ORIGINAL

Statement of Qualifications

I-64 Exit 91 Interchange Improvements

State Project No.: 0064-007-111, P101, R-201, C-501, B-627
Federal Project No.: NH-064-2(152)
Contract ID Number: C00075877DB47

January 6, 2012

Submitted by

WAGMAN
PARSONS

1. Statement of Qualifications Checklist and Contents

ATTACHMENT 3.1.2

0064-007-111, P101, R201, C501, B627

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 20-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	1 of 3
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	A-1
Letter of Submittal (on Offeror's letterhead)				1
Offeror's point of contact information	NA	Section 3.2.1	yes	2
Authorized Representative's signature	NA	Section 3.2.1	yes	3
Principal officer information	NA	Section 3.2.2	yes	2
Offeror's Corporate Structure	NA	Section 3.2.3	yes	3
Affiliated/subsidiary companies	NA	Section 3.2.4	yes	3
Debarment forms	Attachment 3.2.5(a) Attachment 3.2.5(b)	Section 3.2.5	no	A-2
Offeror's VDOT prequalification evidence	NA	Section 3.2.6	no	4
Evidence of obtaining bonding	NA	Section 3.2.7	yes	5
Professional Services Evidence				
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.8	no	A-14

ATTACHMENT 3.1.2

0064-007-111, P101, R201, C501, B627

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
SCC Registration	NA	Section 3.2.8.1	yes	A-14
DPOR Registration (Offices)	NA	Section 3.2.8.2	yes	A-28
DPOR Registration (Key Personnel)	NA	Section 3.2.8.3	yes	A-35
DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.8.4	yes	A-36
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.9	yes	3
Offeror's Team Structure				7
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	7
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	A-37
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	A-39
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	A-41
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	A-42
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.5	no	A-43
Key Personnel Resume – Environmental Manager	Attachment 3.3.1	Section 3.3.1.6	no	A-44
Organizational chart	NA	Section 3.3.2	yes	12
Organizational chart narrative	NA	Section 3.3.2	yes	13
Experience of Offeror's Team				14
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	A-45

ATTACHMENT 3.1.2

0064-007-111, P101, R201, C501, B627

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	A-48
Project Risk				18
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	18

2. Acknowledgement of RFQ, Revision and/or Addenda

2. Acknowledgement of RFQ, Revision and/or Addenda

Form C-78-RFQ

ATTACHMENT 2.10

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFQ NO. C00075877DB47

PROJECT NO.: 0064-007-111, P101, R-201, C-501, B-627

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 11/03/2011
   (Date)
2. Cover letter of _____
   (Date)
3. Cover letter of _____
   (Date)

SIGNATURE

1/6/12
DATE

3. Letter of Submittal

3. Letter of Submittal

WAGMAN

BRIDGING GENERATIONS · SINCE 1902

January 6, 2012

Mr. John Daoulas, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation
1221 East Broad Street
Main Building, 4th Floor
Richmond, VA 23219

Re: I-64 Exit 91 Interchange Improvements Project, Augusta County, Virginia
State Project No.: 0064-007-111, P101, R-201, C-501, B-627
RFQ No.: C00075877DB47
Letter of Submittal

Dear Mr. Daoulas:

In response to your request for qualifications, we hereby provide this Letter of Submittal by G.A. & F.C. Wagman, Inc. (Wagman) Wagman is a fourth generation family owned general contracting business headquartered in York, Pennsylvania. Founded in 1902, Wagman is a heavy civil contractor specializing in transportation infrastructure and has grown to become a nationally recognized leader within the industry. Our core competencies include design-build, bridges, structures, highway construction; interchange reconstruction, drainage, marine, modified latex concrete and geotechnical construction services. Wagman excels at overcoming challenges for complex projects, mega-projects and typical highway projects, providing innovative solutions and alternatives with a talented and experienced workforce.

Our Design Partner is Parsons Transportation Group (Parsons). Over the past twenty-five years, Parsons has been preparing design plans for transportation projects throughout the Commonwealth. Parsons is consistently ranked by Engineering News Record as one of the top 10 transportation design firms in the country. Parsons also maintains ISO 9001:2008 Quality Assurance certification and brings to the team one of the largest and most experienced transportation engineering groups in the industry. In the past 10 years, Parsons has been the lead designer or joint partner on more than 35 design-build transportation projects, and is the prime design firm for the recently completed Intercounty Connector Design-Build Project (Contracts A and B) in Montgomery County, Maryland.

