciplined design efforts with JMT to facilitate the phased removal and complete reconstruction of an existing structure spanning NY Ave, as well as active CSXT and Amtrak railroads. Context sensitive solutions were used in the design of the bridge structure, which resulted in numerous enhancements including widened sidewalks, bicycle lanes, and architectural elements. A partnership established between all project shareholders was crucial to this project. **Firm:** Cherry Hill Construction, Inc. / **Project Dates:** September 2006 to July 2011	✓ *Design-Build* ✓ *Roadway and Surveys* ✓ *Structures and Bridges* ✓ *Environmental* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *TCD/TMP* ✓ *Right-of-Way* ✓ *Ped. Accommodations* ✓ *Utilities* ✓ *Public Involvement* ✓ *QA/QC and CEI* ✓ *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 RCE.**	

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:
Richard Allen, P.E., DBIA Quality Assurance Manager

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

c. Name of Firm with which you are now associated: **Quinn Consulting Services, Inc.**

d. Years experience: With this Firm **2** Years With Other Firms **18** 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.):

Quinn Consulting Services, Inc.

Start Date: September 2013 **End Date:** Present **Position:** *Quality Assurance Manager*
Responsibilities: As Quality Assurance Manager (QAM), worked on the nearly $1 Billion I-95 Express Lanes Design-Build project, the DC Water & Sewer Authority Division I, Main Pumping Station Diversions Design-Build project, & the Route 7 over Dulles Toll Road Design-Build Project. In addition, served as the assistant/back-up Quality Assurance Manager on the $77 million VDOT Route 606 Design-Build widening project in Loudoun County, VA. Responsibilities included supervising Quality Assurance activities & monitoring Quality Control for compliance with the approved QA/QC Plan, the Minimum Requirements as set forth in the VDOT QA/QC Design-Build Manual, & other relevant documents incorporated into the contracts.

Dulles Transit Partners

Start Date: December 2007 **End Date:** October 2012 **Position:** *Lead Structural Engineer*
Responsibilities: Worked on the $2.75 Billion Dulles Metrorail (Phase 1 - Silver Line) Design-Build PPTA Project in Northern Virginia.

- During the design phase of the project, oversaw a group of design engineers with the overall goal of providing a quality design package with respect to completeness, accuracy, and consistency between various design package submittals. Specific responsibilities included the review of civil structural design calculations, drawings, and specifications for evaluation of constructability and conformance with contract plan documents, design standards and applicable specifications and codes such as WMATA, VDOT, AREMA, AASHTO, ASCE, ACI, PCI, and IBC.
- During the construction phase, performed site inspections and monitored quality of materials and workmanship and assisted the construction team in addressing field issues as they arose on the project. Also, developed remedial solutions to correct non-conformance issues.

The Reinforced Earth Company, Inc.

Start Date: May 2000 **End Date:** December 2007 **Position:** *Regional Engineer*
Responsibilities: Worked for this national leader in Mechanically Stabilized Earth (MSE) wall design and material supply as a Senior Civil Design Engineer. Responsibilities included final design of MSE wall shop drawings for specific regions of the United States. Also responsible for addressing both field design and quality control issues as related to both MSE and noise walls.

Summary of Relevant Experience

- Registered PE in Virginia
- 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:
Old Dominion Univ./M.Eng./1995/Civil Engineering; The Pennsylvania State Univ./BS/1992/Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
Registered Licensed PE in VA (#0402036809, Expires 11/30/17), DC, MD and PA

g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*
2. *Note whether experience is with current firm or with other firm.*
3. *Provide beginning and end dates for each 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 ACTIVITIES
(1.) VDOT/I-95 Express Lanes (DB PPTA), Northern, VA ($1B) - *Quality Assurance Manager.* Mr. Allen was the Quality Assurance Manager (QAM) on this nearly $1 Billion Design-Build project financed, constructed, and operated under Virginia's Public-Private Transportation Act (PPTA). The I-95 Express Lane project was divided into the following four segments: **Segment 1 (8.3-miles**) – Garrisonville Road to Dumfries Road, 2-lane reversible section on new location (7 new bridges, inclusive of 2 flyovers & NB slip ramp); **Segment 2 (7-miles) –** Dumfries Road to Prince William Pkwy., Maintained Geometry of Existing Roadway; **Segment 3 (11.9-miles) –** Prince William Parkway to I-495, added 3rd Lane; and **Segment 4 (2.2-miles) –** I-495 to North of Edsall Road, added 3rd Lane. His responsibilities include implementing and maintaining the Quality Management System (QMS) throughout the project; providing leadership to a team of Quality Assurance (QA) inspectors responsible for monitoring and verifying the Quality Control (QC) Process; scheduling, facilitating, and preparing meeting minutes for Preparatory Inspection Meetings. Mr. Allen is also responsible for initiating the non-conformance process for those items reported by the QA Inspection and Testing Team; conducting internal and external design and construction auditing; overall internal auditing responsibilities to verify that the QA/QC material sampling and testing process meets or exceeds the contract minimum requirements and the Materials Notebook documentation is in conformance with the established process. He is also tasked with providing materials sampling and testing audits to ensure practices and procedures are consistent throughout the project; conducting periodic auditing of erosion and sediment control measures and project documentation to verify adherence with the project requirements and recommend procedural improvements as deemed necessary; and providing continuing improvement to the existing QA/QC process. **Firm:** Quinn Consulting Services, Inc. / **Project Dates:** October 2013 - November 2015	✓ *Design-Build* ✓ *Roadway and Survey* ✓ *Structures and Bridges* ✓ *Environmental* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *TCD/TMP* ✓ *Right-of-way* ✓ *Ped. Accommodations* ✓ *Utilities* ✓ *Public Involvement* ✓ *QA/QC and CEI*
(2.) VDOT, Route 7 over Dulles Toll Road (DB), Vienna, VA ($45M) – *Quality Assurance Manager.* This project included widening Route 7 west of Tyco Road to include two existing bridges over the Dulles Toll Road & Airport Access Highway. Specifics included: New construction of Route 7 west of Tyco Road to tie into previous Route 7 improvements conducted under the Metrorail (Silver Line) Project, including widening from four to six lanes; deck replacements of two bridges over the DTR, including abutments & substructure repairs; addition of a shared-use path in each direction of Route 7; drainage & storm water management improvements; and design/construction of noise barrier & MSE abutment walls. Mr. Allen provides oversight of the Project Quality Assurance Process, project QA staffing & coordination of QA/QC testing requirements. He verifies all work performed is inspected & tested per the VDOT Minimum Requirements for Quality Assurance and Quality Control on Design-Build and Public-Private Transportation Act Projects & the Project Specific QA/QC Plan. **Firm:** Quinn Consulting Services, Inc. / **Project Dates:** July 2015 - December 2017	✓ *Design-Build* ✓ *Roadway and Survey* ✓ *Structures and Bridges* ✓ *Environmental* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *TCD/TMP* ✓ *Right-of-way* ✓ *Ped. Accommodations* ✓ *Utilities* ✓ *Public Involvement* ✓ *QA/QC and CEI.*
(3.) VDOT, Route 606 Loudoun County Parkway/Old Ox Road Reconstruction and Widening (DB), Loudoun County, VA ($77M) - *Assistant Quality Assurance Manager.* This project includes the reconstruction and widening of Route 606 Old Ox Road, from its original two-lane configuration to a four-lane median-divided urban collector. The final plan is for a six-lane limited-access, median-divided urban arterial with additional provisions for possible bus/HOV lanes. Specifics include: ▪ Increase in the mass of the existing earthen dam structure and reconstruction of a portion of the principal spillway pipe to accommodate the widening of Route 606. ▪ Alignment of ramps accessing the toll plaza from the Dulles Greenway. ▪ Improvements to Evergreen Mills Road consisted of widening to receive dual left turn lanes from eastbound Route 606 and provide dual right and a single left turn onto Route 606. ▪ Drainage & storm water management improvements, including closed system drainage, several new major cross culverts and open channels and roadside ditches. ▪ Design/construction of noise barrier & MSE abutment walls. Mr. Allen prepares meeting agendas for each Preparatory Meeting, maintains the project Frequency of Testing Log, and prepares monthly Quality Assurance reports. **Firm:** Quinn Consulting Services, Inc. / **Project Dates:** September 2015 - March 2018	✓ *Design-Build* ✓ *Roadway and Survey* ✓ *Structures and Bridges* ✓ *Environmental* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *TCD/TMP* ✓ *Right-of-way* ✓ *Ped. Accommodations* ✓ *Utilities* ✓ *Public Involvement* ✓ *QA/QC and CEI.*

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 Quality Assurance Manager.