G.A. & F.C. WAGMAN, INC.
3290 N. Susquehanna Trail | Phone: 717-764-8521
York, PA 17406-9754 | Fax: 717-764-2799
WWW.WAGMAN.COM

SUSTAINABLE FORESTRY INITIATIVE Certified Fiber Sourcing www.sfiprogram.org

Parsons has built its reputation for excellence by providing the highest quality of services to its clients including many of VDOT's Divisions and Districts, FHWA's Eastern Federal Lands Highway Division, Fairfax County, Prince William County, Montgomery County, the Town of Blacksburg and others. Parsons' reputation for well managed, cost effective projects is generated by a large, highly qualified staff with experience in all phases of transportation related engineering from environmental assessment through design, construction, and maintenance management. We have enjoyed successful repeat relationships with all of these clients.

Important to VDOT are Parsons' extensive resources – more than 2,100 personnel – in the Mid-Atlantic region. These personnel are housed in the Fairfax, Virginia and Washington, DC office. Our local staff knows and understands the variety of challenges within the Commonwealth. This staff along with our deep pool of national resources will be available to this project. Parsons has a proven history of providing engineering services. The firm has demonstrated its commitment and capabilities to VDOT through participation in some of their largest/most important projects, including projects along I-81, Wilson Bridge, Springfield Interchange, Route 58, I-64, I-95 and I-495. In recent years, Parsons has also worked closely with VDOT Northern District office as an on-call consultant for both design contracts and quality plan reviews.

Wagman and Parsons have worked together on some of the most exciting and important projects in the Mid-Atlantic region. Wagman completed five contracts associated with the Woodrow Wilson Bridge Project that totaled over $270 million dollars and Parsons was integral to the design team for the Owner. On the Intercounty Connector, we worked together on the design-build team for Contracts A and B. Our personnel have been working closely together through design and construction of major projects since 2001. We know each other personally and understand how to work together to make a project successful. We bring the required experience and people to this project to ensure the delivery of a world class design-build interchange.

Point of Contact and Principal Officer

Our point of contact is as follows:

Anthony W. Bednarik
Business Development Manager
G.A. & F.C. Wagman, Inc.
3290 N. Susquehanna Trail
York, PA 17406
(Work) 717-764-8521
(Cell) 717-324-3979
(Fax) 717-767-5457
awbednarik@wagman.com

The principal officer is as follows:

Dwight C. Weibel
President
G.A. & F.C. Wagman, Inc.
3290 N. Susquehanna Trail
York, PA 17406
(Work) 717-764-8521
(Cell) 717-309-0886
(Fax) 717-767-5457
dcweibel@wagman.com

Business Structure and Affiliates/Subsidiaries

G.A. & F.C. Wagman, Inc., a Pennsylvania corporation, is the sole Offeror and will undertake all financial responsibility for the Project. Wagman's Team includes Parsons Transportation Group, Inc., who will be the lead design engineering firm for the Project.

Wagman is a wholly-owned subsidiary of Wagman Companies, Inc.

The following Items are enclosed in this statement of qualification:

Certification Regarding Debarment Forms
Prequalification Information
Surety Letter
SCC Registration
DPOR Registration / Class A Contractors License

Full size copies of Wagman's and Parsons' SCC and DPOR supporting registration documentation are included in the Appendix to the SOQ.

DBE Participation Goal

Wagman is committed to achieving a twelve percent (12%) DBE participation goal for the entire value of the contract. On recent projects, we have exceeded project goals for DBE firm participation by over 10%.

We thank you for this opportunity to provide this statement of qualification for the referenced project. Please do not hesitate to contact me with any questions or concerns regarding our response to the RFQ. We trust this meets your approval.

Very truly yours,

Anthony W. Bednarik, DBIA
Design-Build Project Manager

Attachment 3.2.5 Debarment Forms A

ATTACHMENT NO. 3.2.5(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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 proposal.

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

Signature	Date	Title
Dwight C. Wagman	12-29-11	President/COO

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

ATTACHMENT NO. 3.2.5(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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

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

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

Stephen Wanner December 30, 2011 Vice President

Signature Date Title

Parsons Transportation Group, Inc. of Virginia

Name of Firm

ATTACHMENT NO. 3.2.5(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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

Paul Schwag 12-21-11 ROW PROGRAM MGR.

Signature Date Title

CONTINENTAL ACQUISITION SERVICES, INC
DBA CONTINENTAL FIELD SERVICE

Name of Firm

ATTACHMENT NO. 3.2.5(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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	December 21, 2011	President
Signature	Date	Title

Endesco, Inc.
Name of Firm

ATTACHMENT NO. 3.2.5(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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Lorraine Davis 1-3-2012 Manager

Signature Date Title

Lorraine Davis Appraisal + Consulting, LLC

Name of Firm

ATTACHMENT NO. 3.2.5(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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Signature	Date	Title
	1/3/2012	President

McCray Appraisal Service, Inc.
Name of Firm

ATTACHMENT NO. 3.2.5(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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

12/28/2011 President

Signature Date Title

NXL Construction Services Inc.

Name of Firm

ATTACHMENT NO. 3.2.5(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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

Diane J. Guy 12/29/11 President
Signature Date Title

Precision Measurements, Inc.
Name of Firm

ATTACHMENT NO. 3.2.5(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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

	December 21, 2011	Vice President
Signature	Date	Title

RJM Engineering, Inc.
Name of Firm

ATTACHMENT NO. 3.2.5(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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

12/22/11 SENIOR VICE PRESIDENT

Signature Date Title

SCHWABER ENGINEERING CONSULTANTS, INC.

Name of Firm

ATTACHMENT NO. 3.2.5 (b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No: 0064-007-111, P101, R-201, C-501, B-627

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

Leslie J. Prokop	December 15, 2011	Vice President
Signature	Date	Title

T3 Design Corporation
Name of Firm

ATTACHMENT NO. 3.2.5(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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

12/21/11 Principal

Signature Date Title

Williamsburg Environmental Group, Inc.

Name of Firm

Offeror’s VDOT Prequalification Evidence B

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TRNSPORT - E22          COMMONWEALTH OF VIRGINIA                12/16/2011
LSPPREQ               DEPARTMENT OF TRANSPORTATION                 2:06 PM
                 PREQUALIFIED VENDORS SORTED BY VENDOR NAME       PAGE 403
                 THIS LIST INCLUDES ALL PREQUALIFIED LEVELS
                           AS OF 12/16/2011
                                - W -

==============================================================================

==============================================================================
W002
G. A. & F. C. WAGMAN, INC.
PREQ. EXP   : 10/31/2012

 --PREQ ADDRESS -----------------    -- WORK CLASSES ----------------------
  P. O. BOX 15076                     003 - MAJOR STRUCTURES
  YORK, PA 17405-7076                 007 - MINOR STRUCTURES
  PHONE : 717-764-8521                011 - CLEARING AND GRUBBING
  FAX   : 717-764-2799                080 - DEMOLITION OF STRUCTURES
                                      101 - EXCAVATING

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

DBE TYPE    :  N/A
DBE CONTACT:  N/A
DBE/WBE EXP:  N/A
==============================================================================
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Evidence of Obtaining Bonding C

CNA SURETY

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

December 21, 2011

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

Re: A Design-Build Project
RFQ No: C00075877DB47
I-64 Exit 91 Interchange Improvements
From 0.429 miles west of Route 285 to 0.438 miles east of Route 285
Augusta County, Virginia

Dear Gentlepersons:

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

Sincerely,
Continental Casualty Company

By: Eugene M. Fritz
Eugene M. Fritz
Attorney-In-Fact

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

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

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

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

- In Unlimited Amounts -

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

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

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

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

Stathy Darcy — Senior Vice President

State of Illinois, County of Cook, ss:

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

OFFICIAL SEAL
ELIZA PRICE
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:09/17/13

My Commission Expires September 17, 2013

Eliza Price — Notary Public

CERTIFICATE

I, Mary A. Ribikawskis, Assistant Secretary of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that the By-Law and Resolution of the Board of Directors of the insurance companies printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said insurance companies this 21st day of December, 2011.

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

Mary A. Ribikawskis — Assistant Secretary

Form F6853-1/2011

SCC Registrations D

Commonwealth of Virginia

State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

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

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

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

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:

November 18, 2011

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CISECOM
Document Control Number: 1111185221

Business Entity Details

Page 1 of 1

Home | Site Map | About SCC | Contact SCC | Privacy Policy

Business Entities/UCC | Financial Institutions | Insurance | Securities/Retail Franchising | Utility Regulation | Utility/Railroad Safety | Legal Support | Admin

SCC eFile > My Services > Entity Search > Entity Details

Search SCC Go

SCC eFile
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- Business Entity Search
- Certificate Verification
- Log In
- FAQs
- Give Us Feedback

Business Entities
UCC or Tax Liens
Court Services
Additional Services

Welcome to SCC eFile
Business Entity Details

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

SCC ID: F0198988
Business 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 PA 17406

Registered Agent/Registered Office
CT CORPORATION SYSTEM
4701 COX RD STE 301

GLEN ALLEN VA 23060-6802
HENRICO COUNTY 143
Status: Active
Effective Date: 1/5/2004

[View Entity's eFile History]

Users are encouraged to create an SCC eFile account to:

- Conveniently monitor business entities through the use of a "Favorites" list
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- Division Contact
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SCC eFile FAST. SIMPLE. SECURE.