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 **14** Years With Other Firms **8** 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: March 2013 **End Date:** Present **Position:** *Vice President*
Responsibilities: Mr. Hayzlett was promoted to Vice President in March of 2013. Section Head for Virginia Highways Group. He has been instrumental in the successful management and design of many VDOT, Federal, county and municipal transportation projects including Design-Build procurements. His real strength and passion is in the design of urban projects, and his experience ranges from civil/site transportation projects to secondary roadways to principal arterials including interchange design.

Johnson, Mirmiran & Thompson, Inc.

Start Date: Dec. 2001 **End Date:** March 2013 **Position:** *Senior Associate/Civil Engineer*
Responsibilities: Mr. Hayzlett worked on numerous transportation projects including public involvement policy, environmental documentation and permitting preparation, along with roadway and hydraulic design. Clients have included federal, state and local agencies throughout Virginia including the FHWA (Eastern Federal Lands Highway Division), VDOT, Metropolitan Washington Airports Authority, Chesterfield County, Henrico County, James City County, Loudoun County, Prince William County, Spotsylvania County, City of Newport News, City of Norfolk, City of Poquoson, City of Richmond, City of Suffolk, City of Virginia Beach and Town of Herndon. He is well versed in AASHTO design standards and specifications.

Stantec Consulting, Inc.

Start Date: March 1994 **End Date:** Dec. 2001 **Position:** *Project Manager*
Responsibilities: Mr. Hayzlett 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

- Registered PE in Virginia
- Worked on several DB projects in Virginia
- 22+ years of highway transportation infrastructure experience including roundabout design
- 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, Blacksburg, VA/Bachelor of Science/1993/Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
1999/Virginia Registered Professional Engineering No. 0402 32936
Work Zone Traffic Control Certification No. 121609006
VDOT Guardrail Inspection No. ISP-1116100-20

g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*
2. *Note whether experience is with current firm or with other firm.*
3. *Provide beginning and end dates for each 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 ACTIVITIES
(1.) VDOT, Odd Fellows Road Interchange at US Route 29/460 and Road Improvements (DB), Lynchburg, VA ($29.8M) – *Design Manager.* Responsible for the professional engineering services to upgrade and extend Odd Fellows Road to US 460/29 in Lynchburg, VA. The project is being implemented as a Design-Build Project. JMT is teamed with Wagman Heavy Civil, Inc. construction firm and serving as the prime design firm on the project. The project includes the design/construction of a tight diamond interchange between Odd Fellows Road and US 460/29; widening and reconstruction of 1.5 miles of Odd Fellows Road to a three-lane typical section with a two-way left turn lane, curb and gutter, sidewalk and a 10-foot shared use path; reconstruction and widening of a bridge over the Norfolk Southern Railroad; and construction of three roundabouts along Odd Fellow Road. The project is being designed under a very aggressive design-build schedule, which requires the close weekly coordination between VDOT, the City, Wagman, and FHWA. **Firm:** Johnson, Mirmiran & Thompson, Inc./**Project Dates:** Nov. 2015 - Aug. 2018	✓ *Design-Build* ✓ *Roadway and Survey* ✓ *Structures and Bridges* ✓ *Environmental* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *TCD/TMP* ✓ *Ped. Accommodations* ✓ *Utilities/Right-of-Way* ✓ *Public Involvement* ✓ *QA/QC and CEI* ✓ *Overall Project Mgmt.*
(2.) VDOT, Route 3 Widening (DB), Culpeper District, VA ($23.6M) – *Lead Highway 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. An 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/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 3 major large diameter high pressure gas mains. **Firm:** Johnson, Mirmiran & Thompson, Inc./ **Project Dates:** Nov. 2013 – Aug. 2018	✓ *Design-Build* ✓ *Roadway and Survey* ✓ *Structures and Bridges* ✓ *Environmental* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *TCD/TMP* ✓ *Right-of-way* ✓ *Ped. Accommodations* ✓ *Utilities* ✓ *Public Involvement* ✓ *QA/QC and CEI* ✓ *Overall Project Mgmt.*
(3.) Route 61 Bridge Replacement and Approaches over New River (DB), Giles County, VA ($15M) – *Lead Roadway Engineer.* Responsible for the design of the road approaches and associated elements for the Route 61 Bridge Replacement Design-Build project in the Town of Narrows, Giles County, VA. This project will replace the existing, structurally deficient bridge that crosses the New River, Route 460, and Old Virginia Avenue with a new, 1140', two-lane Bridge with sidewalks and includes reconstruction of the roadway approaches at both ends of the proposed structure. The design scope of services includes survey, subsurface utility engineering, road design, bridge design, drainage and stormwater management design, hydrologic and hydraulic analysis, geotechnical engineering, environmental permit acquisition, utility coordination and relocations, right-of-way acquisition, signing and marking, and public involvement. **Firm:** Johnson, Mirmiran & Thompson, Inc. / **Project Dates:** Nov. 2010 to August 2014	✓ *Design-Build* ✓ *Roadway and Survey* ✓ *Structures and Bridges* ✓ *Environ./Geotechnical* ✓ *Hydraulic/TCD/TMP* ✓ *Right-of-way* ✓ *Park and Ride Facilitie* ✓ *Ped. Accommodations* ✓ *Utilities/Right-of-Way* ✓ *Public Involvement* ✓ *QA/QC and CEI* ✓ *Overall Project Mgmt.*
(4.) FHWA-EFLHD/VDOT, Fairfax County Parkway Extension (DB), Springfield, VA ($112.5M) – *Project Engineer/ Roadways.* Responsible for the design and roadway construction of a segment of the Parkway between Rolling Road (Route 638) on the north and Fullerton Road on the south. This project is 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 includes relocation of portions of Hooes Rd. and Rolling Rd.; a multipurpose trail along a portion of the road; interchanges at Rolling Rd. and the EPG access road; and bridges at Fullerton Road and Accotink Creek. *Received a "Star Partner" award for their exceptional dedication, teamwork, and professionalism in support of the project's goals by the NGA & USACE.* **Firm:** Johnson, Mirmiran & Thompson, Inc./ **Project Dates:** Oct. 2008 to July 2011	✓ *Design-Build* ✓ *Roadway and Survey* ✓ *Structures and Bridges* ✓ *Environ./Geotechnical* ✓ *Hydraulics/TCD/TMP* ✓ *Park and Ride Facilitie* ✓ *Ped. Accommodations* ✓ *Utilities/Right-of-Way* ✓ *Public Involvement* ✓ *QA/QC and CEI* ✓ *Overall Project Mgmt.*
(5.) VDOT, Route 15/460 Approaches & Bridge over Buffalo Creek (DB), Town of Farmville, VA ($2.9M) – *Project Engineer/Roadways.* Responsible for this DB Bridge and approach roadways with our Contractor. The project is for a bridge replacement at the same location as the existing bridge. The replacement bridge is a 3-span, 270' long and 58'-8" wide structure. The approach work was minimal but the maintenance of traffic was critical in maintaining two way traffic throughout construction and in maintaining access for the fire station at the northeast corner of the existing bridge. **Firm:** Johnson, Mirmiran & Thompson, Inc./ **Project Dates:** Jan. 2007 to August 2008	✓ *Design-Build* ✓ *Roadway and Survey* ✓ *Structures and Bridges* ✓ *Environ./Geotechnical* ✓ *Hydraulics/TCD/TMP* ✓ *Ped. Accommodations* ✓ *Utilitie/Right-of-Way* ✓ *Public Involvement* ✓ *QA/QC and CEI* ✓ *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:
Thomas E. Berry Construction Manager

b. Project Assignment: **Construction Manager (CM)**

c. Name of Firm with which you are now associated: **Wagman Heavy Civil, Inc.**

d. Years experience: With this Firm **<1** Years With Other Firms **45** 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.):

Wagman Heavy Civil, Inc.