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https://sccefile.scc.virginia.gov/BusinessEntity/BusinessEntityDetails.aspx?enc=FeD8S/3ilQJpVioJA/LSQPJKDQq+XUo3VD... 12/21/2011

Commonwealth of Virginia

State Corporation Commission

I Certify the Following from the Records of the Commission:

PARSONS TRANSPORTATION GROUP INC. OF VIRGINIA is a corporation existing under and by virtue of the laws of Virginia, and is in good standing.

The date of incorporation is November 07, 1975.

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:
March 18, 2010

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CIS0357

Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, July 14, 2006

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

Continental Acquisition Services, Inc.

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

STATE CORPORATION COMMISSION VIRGINIA SIC SEMPER TYRANNIS 1903

State Corporation Commission
Attest:

Joel H. Peck
Clerk of the Commission

Business Entity Details

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Business Entity Details

Continental Acquisition Services, Inc.

SCC ID: F1674896
Business Entity Type: Foreign Corporation
Jurisdiction of Formation: NY
Date of Formation/Registration: 7/14/2006
Status: Active
Shares Authorized: 200

Principal Office
PO BOX 915

BEDFORD NY 10506

Registered Agent/Registered Office
NATIONAL REGISTERED AGENTS INC
4001 North Ninth Street, Suite 227

ARLINGTON VA 22203
ARLINGTON COUNTY 106
Status: Active
Effective Date: 12/30/2010

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Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, May 7, 1998

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

ENDESCO, INC.

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

STATE CORPORATION COMMISSION
VIRGINIA
SIC SEMPER TYRANNIS
1903

State Corporation Commission

Attest:

William J. Bridge

Clerk of the Commission

Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, October 15, 2009

This is to certify that the certificate of organization of

Lorraine Davis Appraisal & Consulting, LLC

was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: October 15, 2009

State Corporation Commission
Attest:

Clerk of the Commission

CIS0339

Business Entity Details https://sccefile.scc.virginia.gov/BusinessEntity/BusinessEntityDetails.asp...

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Business Entities

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Business Entity Details

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McCray Appraisal Service, Inc.

SCC ID:	04901120
Business Entity Type:	Corporation
Jurisdiction of Formation:	VA
Date of Formation/Registration:	9/3/1997
Status:	Active
Shares Authorized:	5000

Principal Office

2113 ROSALIND AVE SW

ROANOKE VA 24014-1717

Registered Agent/Registered Office

DAVID A MCCRAY
2113 ROSALIND AVE SW

ROANOKE	VA	24014
ROANOKE CITY	217	
Status:	Active	
Effective Date:	9/21/2001	

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Commonwealth of Virginia

State Corporation Commission

I Certify the Following from the Records of the Commission:

NXL Construction Co., Inc. is a corporation existing under and by virtue of the laws of Virginia, and is in good standing.

The date of incorporation is November 17, 1989.

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:
July 10, 2007

Joel H. Peck

Joel H. Peck, Clerk of the Commission

STATE CORPORATION COMMISSION VIRGINIA SIC SEMPER TYRANNIS 1903

CIS0448

Commonwealth of Virginia

State Corporation Commission

I Certify the Following from the Records of the Commission:

PRECISION MEASUREMENTS, INC. (ID #0450436-1), is a corporation existing under and by virtue of the laws of Virginia, and is in good standing.

The date of incorporation is July 24, 1995.

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:
August 24, 2009

Joel H. Peck

Joel H. Peck, Clerk of the Commissio

STATE CORPORATION COMMISSION VIRGINIA SIC SEMPER TYRANNIS 1903

CIS0353

Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, July 10, 2009

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

RJM ENGINEERING, INC.
Date of qualification: February 16, 2001

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

State Corporation Commission
Attest:

Joel H. Peck
Clerk of the Commission

Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, August 12, 2009

This is to certify that the certificate of incorporation of

Schnabel Consultants, Inc.

was this day issued and admitted to record in this office and that the said corporation is authorized to transact its business subject to all Virginia laws applicable to the corporation and its business. Effective date: August 12, 2009

State Corporation Commission
Attest:

Joel H. Peck
Clerk of the Commission

Commonwealth of Virginia
State Corporation Commission

09/02/11
CISM0180 CORPORATE DATA INQUIRY 13:50:47

CORP ID: 0658539 - 2 STATUS: 00 ACTIVE STATUS DATE: 07/14/10
CORP NAME: T3 Design Corporation

DATE OF CERTIFICATE: 05/18/2006 PERIOD OF DURATION: INDUSTRY CODE: 70
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: REES BROOME PC

STREET: 8133 LEESBURG PIKE 9TH FL AR RTN MAIL:

CITY: VIENNA STATE : VA ZIP: 22182 2706
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 05/01/07 LOC : 129
ACCEPTED AR#: 211 51 0988 DATE: 05/27/11 FAIRFAX COUNTY
CURRENT AR#: 211 51 0988 DATE: 05/27/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
11	100.00					5,000