Start Date: June 2015 **End Date:** Present **Position:** General Superintendent (*Construction Manager)*
Currently, Tom is working as the General Superintendent in charge of many highway projects throughout Wagman's Virginia Operational Region. He is responsible for the project safety, schedule, labor, equipment, material and subcontractor budget adherence, productions and quality control activities. Those projects are a mix of VDOT, Municipal, industrial and developer ownership. Project delivery methods include both Design-Build and Design-Bid-Build. Tom is responsible for coordinating multiple projects on earthwork, grading, storm drainage, utility construction, pile driving, shoring, bridge construction, signing and lighting.

ACS Group/Dragados-USA, Inc.

Start Date: March 2013* **End Date:** June 2015 **Position:** *General Superintendent*
Tom served as the General Superintendent for the Winston-Salem Beltway in Winston-Salem NC ($154M) and the New Base Entry Road in Camp Lejeune, NC ($40M) projects. On both projects he was responsible for all structures, earthwork, drainage, utility work, and a safe jobsite.
*The gap between ACS Group/Dragados-USA, Inc. and Archer Western Contractors, LTD. was due to Tom having the opportunity to take extended time off to travel and spend time with family.

Archer Western Contractors, LTD.

Start Date: February 2008 **End Date:** December 2010 **Position:** *General Superintendent*
Tom was the General Superintendent on the I-10/I-95 Interchange, a $150M Design-Build project. He was responsible for oversight of all field operations including structures, dirt, pipe, concrete, paving, MOT, erosion control, scheduling, subcontractors, equipment and crew utilization.

Cherry Hill Construction – Florida Division

Start Date: December 2006 **End Date:** February 2008 **Position:** *General Superintendent*
Tom was General Superintendent on three projects:

- *US Highway 27 Haines City, FL, $35M:* This project was a total rebuild of US Highway 27 through Haines City. Tom was responsible for oversight of all bridge, pipe, earthwork, grading and subcontractors.
- *Highway 417 Orlando, $40M:* This project consisted of the widening of Highway 417 roadway from the Boggy Creek Toll Plaza and John Young Toll Plaza to the Orlando International Airport. Tom was responsible for oversight of all pipe, earthwork, grading, and all subcontractors.
- *Ronald Reagan Parkway, Polk County, $26M:* This project consisted of the widening of Ronald Reagan Parkway to four lanes and turning lanes. Tom was responsible for oversight of entire project including all paving, sidewalks, curbs, utilities, and drainage excavations.

Granite Construction Company

Start Date: August 1986 **End Date:** December 2006 **Position:** *Grading Superintendent/Project Superintendent/General Foreman*
Tom served as Grading Superintendent, Project Superintendent, or General Foreman for a variety of roadway and bridge improvement projects throughout Florida, with a combined value of $608M. His general responsibilities included oversight of the project, including roadway grading, pipe, de-mucking, borrow materials, and excavation.

Summary of Relevant Experience

- DB Construction Manager exp.
- Soil Remediation experience
- Interstate Constr. experience
- Multiple Complex Large Project management experience
- Safety Management experience
- Excavation, Structures, Storm Drainage, Utilities, Roadway Construction experience.
- Environmental mitigation experience

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: no higher education

f. Active Registration: Year First Registered/ Discipline/VA Registration #:

CSX Railroad Safety	**Crane Safety & Awareness**
OSHA 30 Hour	**Excavation & Trenching Competent Person**
NCCER Site	**Scaffold Competent Person**

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

1. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*
2. *Note whether experience is with current firm or with other firm.*
3. *Provide beginning and end dates for each 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 ACTIVITIES
(1.) I-10/I-95 Interchange, (DB), Jacksonville, FL ($150M) – *General Superintendent (Construction Manager).* Tom was in charge of all construction operations including safety, traffic control, clearing, erosion control, excavation, unsuitable material removal or remediation, borrow pit development, storm drainage, utilities, roadway construction, and bridge construction. He was also responsible for management of project safety, project QC services, management and coordination with public utilities relocations, subcontractors, scheduling and coordination with adjacent projects and third parties. Project Description: This project (The Big "I") reconstructed the terminus of Interstate 10 at Interstate 95 in busy Jacksonville, Florida. The project consisted of 17 bridges, 21 ramps, and 25 lane miles built over and around traffic moving through one of the busiest interchanges in Florida. In addition to significant removal and/or remediation of unsuitable soils, 600,000 CY of unclassified excavation, maintenance of traffic required intense coordination with construction activities, local third party concerns, tourists, and interstate thru traffic in a heavily congested urban environment. The project also constructed a new FDOT parking facility. Multiple bridge replacements, interchange modifications and relocations of interstate access points. The project also required careful consideration of sensitive environmental conditions due to the proximity of the St. Johns River, adjacent tributaries and wetlands. The project finished **six months ahead of schedule** and won the **2011 America's Transportation Award**. **Firm:** Archer Western Contractors, LTD/**Project Dates:** February 2005– November 2010 (Tom started January 2008)	✓ *Design-Build* ✓ *Roadway and Survey* ✓ *Structures and Bridges* ✓ *Parking Lots* ✓ *Storm Drainage* ✓ *Subcontractor Management* ✓ *Environmental* ✓ *SWMP Facilities* ✓ *Erosion Control* ✓ *Soil Remediation* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *TCD/TMP* ✓ *Utilities* ✓ *Signing* ✓ *Lighting* ✓ *Public Involvement* ✓ *QA/QC and CEI* ✓ *Overall Project Mgmt.*
(2.) Winston-Salem Beltway/Outer Loop (DBB), Winston-Salem/Kernersville, NC ($154M) – *General Superintendent (Construction Manager).* Tom was in charge of all construction operations including safety, clearing, erosion control, excavation, unsuitable material removal or remediation, borrow pit development, storm drainage, utility construction, traffic control, roadway, and bridge construction. He worked with DOT QA/QC and inspection personnel to ensure all work put in place met NCDOT and project specific requirements. He coordinated MOT and project phasing with NCDOT, subcontractors, adjacent projects and third party concerns. Project Description: This project includes construction of a new interstate interchange on I-40 with a new limited access beltway around the North side of Winston-Salem, NC. Work included 16 bridges, 3,500,000 CY of unclassified excavation, 2,900,000 CY of borrow excavation, 47,000 feet of storm drainage, 130,000 SY of lime stabilization, 195,000 SY of cement treated base, lighting, signing, and DMS/CCTV in urban/suburban surroundings. **Firm:** ACS Group/Dragados-USA, Inc./**Project Dates:** November 2014 – June 2015 (project still active)	✓ *Roadway and Survey* ✓ *Structures and Bridges* ✓ *Environmental* ✓ *SWMP Facilities* ✓ *Storm Drainage* ✓ *Erosion Control* ✓ *Geotechnical* ✓ *Soil Remediation* ✓ *TCD/TMP* ✓ *Utilities* ✓ *Signing* ✓ *Lighting* ✓ *Subcontractor Management* ✓ *Overall Project Mgmt.*
(3.) Jewfish Creek, (DB), Key Largo, FL ($158M) – *General Superintendent (Construction Manager).* Tom was responsible for all roadway construction operations including safety, clearing, erosion control, excavation, unsuitable material removal or remediation, borrow pit development, storm drainage, utilities, roadway construction, signing and lighting. He worked in tandem with Bridge Superintendent for successful prosecution of the project. He was responsible for management of project safety, project QC services, management and coordination with public utilities relocations, subcontractors, scheduling and coordination with adjacent projects and third parties. Project Description: This project reconstructed historic US 1 7,500-foot-long Intracoastal Waterway crossing over Jewfish Creek in Key Largo, FL including improving and widening 4.5 miles of roadway, drainage and utilities. The project involved unsuitable materials replacement and an innovative soil mixing technique to remediate poor compressible soils so that a stable roadway base could be constructed surrounded by one of the most environmentally sensitive sites in the USA. Stormwater treatment and retention facilities, and wetlands mitigation were provided as part of a comprehensive effort to restore original water flow between the Everglades and North Key Largo. **Firm:** Granite Construction Company/**Project Dates:** January 2006 - December 2006	✓ *Design-Build* ✓ *Roadway and Survey* ✓ *Structures and Bridges* ✓ *Traffic Control* ✓ *Storm Drainage* ✓ *Environmental* ✓ *SWMP Facilities* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *TCD/TMP* ✓ *Right-of-Way* ✓ *Ped. Accommodations* ✓ *Utilities* ✓ *Public Involvement* ✓ *QA/QC and CEI* ✓ *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.