(Screen Id:/Corp_Data_Inquiry)

Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, November 2, 2001

This is to Certify that the certificate of incorporation of

WILLIAMSBURG ENVIRONMENTAL GROUP, INC.

was this day issued and admitted to record in this office and that the said corporation is authorized to transact its business subject to all Virginia laws applicable to the corporation and its business. Effective date: April 17, 1990

State Corporation Commission
Attest:

Joel H. Peck
Clerk of the Commission

DPOR Registrations (Offices) E

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

Contractor Business License

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Fair Housing Office

About DPOR

Contractor Business License

Contractor Business License	
BUSINESS NAME:	GA & FC WAGMAN INC
TRADING NAME:	
ADDRESS:	3290 NORTH SUSQUEHANNA TRAIL YORK, PA 17406-0000
BUSINESS TYPE:	CORPORATION
CLASS OF LICENSE: Click here for Class of License Definitions	A
CLASSIFICATIONS/SPECIALTIES: Click here for Classification Definitions Click here for Specialty Definitions	HIGHWAY / HEAVY
REGISTRATION NO:	2701015887
INITIAL CERTIFICATION DATE:	OCTOBER 29, 1976
EXPIRATION DATE:	JANUARY 31, 2013

Open Complaints: None

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

http://www.dpor.virginia.gov/regulantlookup/BusContractorDetail.CFM?CFID=11475935&CFTOKEN=27732233&lrn=2701... 12/21/2011

State law prohibits the disclosure of any information about open complaints[Code of Virginia Section 54.1-108].Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

Recovery Fund Claims include claims against a licensee where a judgment has been obtained for improper or dishonest conduct in a court of law. The Contractors Transaction Recovery Fund and the Real Estate Transaction Recovery Fund provide monetary relief to consumers who incur losses through the improper and dishonest conduct of a licensed contractor or licensed real estate professional. The funds are supported entirely by assessments paid by licensed contractors and licensed real estate professionals, not by any tax revenues.

To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or RecordsMgt@dpor.virginia.gov.

Note: The official record copy of the data obtained from this search is maintained by the specific board offices at the Department of Professional and Occupational Regulation (DPOR). Click here for telephone and email contact information for DPOR licensing boards. Click here for information on how to file a complaint, or contact the Compliance and Investigations Division at 804-367-8504.

Start of Page Start of Content Site Map Web Policy

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This web page was last updated: December 21, 2011.

Parsons Transportation Group Inc. of Virginia

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

EXPIRES ON 12-31-2013

NUMBER 0405001589

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

PROFESSIONS: ENG

PARSONS TRANSPORTATION GROUP INC OF VIRGINIA
3926 PENDER DR STE 100
FAIRFAX, VA 22030

Gordon N Dixon, Director

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

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

EXPIRES ON 02-29-2012

NUMBER 0410000214

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

PROFESSIONS: ENG

PARSONS TRANSPORTATION GROUP INC OF VIRGINIA
100 M STREET SE
WASHINGTON, DC 20003

Gordon N Dixon, Director

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Endesco, Inc.

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

EXPIRES ON 12-31-2013

NUMBER 0407005431

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

PROFESSIONS: ENG

ENDESCO, INC.
438 N FREDERICK AVE
SUITE 455
GAITHERSBURG, MD 20877

Gordon N. Dixon, Director

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Lorraine Davis Appraisal & Consulting, LLC

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

EXPIRES ON 03-31-2012

NUMBER 4008 001643

REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION

LORRAINE DAVIS APPRAISAL & CONSULTING LLC
647 BEALL AVE
LURAY VA 22835

Jay W. DeBoer, Director

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NXL Construction Company, Inc.

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

EXPIRES ON 02-29-2012

NUMBER 0411000678

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

PROFESSIONS: ENG, LS

NXL CONSTRUCTION CO INC
NXL CONSTRUCTION SERVICES INC.
2870-C SOUTH MAIN ST.
HARRISONBURG, VA 22801

Jay W. DeBoer, Director

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Precision Measurements

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

EXPIRES ON 02-29-2012

NUMBER 0411000245

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

PROFESSIONS: LS

PRECISION MEASUREMENTS INC
1047 TECHNOLOGY PARK DRIVE
GLEN ALLEN, VA 23059

Gordon N. Dixon, Director

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RJM Engineering, Inc.

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA
9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: 1 (804) 367-8500

EXPIRES ON 02-29-2012

NUMBER 0411000614

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

PROFESSIONS: ENG

RJM ENGINEERING INC
700 PRINCESS ST. STE 207
ALEXANDRIA, VA 22314

Jay W. DeBoer, Director

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

EXPIRES ON 12-31-2013

NUMBER 0407005491

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

PROFESSIONS: ENG

RJM ENGINEERING INC
6021 UNIVERSITY BLVD
SUITE 530
ELLICOTT CITY, MD 21043

Gordon N. Dixon, Director

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Schnabel Engineering

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

EXPIRES ON 02-29-2012

NUMBER 0411000697

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

PROFESSIONS: ENG

SCHNABEL ENGINEERING CONSULTANTS, INC
1901 SOUTH MAIN ST.
SUITE 11
BLACKSBURG, VA 24060

Jay W. DeBoer, Director

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

EXPIRES ON
02-29-2012

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
ONE CARY STREET
RICHMOND, VA 23220

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Jay W. DeBoer Director

T3 Design, Corp.

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

EXPIRES ON
12-31-2013

NUMBER
0405001624

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

PROFESSIONS: ENG

T3 DESIGN CORPORATION
3927 OLD LEE HWY STE 101-C
FAIRFAX, VA 22030-2422

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Gordon N. Dixon, Director

Williamsburg Environmental Group

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

EXPIRES ON
02-29-2012

NUMBER
0411000596

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

PROFESSIONS: ENG

WILLIAMSBURG ENVIRONMENTAL GROUP INC
150 RIVERSIDE PKWY
STE 301
FREDERICKSBURG, VA 22406

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Gordon N. Dixon, Director

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

EXPIRES ON
02-29-2012

NUMBER
0411000595

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

PROFESSIONS: ENG

WILLIAMSBURG ENVIRONMENTAL GROUP INC
1011 BOULDER SPRINGS DR
STE 225
RICHMOND, VA 23225

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Gordon N. Dixon, Director

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

EXPIRES ON
12-31-2013

NUMBER
0407003693

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

PROFESSIONS: ENG, LA

WILLIAMSBURG ENVIRONMENTAL GROUP INC
5209 CENTER ST
WILLIAMSBURG, VA 23188

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Gordon N. Dixon, Director

DPOR Registration (Key Personnel) F

Quality Assurance Manager - Joseph Hamed, PE, LS, PMP

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

EXPIRES ON 02-29-2012

NUMBER 0402039327

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

JOSEPH ROY HAMED
110 WENN DRIVE
CHRISTIANSBURG, VA 24073

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Jay W. DeBoer, Director

Design Manager - Josh Wade, PE

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

EXPIRES ON 01-31-2013

NUMBER 0402032924

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

JOSHUA SHEPPARD WADE
43346 RIVERPOINT DRIVE
LEESBURG, VA 20176

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Gordon N. Dixon, Director

Lead Structural Engineer - Alan Kite, PE

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

EXPIRES ON 05-31-2013

NUMBER 0402012306

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

T A KITE
8404 COTONEASTER DRIVE #3D
ELLICOTT CITY, MD 21043

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Gordon N. Dixon, Director

DPOR Registrations (Non- APELSCIDLA) G

Lorraine Davis Appraisal & Consulting, LLC

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

EXPIRES ON 11-30-2013

NUMBER 4001 000349

REAL ESTATE APPRAISER BOARD
CERTIFIED GENERAL REAL ESTATE APPRAISER

LORRAINE A DAVIS
647 BEALL AVENUE

LURAY VA 22835

Gordon N. Dixon, Director

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McCray Appraisal Services, Inc.

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

EXPIRES ON 12-31-2013

NUMBER 4001 000812

REAL ESTATE APPRAISER BOARD
CERTIFIED GENERAL REAL ESTATE APPRAISER

DAVID A MCCRAY
3032 MAYWOOD RD

ROANOKE VA 24014

Gordon N. Dixon, Director

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Precision Measurements, Inc.

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA
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EXPIRES ON 06-30-2013

NUMBER 0403002506

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

MARK DOUGLAS MCGONIAGLE
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Gordon N. Dixon, Director

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4. Offeror’s Team Structure

3.3.1 OFFEROR'S TEAM STRUCTURE

A successful design-build project requires a fully integrated team including the design, construction and VDOT staff. The design team must work seamlessly with the construction team as well as VDOT representatives, integrating constructability concerns with the design, planning the job from the perspective of building it, and optimizing the overall project outcome. In accordance with the design-build concept, the contractor and designer will work seamlessly together toward a common goal. During the design phase, one of the contractor's design coordinators will be located in Parsons' design office to facilitate communication, speed coordination, and enhance reviews to ensure successful project delivery under our aggressive schedule. To facilitate the integration of the design and construction, the Design-Build Manager will work closely with key design and construction personnel to incorporate construction means and methods into the design process. To facilitate VDOT reviews and input, the working plans will be available through Projectwise and constant communication will be encouraged.