Tom is currently General Superintendent of Wagman Heavy Civil, Inc.'s Virginia Operations, there is no specific project assignment. He will transition to Full Time, On Site Construction Manager before construction begins on this project.

3.4.1(a)

Lead Contractor Work History Form

WAGMAN | JMT

A DESIGN-BUILD TEAM

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) I-95/I-695 Interchange, Phase I (DBB) **SINGLE CONTRACT*** **Baltimore County, MD** WAGMAN	**Johnson, Mirmiran & Thompson, Inc.**	**Maryland Transportation Authority** **P: 410-537-1000** **PM: David Labella** **P: 410-931-0110 x251** **E: dlabella@mdta.state.md.us**	06/2010	08/2010 (Actual) (Contract completion extended due to extra work)	$208,440	$216,788 (Final) (incentive and Owner change orders)	$216,788 Managing partner of Construction Joint Venture that was the General Contractor responsible for the Entire Contract

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. *For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.

New Bridge over I-95

Widening of I-95

Aerial View of I-95/I-695

Scope/Project Description - This was a $210 million interchange and interstate reconstruction project north of Baltimore City, MD for one of the most heavily traveled interchanges in the United States. The I-95/I-695 Project eliminated an outdated double braided interchange and constructed a new interchange between I-95 & I-695. Wagman was the managing partner of a construction joint-venture formed to build this project. Collaboration, coordination and open communication, facilitated by Wagman, between our joint-venture partners, MdTA and GEC, made this project a success. The project also included demolition of existing bridges, Interstate roadway reconstruction and Interstate roadway widening. This project required major traffic control components to maintain traffic on I-95 and I-695 during construction. The work included 11 bridges: four curved steel flyovers, three mainline bridges, two ramp bridges and two overpass structures. The project also included 75,000 SF of retaining walls; 215,000 SF of drilled caisson post and panel noise walls; 1,100,000 CY of excavation; 30,000 LF of drainage pipe; 175,000 tons of asphalt paving; milling of mainline I-95, widening of I-695, widening of I-95 and construction of a High Occupancy tolled "Hot Lane."

This project created unique challenges in stormwater management and Wagman maintained an "A" rating for Erosion and Sedimentation during construction. Working closely with Maryland Department of the Environment and the Project environmental compliance team we adjusted the erosion and sedimentation sequencing to align with earthmoving operations; improving the project schedule and minimizing impacts to the environment. Wagman widened and reconstructed mainline I-95, creating express toll lanes (Hot Lanes); maintaining traffic and successfully conducted major traffic switches along I-95 and I-695. Wagman suggested a Value Engineering proposal to redesign the foundation system on the main flyover structures. Working with JMT and MdTA we proposed an alternate deep foundation system that suited our expertise and resources which resulted in a $2 million savings to the Project ($1M to the Owner). Collaborating with the Designer (JMT), Owner (MdTA), GEC and major subcontractor, Wagman proposed a very successful alternate traffic scheme to minimize impact to the traveling public during steel erection operations. We eliminated a complex "contra-flow" system, and minimized impacts to the traveling public; reducing traffic switches and closures. A partnering environment fostered by Wagman, the Owner and the Designer allowed this type of collaboration with everybody working in the best interest of the project. Utility relocation and coordination enhanced the progress of the project when we proposed to tunnel under I-95/I-695 in lieu of micro-tunneling (subcontractor). This utility installation was self-performed by the Contractor allowing the team to manage the schedule and reduce impacts related to utility relocations. Another utility issue was a major fiber optic communication line that ran through the project. We collaborated with the utility owner to locate and avoid time consuming relocations of this important utility.

We coordinated with the Owner to participate in the public outreach program. We attended meetings, provided input, communicated major traffic switches and responded to third party stakeholder issues. Poor soils required soil cement stabilization, retaining walls and undercut. Wagman addressed the geotechnical issues while maintaining schedule and achieving a major schedule incentive to allow an adjacent contract to tie into our contract without disrupting traffic along the corridor. We removed and replaced some overhead structures to allow widening of I-95 and I-695. Secondary roads were reconstructed and re-aligned to accommodate the new overhead structures. We impacted local neighborhoods and businesses and through communication with the local stakeholders we completed the project with minimal impact to our "neighbors."

Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience - The Similar Scope Activities list to the right outlines work completed that will be needed on this DB project. Wagman worked with JMT and the Owner to develop alternatives that reduced cost and facilitated project completion. We are very familiar with all team members and as a team that is integrated we have a proven history of completing projects on time and within budget. All work was completed along an Interstate corridor that required coordination and cooperation as a team to ensure mobility for the traveling public and local stakeholders.

Relevant and Verifiable Evidence of Good Performance – This project is relevant to the I-95/Route 630 Reconstruction and Widening Project because of the similar scope items including new, widened, reconstructed and rehabilitated roadways and bridges carrying heavy traffic on an accelerated schedule. The project required an efficient management team to meet the project goals. We maintained traffic along two important Interstates without major incident and completed complex traffic switches to maintain the schedule. Environmentally we earned "A" ratings for E&S during construction while coordinating with environmental agencies to mitigate impacts. An innovative Interchange was constructed to accommodate express lanes and local traffic, while widening I-95 to increase capacity and mobility.

SIMILAR ACTIVITES TO I-95/ROUTE 630

- Design-Build: Alternate Foundations & Traffic
- Environmental Compliance
- Design Coordination w/ Designer & Owner on Traffic Maint. & Value Eng. Proposals
- Permit Acq./Modification
- Survey & 3D Modeling
- Major Traffic Control on Interstate Corridor (I-95/I-695)
- New Interchange & Structures
- Utility Coord., Reloc. & Avoid.
- Project Mgmt. & Sched.
- Widening & Reconstruction of I-95/I-695 Interchange
- Milling/Paving I-95/I-695
- Stakeholder Coordination & Communications
- Demolition of Existing Structure over I-95
- Completed On-Time & within Budget
- Drainage
- Met all Project Milestones
- Geotechnical - Deep Foundations, subgrade improvements & slope stabilization.
- Drilled Post and Panel Noise Walls
- Reconstruction of Mainline Bridges on I-95
- Partnering with Owner & Third Party Stakeholders
- Large Sign Structures/ITS
- Stream Maintenance
- ADT on I/95: 170,000 / ADT on I-695: 135,000 (Project Total: 305,000)

SIMILAR RISKS TO I-95/ROUTE 630

Mobility – Coordinated major traffic switches on an Interstate corridor, minimizing impacts to traveling public and locals while widening/ reconstructing an Interstate and secondary roads. Proposed alternate MOT plan minimizing impacts and enhancing project schedule.

Environmental Compliance - Maintained an "A" Rating for Erosion and Sedimentation controls during construction. Worked with regulatory agencies to improve construction sequencing to avoid and minimize impacts.

Existing Geotechnical Conditions – Mitigated poor soils and used various techniques such as undercut, soil cement, engineered slope stabilization and retaining walls. Redesigned deep foundations to progress schedule and reduce cost. Wagman in-house geotechnical engineers designed extensive support of excavation and the field personnel constructed the shoring to maintain traffic and provide a safe working environment for deep foundations construction.

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	
I-95/I-495/I-295 Interchange, Inner Loop Local & Inner Loop Express (DBB) **SINGLE CONTRACT*** **Prince George's County, MD** WAGMAN	**Johnson, Mirmiran & Thompson, Inc. (JMT)/Whitman Requardt & Associates, LLP** **A Joint Venture**	**Maryland SHA** P: **410-357-1000** PM: **Shirlene Cleveland, PE (currently VDOT's NOVA DB Program Manager)** P: **703-713-2084** E: **shirlene.cleveland@vdot.virginia.gov** ***Formerly MD SHA Administration Project Director WWMB**	05/2009	11/2009 (Actual) (due to change orders and owner-granted time extensions)	$93,187	$105,839 (Final) (due to owner-directed changes in scope)	$105,839 General Contractor Entire Contract

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. *For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.

View of I-295/I-95 Interchange bridges looking south

View of I-295/I-95 Interchange bridges looking south

Scope/Project Description – Wagman was the Lead Contractor for the reconstruction and widening of 1.34 miles of I-95/I-495 Inner Loop Local and Express Lanes; 1.21 miles of I-95/I-495 Outer Loop Express; portions of I-295 northbound and southbound; and construction of 11 associated ramps. The Project required reconstruction and relocation of an interchange on an interstate. Wagman constructed eight bridges which included both steel girder and concrete girder bridges, 11 retaining walls that included CIP walls, MSE walls and wire walls with a CIP veneer, and 440,000 CY of roadway excavation. Settlement and consolidation was an issue, therefore over 561,000 LF of wick drains were installed, geotechnical instrumentation installed and monitored, with a five-month waiting period for consolidation and placement of lightweight foam concrete for backfill. Additionally, the project consisted of 16,800 LF storm drainage, 131,500 LF steel piles were driven and 17,000 SF temporary support of excavation was installed. A temporary bridge (contractor design) was installed for haul road access using temporary geosynthetic walls at the abutments. Extensive traffic control was needed to widen and reconstruct Mainline I-95/I-495/ I-295. The project included extensive landscaping, irrigation, signing, lighting and ITS work. Erosion and sediment control work was critical with work being performed adjacent to the Potomac River along with environmental sensitivity due to a bald eagle nesting area. The Woodrow Wilson Memorial Bridge carries an AADT of over 150,000 vehicles.

Wagman successfully utilized the Design-Build process to redesign structural elements to provide the owner $2M of value engineering savings. Wagman and JMT collaborated to redesign the bridge approach and bridge foundation for the structure over the I-495 Capital Beltway. This structure and approach carried a shared use path along the Potomac River, over the Washington Beltway and onto the Main Woodrow Wilson Bridge Structure. The shared use path on this project connected with the shared use project on Wagman's I-95/ I-495 & MD 210 project shared use paths, allowing pedestrians and bicyclists safe access.

During construction JMT worked with Wagman on value engineering proposals to reduce cost and schedule. The redesign of the approach fill using geofoam and bridge foundations resulted in owner savings of $2 million.

The project received awards from MDQI (Award of Excellence, Partnering Bronze Award) and the Northern Virginia Transportation Alliance.

Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience - The involvement of both Wagman and JMT personnel on this project illustrates our proposed Design-Build Team's proven cooperative work history and collaborative abilities that will be applied to the I-95/Route 630 Reconstruction and Widening project to ensure the successful completion of the Project. The Similar Scope Activities List to the right outlines previous work completed that will be needed on this DB project. The proposed staff and their demonstrated experience with similar scope items will ensure continuity within the DBT and its approach, and resulting in an experienced and integrated team with a proven history of completing projects on time and within budget.

Relevant and Verifiable Evidence of Good Performance – This project was one of five separate contracts for the Woodrow Wilson Memorial Bridge (WWMB) replacement project that Wagman constructed. The contracts totaled over $270M, and involved constructing the new National Harbor interchange and reconstructing the I-295 interchange, portions of the MD 210 interchange and along the I-95/I-495 Maryland corridor up to the new WWMB. Maintenance and protection of traffic was extensive as a result of the project's location along the heavily traveled I-95/I-495 corridor, outside Washington, DC. Wagman was the most involved contractor, per dollar volume for this renowned project. Wagman completed this project ahead of schedule and under budget, delivered on DBE goals and maintained an "A" rating for ESC during construction. Wagman built a new interchange between I-95/I-495 and I-295.

SIMILAR ACTIVITIES TO I-95 /ROUTE 630

- Design-Build elements (VE)
- Survey/Right-of-Way
- Structures and Bridges
- Environmental
- Geotechnical
- Hydraulics
- TCD/TMP – High ADT
- Noise Walls
- Utility Coord./Relocation
- Increased Capacity
- Dirt Flow Management
- Landscaping
- Public Involvement/Rel.
- ITS
- Context Sensitive Sols.
- QA/QC
- Interchange Construction
- Third-Party Coordination
- Overall Project Mgmt.
- Interstate & Roadway Widening
- Similar Size Project

SIMILAR RISKS TO I-95/ROUTE 630

Mobility – Required trained, dedicated employees and traffic control resources. Safe, well maintained and efficient traffic control was the "first contact" with public road users. Executed major traffic switches on a high-ADT highway to rebuild inner and outer loop.

Environmental Compliance – Maintained an "A" Rating for Erosion and Sedimentation controls for entire project. Designed and constructed a floating causeway to avoid and minimize impacts to the Potomac River.

Existing Geotechnical Conditions – Experience allowed for the construction team to be innovative to create safer, more economical solutions. This resulted in reducing project duration and cost. Self-performed piling and other geotechnical elements for Bridge 29 foundations and approaches provided an efficient solution for the Owner.

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Intercounty Connector Contract B (DB) **SINGLE CONTRACT*** **Montgomery and Prince George's Counties, MD** WAGMAN	**Parsons**	**Maryland SHA** P: **443-572-5222** PM: **Mark Coblentz** P: **443-844-0906** E: **mcoblentz@sha.state.md.us**	08/2010	11/2011 (Actual) (due to change orders and owner-granted time extensions)	$545,092	$560,754 (Actual) (Incentive and scope modifications by MD SHA)	$560,754 Equity Member of Joint Venture Entire Contract

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. *For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.

Longmead Crossing Drive Bridge

Sweeping Structural Bridge over Northwest Bridge

New Hampshire Avenue and ICC Interchange, a Single Point Urban Interchange (SPUI)

Scope/Project Description - ICC B was a $570 million highway Design-Build, best value project extending from MD 97 to MD 29. Wagman was an equity member of a fully integrated construction joint venture, and financially responsible for the project. Contract B involved 7.5 miles of new controlled access, six-lane, tolled roadway with two interchanges; MD 650 New Hampshire Avenue and MD 182 Layhill Road and three cross road bridges. The work included 2.5 million yards of excavation, drainage, temporary detours for cross roads, utility relocations, 13 bridges, 300,000 SF of noisewalls and retaining walls. Stormwater management facilities were created, and reconstructed to handle the new stormwater run-off and updated regulations. The project included ITS to inform the public and open road tolling to collect tolls that included hardwired and cellular connections. The ITS and ETC system had to be integrated with the existing system maintained by the State. Quality Control was the responsibility of the Design-Builder and we managed the QC Program. The Intercounty Connector project was an extremely environmentally and community sensitive project and extensive measures were planned by the Design-Build team to minimize the environmental impact of this project. Many Wagman Personnel excelled and were placed in position of authority, such as Structure Construction Manager, General Bridge Superintendent, Piling Manager, Beam Erection Manager, field engineers, carpenters, operators, laborers, E&S workers and MOT personnel. We utilized many Alternate Technical Concepts and other innovations to reduce cost, improve schedule or improve environmental performance, such as caissons in lieu of spread footings to minimize permanent impacts to wetlands and flood plains, underground stormwater management facilities to minimize the thermal impact to fresh water streams after a rain event, alternate pier locations to minimize impacts to wetlands, streams and underground utilities. Our survey team utilized three dimensional modeling adjusting the vertical and horizontal alignment and matched existing elements to eliminate excess material, while increasing production.

The ICC-B Project had numerous project parameters that are similar to the I-95/Route 630 Reconstruction and Widening Project. **Delivering multiple project segments concurrently on a fast-track schedule:** The I-95/Route 630 Project is a combination of multiple project studies/segments. The ICC-B Project was split into three segments that were designed and constructed concurrently. Each segment was completed on time and within budget. The I-95/Route 630 Project is naturally segmented, and therefore Wagman will leverage our experience from ICC B resulting in a cohesive design and construction effort. **Use of innovative design solutions and construction techniques:** The ICC-B Project utilized numerous innovative techniques such as redundant SWM treatment through grass ditches, sand filters, infiltration trenches, and underground SWM basins that treated quantity, quality, and temperature. Additionally, the RFP's approach for MD 650 interchange construction was modified to allow for completion in halves which eliminated the need for long-term lane closures, thereby reducing impacts on the community and traveling public. **Innovative Interchange:** The ICC-B featured a Single Point Urban Interchange (SPUI). While not the same as the diverging diamond interchange (DDI) required for the I-95/Route 630 Project, our previous experience gained from construction of the SPUI interchange with complex traffic movements, signalization and complex structure elements will be invaluable to the Design-Build efforts utilized for the DDI on the I-95/Route 630 Project. **Delivering projects in developed corridors:** Portions of the alignment threaded through developed neighborhoods with community sensitivities. Extra precautions and mitigation measures were utilized to address these challenges, including additional community meetings, restrictions for construction vehicles on neighboring streets and other measures to reduce noise and impacts to these communities, such as temporary roads and bridges. These previously employed strategies can be utilized on the I-95/Route 630 Project as needed.

The project received awards from several professional organizations including DBIA National, MDQI, Federal Highway Administration, Northern Virginia Transportation Alliance, and ARTBA. The project also received Engineering News Record's Best Transportation Project Award.

Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience The Similar Scope Activities list to the right outlines previous 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. Wagman relocated existing roadways to cross the new limited access highway and built new interchanges, while maintaining mobility for the traveling public.

Relevant and Verifiable Evidence of Good Performance – This project is relevant to the I-95/Route 630 Reconstruction and Widening Project because of the Design-Build method of innovative project delivery, and similar scope items including new, widened, reconstructed and rehabilitated roadways and bridges carrying heavy traffic on an accelerated schedule. The project earned "A" ratings on more than 150 erosion and sediment control inspections. Design, construction, and program management was assessed by the Maryland State Highway Administration, where contract conformance was scored using a quality oversight database. The project ended with the project team earning a 95 percent conformance rating and meeting all key project goals. ICC-B was successfully completed on schedule and budget.

SIMILAR ACTIVITIES TO I-95 /ROUTE 630

- Design-Build
- Roadway
- Survey/Right-of-Way
- Structures and Bridges
- Environmental Sensitivity
- Geotechnical Elements
- Hydraulics
- Construction Engineering and Inspection
- Greenfield through existing Communities
- Utility Cord./Relocation
- Public Involvement/Rel.
- QA/QC
- Overall Project Mgmt.
- Traffic Control Devices
- High ADT TMP/MOT
- Noise Walls
- Pedestrian Accommodations
- Interchange Construction
- Innovative Interchange

SIMILAR RISKS TO I-95/ROUTE 630

Mobility – The Wagman Design-Build Team supported MD SHA in its outreach efforts to the residents within the corridor, and participated in public outreach hearings to address mobility issues. We maintained mobility for impacted neighborhoods with temporary roads and bridges.

Environmental Compliance – Established an environmental team to educate, assist and monitor environmental compliance and progress, and instituted formal partnering with numerous/diverse stakeholders to address their goals. Reduced environmental impacts such as wetlands, forest, streams and buffers by ten percent.

Geotechnical Conditions – Conducted an extensive geotechnical investigation program to identify areas of concern and to design the best mitigation effort, reducing cost and improving the schedule. Designer and Constructor collaborated to resolve geotechnical issues during design and construction.

3.4.1(b)

Lead Designer Work History Form

WAGMAN | JMT

A DESIGN-BUILD TEAM

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 Start Date	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) Fairfax County Parkway (FCP - Route 286) Extension (DB) SINGLE CONTRACT* Springfield, VA JMT	**Cherry Hill Construction, Inc.**	**Virginia Department of Transportation** P: **703-259-2381** PM: **Mr. Tom Fahrney** P: **703-259-2381** E: Tom.Fahrney@vdot.virginia.gov	April 2008	July 2011 (Actual)	$73,756 (Original)	$112,416 (Actual) *Received a significant owner generated contract modification increasing scope by 25%*	$11,538 JMT 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. ***(Lead/Prime Designer – JMT / Office Locations involved in Design: Richmond, VA; Herndon, VA; Virginia Beach, VA; and Sparks, MD)***

Fairfax County Parkway at Barta Road (NGA Access) and Saratoga Park & Ride

Scope/Project Description - The FCP completed a vital link to I-95 in northern VA. This DB project was highly publicized as critical to the success of the region's BRAC initiative, as it provided the needed highway improvements to address traffic impacts of the U.S. Army relocating 8,500 jobs to the National Geospatial-Intelligence Agency (NGA) Campus East. As the lead designer, JMT's design included new interchanges and access to the West North Loop Rd. of the NGA facility interior roadway network. Extensive design collaboration and coordination with the U.S. Army for this access point was required and included coordination for security lighting, over height vehicle detection, geometry, and utility connections. The FCP work performed by JMT included surveys, SUE, grading, drainage, SWM, pavement design, shared use paths, six (6) new bridges, a bridge widening of a severely skewed bridge on I-95 off Ramp H over Backlick Road, upstream/downstream extensions of an 8' x 8' reinforced concrete box culvert, multiple sound walls, cast in place and MSE retaining walls, lighting, traffic signals, landscaping, signing/striping park-n-ride preliminary grading/drainage, geotechnical engineering./exploration/ stability analyses, utility relocations/coordination, ROW plats and extensive environmental services.

Traffic similarities addressed potential traffic safety concerns in and around long-term work zone closures and temporary lane closures through the development of an extensive TMP. MOT plans were in accordance with MUTCD and VDOT WAPM. Modeling of MOT phasing impacts used Synchro and SimTraffic to predict LOS. Retimed signals using Synchro for corridor signal timing and an extensive public outreach program. The DBT recognized that it would benefit the public and minimize congestion during to construction if a detour was provided to allow construction of the grade separation for Fullerton Rd. Meetings were held to discuss the detour with nearby owners and the school bus facility and acceptance was gained. The DBT hosted numerous public outreach events (Citizen Information & Pardon-Our-Dust meetings) and accommodated public involvement during the course of the project. Also developed/implemented a website that provided weekly update notifications of traffic shifts and scheduled phasing activities/shifts. The DBT initiated early meetings with utility owners and provided assistance in the development of their plan/estimate submittals by providing design plans and profiles in CAD. Also adjusted roadway to minimize relocation of 20" water line and 8" gas line along Barta Rd. that avoided delays to construction schedule. Completed design for relocation of 1,420 LF of water mains and several 8" sewers along Fullerton Rd., and coordinated utility relocations with several other utility owners. There were no project delays related to utility relocations. Additional relevant aspects included comprehensive 3rd Party coordination, which was required and included VDOT, Ft. Belvoir, Fairfax Co., and the successful coordination with other contracts along I-95 corridor for MOT and design ties for H/V alignments, lighting and NGA secured gate facility. FCP project widened I-95 (AADT> 100,000) to accommodate a new exit lane and ramp designed as a certified Defense Access Road to provide direct access to the NGA. Team also completed and gained VDOT acceptance of as-built plans documenting the built project.

Fairfax County Parkway over Fullerton Road
(An ATC that significantly improved design/reduced construction cost)

Environmental challenges were complicated by the fast-track schedule, involvement of multiple stakeholders, and complex environmental and regulatory issues. The alignment traversed through the Fort Belvoir and crossed 5 former firing ranges and testing sites including 3 RCRA sites that had significant groundwater/soil contamination, and stringent Land Use Controls required by an EPA Consent Order to protect human health and the environment. Design included a comprehensive in-situ waste characterization study to determine the nature and extent of the contamination on several areas and groundwater modeling to evaluate the impact of construction on the fate and transport of multiple contaminated groundwater plumes. The models successfully demonstrated to the EPA and the DEQ that the migration of the contaminant plumes would not be exacerbated by construction of the project. The DBT's comprehensive Hazardous Materials Management Plan was approved by the EPA and DEQ. The project maintained full compliance with environmental permits and constraints. JMT also developed a landscape plan that provided a vegetative buffer to nearby residences from the roadway.

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 I-95/Route 630 Reconstruction and 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 - This project has relevance because of the Design-Build method of innovative project delivery, involved new, widened, reconstructed and rehabilitated roadways and bridges carrying heavy traffic on an accelerated schedule. **During the bidding process, JMT prepared a proprietary concepts that improved the overall project design and provided significant reductions in construction costs.** The most significant change identified was the "Fullerton Flip." The original design depicted Fullerton Road crossing over FCP. JMT was able to revise the profiles for both the FCP and Fullerton Road to take FCP over Fullerton Rd. *(see bottom photo on left)*. The benefits that raising the grade of FCP brought to the project were: reduced amount of soil/rock excavation; minimized disturbance of contaminated material, minimized impacts to utilities and ROW and reduced the surplus material on the project that resulted in a balanced earthwork project. **Also through efficient and expeditious management practices, the projects original schedule was completed and opened to traffic two months ahead of schedule, while executing a significant owner generated contract modification, increasing scope by 25% the original contract. The added work was substantially completed one month ahead of schedule.**

PROJECT ACKNOWLEDGEMENTS

- *"I am extremely pleased with the performance of the Contractor and JMT in meeting these challenges and overcoming obstacles that could have seriously impacted the budget and schedule ...." - Tom Fahrney (3-25-11)*
- *"Impressed with the solutions that were reached to counter the site constraints and the numerous ways the owner/client's expectations were obviously exceeded." - ACEC/MW Judging Panel (1-25-13)*
- *"I am amazed at the pace of the Parkway Ext. project, and to all those who are involved in any aspect of this project, I want to thank you for all you are doing!" - J. Thompson (Citizen)*
- *Received national and regional DBIA awards.*

SIMILAR ACTIVITIES TO I-95/ROUTE 630

- Design-Build
- Roadway
- Survey/Right-of-Way
- Structures and Bridges
- Geotechnical
- Hydraulics
- Traffic Control Devices/TMP
- Park and Ride Facilities
- Pedestrian Accommodations
- Utilities
- Public Involvement/Comm.
- QA/QC
- Permitting/Environmental
- CEI
- Overall Project Management

SIMILAR RISKS TO I-95/ROUTE 630

Mobility – Developed detailed MOT and TMP plans for I-95 widening with consideration of adjacent projects.
Environmental Compliance - Instituted formal partnering with numerous/diverse stakeholders to address their goals. Conducted extensive public outreach/community meetings
Geotechnical Conditions - Performed vibration analysis to predict the impacts of rock drilling on existing infrastructure. Also adjusted profiles to reduce soil/rock excavation and minimize disturbance of contaminated materials.

FCP STAFF PROPOSED FOR I-95/ROUTE 630

- Greg Andricos, PE (i.e.) – Design-Build Project Manager
- Jerry Whitlock, PE (i.e.) – Project Engineer
- William (Bill) Schaub, PE (JMT) – Design Manager
- Rodney Hayzlett, PE (JMT) – Highway Project Engineer
- Trip Phaup, PE (JMT) – Structure Project Engineer
- Randy Boice, PE (JMT) – Traffic Engineer/MOT
- Mike Leffler, PE (JMT) – Geotechnical Engineering
- Jon Conner, PLA, LEED AP (JMT) – Landscape Architecture
- Ian Frost, CEP, CE (i.e.) - Environmental/Permitting

*For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.

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 Start Date	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) Odd Fellows Road Interchange at U.S. Route 29/460 and Roadway Improvements (DB) SINGLE CONTRACT* Lynchburg, VA JMT	**Wagman Heavy Civil, Inc.**	**Virginia Department of Transportation** P: **434-856-8318** PM: **Mr. Raina Rosado, PE** P: **434-856-8318** E: raina.rosado@vdot.virginia.gov	November 2015	August 2018 (Estimated)	$29,846 (Original)	$29,846 (Estimated)	$2,900 JMT 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. ***(Lead/Prime Designer – JMT / Office Locations involved in Design: Richmond, VA; Herndon, VA; Virginia Beach, VA; and Sparks, MD)***

Scope/Project Description - JMT is providing professional engineering services to upgrade and extend Odd Fellows Road to US 460/29 in Lynchburg, VA. The project is being implemented as a Design-Build Project. JMT is teamed with Wagman – Heavy Civil construction firm and serving as the prime design firm on the project. The project includes the design and construction of a tight diamond interchange between Odd Fellows Road and US 460/29; widening and reconstruction of 1.3 miles of Odd Fellows Road to a three-lane typical section with a two-way left turn lane, curb and gutter, sidewalk and a 10-foot shared use path; reconstruction and widening of a bridge over the Norfolk Southern Railroad; and construction of three roundabouts along Odd Fellows Road. The project is being designed under a very aggressive design-build schedule, which requires the close weekly coordination between VDOT, the City of Lynchburg, Wagman Heavy Civil, Inc., and FHWA.

Odd Fellows Road is maintained by the City of Lynchburg and is classified as an Urban Minor Arterial Roadway (GS-6), with rolling terrain and a minimum 35 mph design speed and will be posted at 25 mph. Route 460/29 is classified as an Urban Principal Arterial Roadway (GS-5) divided highway with rolling terrain and a 70 mph minimum design speed and is posted at 65 mph. Odd Fellows Road currently carries between 1,300 and 8,700 vehicles per day and Route 460/29 carries approximately 35,600 vehicles per day. The projected volumes for 2035 are 8,125 to 12,700 vehicles per day for Odd Fellows Road and 56,450 vehicles per day on Routes 460/29.

JMT is responsible for all engineering and support services associated with the design of the project. Our survey teams updated the project's base survey and designated underground utilities. Our design engineers are designing the respective project elements to the appropriate VDOT, AASHTO, or City of Lynchburg standards. The design of the three roundabouts on the project required coordination with the VDOT roundabout committee and the accommodation for high volumes of large trucks. The accommodation of pedestrian and bicycle traffic through the roundabouts were also important design considerations. Landscaping is being provided to enhance the roundabouts as gateway features to the corridor and provide safety by restricting sight distance to meet ASSHTO roundabout guidelines. JMT is completing the traffic sign design including overhead freeway signs, pavement marking, and lighting design.

JMT is using extended and enhanced stormwater management basins to meet VDOT's stormwater management requirements for storm water quantity and quality. Two-phase erosion and sediment control plans are being prepared for the project. The project impacts streams and wetlands. JMT worked closely with our environmental subconsultant to mitigate and minimize these impacts, and for obtaining the required permits for the project.

Utility coordination is required with Columbia Gas, Verizon, Appalachian Power, the City of Lynchburg and numerous other telecommunication companies. JMT conduct utility field inspections will all utility companies; determined prior rights; and will review plan, specifications, and estimate submittals. JMT is designing waterline and sanitary sewer betterments and relocations for the City of Lynchburg. Jack and bore activities are required to extend utilities across US 460.

The project has involved interactive stakeholder involvement. JMT contacted over 50 businesses along the Odd Fellows Road Industrial Corridor to determine, what type of vehicles were accessing each parcel, their frequency and how circulation was occurring. JMT with Wagman held a public hearing on the project and was responsible for meeting preparation, meeting materials, and presentation boards.
JMT is also responsible for right-of-way and easement acquisition services on the project. These include preparation of right-of-way plans, title and deed research, appraisals, negotiations, and filing certificates.

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 I-95/Route 630 Reconstruction and 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 - This project has relevance because of the DB method of innovative project delivery, involved new, widened, reconstructed and rehabilitated roadways and bridges on an accelerated schedule to provide a new interchange access along US 460/29 with Odd Fellows Road in Lynchburg, VA.

PROJECT ACKNOWLEDGEMENTS

- *Largest Construction Project to Date in DDOT's History.*
- *Innovative/cost-effective design/construction saved DDOT a total of $81.7M from the original engineer's estimate.*
- *JMT was responsible for all pedestrian/bicycle enhancements tha helped the District to earn the designation as a "Gold Level Walk Friendly Community" by the Pedestrian and Bicycle Information Center.*

SIMILAR ACTIVITIES TO I-95/ROUTE 630

- Design-Build
- Roadway
- Survey/Right-of-Way
- Structures and Bridges
- Geotechnical
- Hydraulics
- Traffic Control Devices/TMP
- Park and Ride Facilities
- Pedestrian Accommodations
- Utilities
- Public Involvement/Comm.
- QA/QC
- CEI
- Overall Project Management

SIMILAR RISKS TO I-95/ROUTE 630

Mobility – Developed detailed MOT and TMP plans for US 460/29 with consideration of adjacent projects as applicable.
Environmental Compliance - Instituted pro-active coordination with regulatory agencies on the permit application, avoidance and minimization measures, and mitigation plan to help expedite issuance of permit.
Geotechnical Conditions - Geotechnical engineering analysis and recommendations were provided for slopes, foundations and pavements in the similar geologic conditions consisting of Potomac Group soils.

ODD FELLOWS STAFF PROPOSED FOR I-95/ROUTE 630

- David Lyle (Wagman) – Design-Build Project Manager
- Greg Andricos, PE (Wagman) – Project Resource Group
- William (Bill) Schaub, PE (JMT) – Project Resource Group
- Rodney Hayzlett, PE – Design Manager
- Bob Reed, PE – Design QA Manager
- Randy Boice, PE (JMT) – Traffic Engineer/MOT
- Brian Curtis, PE (JMT) – Roadway Engineer
- Dave Malinoski, PE (JMT) – Utility Coordination
- Michael Leffler, PE (JMT) – Geotechnical Engineer
- Jon Conner, PLA, LEED AP (JMT) – Landscape Architecture
- Ian Frost, CEP, CE (i.e.) - Environmental/Permitting
- Michael Zmuda, LS, PE (JMT) – Surveying

*For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.

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 Start Date	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) 11th Street Bridges over Anacostia River and Interchanges (DB) **SINGLE CONTRACT*** **Washington, DC** JMT	**Skanska USA Civil Southeast Inc./ Facchina Construction Company A Joint Venture**	**District Dept. Transportation (DDOT)** P: **202-673-6813** PM: **Mr. Joseph Dorsey, PE** P: **202.671.4605** E: joseph.dorsey@dc.gov	July 2013	September 2015 (Actual)	$260,000 (Original)	$375,079 (Actual) *(DDOT and DBT negotiated a $90M change order to complete the project as originally planned.)*	$17,300 JMT 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. ***(Lead/Prime Designer – JMT / Office Locations involved in Design: Washington, DC (Hub Office); Herndon, VA; Virginia Beach, VA; and Sparks, MD)***

Anacostia Freeway (DC 295/I-295)

11th Street Bridge (Southeast Freeway I-695)

Scope/Project Description - The 11th Street Corridor completes all freeway connections for regional traffic between the I-695 and DC 295/I-295, and to-date is the largest construction project in DDOT history. JMT as the Lead Designer for this stipulated sum Design-Build project adjacent to the Washington Navy Yard and about 1.5 miles from the U.S. Capitol completed all design work on schedule. **JMT refined the planning document alignments and interchanges to reduce costs, environmental and community impacts, minimized community impacts, maintained traffic and built public support through extensive public involvement**. Seventy percent of the project was constructed without major interruption to vehicular traffic. As a result of the Team's innovative and cost effective design and construction, the Skanska JV and JMT DB Team was awarded $90.7M in additional scope to complete the final design and construction of the total project to provide the full functionality considered in the NEPA documentation. **With a total design and construction cost of approximately $375M, DDOT has saved a total of $81.7M from the original engineer's estimate.**

This project included three new major continuous steel multi-girder bridge crossings of the Anacostia River and two complex interchanges with the Southeast Anacostia Freeway (I-295). The bridges included a 5 span 866-ft. long bridge, a 5 span 926-ft. long bridge and a 10 span 1,650-ft. long bridge. Both outside and median widening of I-295 was required to accommodate the proposed geometry and additional lanes. The design incorporated two bridge crossings of existing CSXT tracks, three bridges that accommodated future CSXT track envelops and the expansion of an existing CSXT tunnel beneath Virginia Avenue. The collaboration with CSXT resulted in a win-win situation such that both projects would function and accommodate each other.

The work took place in the Anacostia ***neighborhood***, one of Washington's oldest neighborhoods. The design had to accommodate the heavily traveled roadway network (106,000 AADT) near the highly urbanized area in the Anacostia waterfront area of Alexandria, VA that included adjacent businesses, residences and industrial facilities including the Navy Yard. The TMP included MOT phasing, layout of temporary signing, marking, channelization devices, temporary pavement, temporary barrier and detour plans. Innovative design resulted in 70% of the project being constructed without major interruption to vehicular traffic thereby limiting impacts to the traveling public for an extended period of construction. Our communication plan included extensive public relations and communications that were part of the project approach. The communications strategies were managed by Skanska and DDOT with design information and graphics provided by the design team. The DB Team used available print, electronic and internet media to inform residents, drivers and local businesses of project activities that might affect them. The DB Team attended meetings of stakeholders, local businesses and residents, where we presented information about the project progress, upcoming events, and answered questions and addressed concerns.

JMT authored the NEPA Reevaluation of the FEIS and provided all environmental compliance and permitting efforts. JMT was responsible for all landscape design and Visual Quality elements including transition elements to the Navy Yard. JMT also provided coordination with and presentations to the National Capital Planning Comm. and the U.S. Comm. of Fine Arts for Visual Quality concurrence. JMT performed SUE, including over 150 test holes with JMT's own SUE trucks and crews..

The geologic conditions present along the banks of the Anacostia river proved to be challenging. To address geologic conditions, subsurface exploration included more than 200 soil test borings with standard penetration and pressuremeter testing both on land and on the Anacostia River for geotechnical evaluation for both land and river bridges foundations, culvert crossings, slope stability and retaining wall design. The bridges included large approach embankments over soft ground in this area that would create significant settlement (in some cases a few feet) that could not be tolerated from both the perspectives of magnitude and time. Several innovative ground improvement methods including Light Weight Aggregate, GeoFoam Block, Geo-Steel and Geo-Concrete Columns were successfully employed to mitigate settlement and global stability issues. In addition to the innovative methods, traditional Wick Drains and Surcharge were also used. In order to verify the performance of the ground improvement systems, an extensive geotechnical instrumentation program was implemented.

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 I-95/Route 630 Reconstruction and 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 DB Team 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 - This project has relevance because of the DB method of innovative project delivery, involved new, rehab. and widening of Interstate Highway System to construct the connection between the Southeast Freeway (I-695) and the northern segment of the Anacostia Freeway (DC 295/I-295).

PROJECT ACKNOWLEDGEMENTS

This project was recognized with several awards from

- *Helped the District to earn the designation as a "Gold Level Walk Friendly Community" by the Pedestrian and Bicycle Information Center.*
- *The Engineers Club of Baltimore Project of the Year Award*
- *ACEC/MD Grand and ACEC/MW Honor Awards*
- *Ranked 1st in " Top 10 Roads 2012" list by Roads & Bridges*
- *Skanska's Global Project of the Year*

SIMILAR ACTIVITIES TO I-95/ROUTE 630

- Design-Build
- Roadway
- Survey/Right-of-Way
- Structures and Bridges
- Geotechnical
- Hydraulics
- Traffic Control Devices/TMP
- Park and Ride Facilities
- Pedestrian Accommodations
- Utilities
- Public Involvement/Comm.
- QA/QC
- CEI
- Overall Project Management

SIMILAR RISKS TO I-95/ROUTE 630

Mobility – Innovative design resulted in 70% of the project being constructed without major interruption to vehicular traffic thereby limiting impacts to the traveling public for an extended period of construction.

Environmental Compliance – Extensive public relations and communications were part of the project approach and the goal was to eliminate surprises. Design accommodated benefits to nearby neighborhoods based on input received during stakeholder meetings.

Geotechnical Conditions – To address geologic conditions encountered ground improvements techniques, such as installing additional wick drains and the use of geofoam blocks to ensure the schedule was maintained.

11th ST. STAFF PROPOSED FOR I-95/RTE 630

- William (Bill) Schaub, PE (JMT) – Structural QA/QC
- Randy Boice, PE (JMT) – Traffic Engineer/MOT
- Michael Leffler, PE (JMT) – Geotechnical Engineer
- Jon Conner, PLA, LEED AP (JMT) – Landscape Architecture
- Ian Frost, CEP, CE (i.e.) - Environmental/Permitting

*For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.

3290 North Susquehanna Trail
York, PA 17406-9754
P 717-764-8521 F 717-767-5457 www.wagman.com