The Wagman Parsons team has personnel experienced in design-build that know how to work together to see that the best ideas from each group are integrated into the designs to meet VDOT's goals and needs. Over-the-shoulder reviews and constructability reviews will be performed by construction leads with VDOT's oversight and involvement during the design phase to ensure concurrence with the approach. During these reviews, representatives for the third parties involved, including utilities and other agencies, will be asked to attend and give input early in the process to avoid potential delays and complications later in the process. This will reduce impacts to the overall schedule.

We have assembled a very experienced team of professionals capable of effectively managing the project and its risks.

Leading the team will be our **Design-Build Project Manager, Anthony Bednarik.** Anthony has over 25 years of experience in the construction Industry and over 12 years experience in design-build construction. Most recently Anthony was the assistant design-build coordination manager on Contract B of the Intercounty Connector, which was a 7-mile long limited access toll road in Montgomery County, Maryland. Anthony coordinated the design for roadway; structures and elements vital to obtain permits from the proper regulatory agencies, so work could start as soon as possible. Prior to ICC B, Anthony was the assistant Design-Build Project Manager of Contract A of the Intercounty Connector. Anthony assisted with design-build coordination, mobilization, utilities and early design tasks such as survey and geotechnical investigation. Over the past 6 years, Anthony has been involved with over $1 billion dollars worth of design-build contracts.

Design Team

We have put a lot of effort into bringing together highly qualified and experienced individuals and organizing them in the appropriate structure for this Project. Key staff and design firms selected for our team have worked together on previous successful projects, have established relationships and will be in the position to hit the ground running. Though our task leaders and technical staff have primary responsibilities for items such as design, environmental aspects, public involvement or construction activities, everyone is responsible to some level for all aspects of the Project.

This high standard of responsibility begins with a successful **Design Manager.** For this role we have selected **Josh Wade, PE.** Josh has 17 years of civil engineering design and management experience. Currently he is completing his service as the Design Manager of the ICC Contract B project, which consists of more than seven miles of new roadway along with the design and construction of two interchanges with existing cross roads. One of these interchanges is a diamond interchange similar to the interchange proposed for this Project. Josh is responsible for the overall management of the design activities, coordination with environmental and construction groups, and successful completion of the design activities.

Supporting the Design Manager we have selected experienced individuals to fill the key roles identified in the RFQ or that we see as necessary for the day to day management of the project and associated risks. These include **Alan Kite** who will serve as the **Lead Structural Engineer.** Alan has over 34 years of structural design experience. His recent experience includes serving as the lead structural engineer for both of the ICC A and ICC B projects as well as the Woodrow Wilson Bridge project. He also led our local efforts on the John James Audubon Bridge project.

The Wagman Parsons team stresses the value and importance of a well-developed and experienced **Quality Control team.** The QC staff will be responsible for all aspects of the QC for the Project. The design QC efforts will be led by **Greg Anderson.** Greg has over 25 years of experience in quality control and he will ensure that Parsons' QC procedures are followed by reviewing the QC documents for each submittal and tracking their progress. All QC findings must be cleared prior to submission to the owner or for permit review. Greg is coming off of his extremely successful efforts for the ICC B project.

In addition to the key folks listed above, we have supplemented the team with the following subconsultants: **Continental Field Service, Inc., Endesco, Inc., Lorraine Davis Appraisal & Consulting, LCC, McCray Appraisal Services, Inc., NXL Construction Company, Precision Measurements Inc., RJM Engineering, Inc., Schnabel Engineering, T3 Design, and Williamsburg Environmental Group.**

Lorraine Davis Appraisal & Consulting, LLC. has been appraising and reviewing various property types for over 20 years. Lorraine Davis' experience includes assignments performed while in the private sector as well as extensive years of eminent domain specialization as an employee of the VDOT. Projects Lorraine has worked on include:

- PPTA Middle Ground Boulevard in Newport News, VA
- PPTA Pacific Boulevard in Sterling, VA
- VDOT I-81 Truck Lane Widening, Exit 200 in Fairfield, VA

Continental Field Service, a Division of Continental Acquisition Services, Inc. (CFS) has acted as a general consultant to government agencies in the management and conduct of right of way acquisition and relocation programs since its founding in 1966. In this capacity, the firm has developed and implemented property acquisition and relocation policies and procedures on behalf of its clients, and has developed a number of scheduling and control systems to track individual parcel activities and costs. As a full service organization, CFS is able to provide clients with the required technical expertise to successfully complete complex assignments. As one of the nation's oldest and largest right of way services firms, CFS has been active throughout the United States. The company has provided right of way acquisition and relocation services in Virginia, Florida, South Carolina, North Carolina, Georgia, Alabama, Pennsylvania, Massachusetts, California, New York and Texas. Although its principal place of business is located in Bedford, New York, CFS maintains a local office in Springfield, Virginia, which is managed by Paul Schray, Right of Way Program Manager. Some projects that Continental Field Service has served as a subconsultant to Parsons are:

- VDOT Martin Luther King (MLK) Freeway Extension Public-Private Partnership (PPP) General Engineering Consultant (GEC)
- FHWA Base Realignment and Closure Commission (BRAC) Defense Access Road (DAR) I-95 Fort Belvoir Ramp in Fairfax County

Endesco, Inc. (Endesco) was founded in 1997 as a professional consultancy organization located in Gaithersburg, MD, and will handle drainage engineering on this project. Endesco is a multidisciplinary engineering design, planning and consulting firm. The company is certified as a minority-owned DBE by the Commonwealth of Virginia. Endesco is managed by a team of professionals with varied and extensive experience

in civil engineering. It offers a wide range of services in the areas of civil engineering, highways and drainage, transportation and traffic, water supply and sanitary engineering, and infrastructure development projects, including project management. The Endesco team members have developed, designed, and managed engineering projects from conception to completion — including planning, feasibility studies, preliminary designs, environmental impact analyses, detailed engineering design, preparation of contract documents, contract negotiations, and contract administration and management. Some notable projects by Endesco as a subconsultant to Parsons are:

- Intercounty Connector (Design/Build) Contract A, MTA/SHA, MD
- Intercounty Connector (Design/Build) Contract B, MTA/SHA, MD

David A. McCray, MAI, SRA, of McCray Appraisal Service, Inc. (McCray), is a State Certified General Real Estate Appraiser and will serve as the Fee Appraiser on this project. David is currently certified under both the American Institute of Real Estate Appraisers (AIREA) and Senior Real Estate Analyst (SREA) voluntary continuing educational programs and is an Affiliate member of Roanoke Valley Board of Realtors and an Affiliate member of Roanoke Valley Home Builders Associations. He is presently self-employed offering appraisal and consultant services on all types of real property. Clients have included:

- VDOT
- United States Forest Service
- Virginia Department of Game and Inland Fisheries

RJM Engineering, Inc. (RJM) specializes in civil and structural design and inspection, utility coordination, and right of way identification. RJM Engineering is a Virginia SWAM and DBE/MBE. Their expertise also includes civil site design, structural design, geotechnical engineering, water resources, traffic engineering and construction phase services. Some of RJM's project experience is listed below:

- I-64/I-264 Interchange Improvements Project, City of Virginia Beach, Virginia (VDOT)
- Route 3 Widening Project, Culpeper County, Virginia (VDOT)
- MD 237 Design-Build Project, St. Mary's County, Maryland

Schnabel Engineering (Schnabel) was founded in 1956 by Jim Schnabel. Schnabel, with their subsidiary Lachel & Associates, located in Richmond, VA, is an employee-owned company offering highly specialized services in geotechnical engineering, geostructural design, dam engineering, tunnel and underground engineering, environmental, geophysical and geosciences, construction monitoring, and resident engineering from 18 locations throughout the United States. Some local projects where Schnabel supported Parsons are listed below:

- Intercounty Connector (Design/Build) Contract A, MTA/SHA, MD
- Intercounty Connector (Design/Build) Contract B, MTA/SHA, MD

Williamsburg Environmental Group, Inc. (WEG) is a full-service environmental consulting firm that serves both the public and private sectors in providing timely and cost-effective solutions to today's complex environmental issues. The firm, a DMBE-certified small business (#10645), was founded in 1990 and has grown from two partners to a present staff of nearly 100 professionals with offices located in Williamsburg, Richmond, and Fredericksburg, Virginia and Lakeland, Florida. WEG brings a unique niche service to the team, specializing in ecology, natural resources, specifically stream management and design, and environmental permitting and regulatory support. WEG provides full-service environmental consulting services in support of transportation and enhancement related projects. Several of their key project managers and staff members are former employees of various Departments of Transportation, including Brian Hawley who served in VDOT's Fredericksburg District Environmental Section, and thus have a thorough understanding of the unique processes and factors that affect linear projects.

WEG will be responsible for assisting in obtaining the wetland permits, stream protection, restoration and redesign as needed. WEG has served as a subconsultant to Parsons on the VDOT Statewide Wetlands & Water Quality Services Contracts (awarded in 2003 and 2010) and worked on the following specific tasks:

- APM Marine Terminal Wetland Delineations (Portsmouth)
- I-66 Wetland Compensation Planning & Design
- Route 30 Widening Wetland Delineation and Water Quality Permitting
- Cattail Management at Mattaponi Bank
- Straightstone Creek Restoration Design
- I-73 HCA Environmental Assessment Smooth Coneflower and Roanoke Logperch Surveys

Construction Team

We have assembled a construction team that is experienced with design-build. Our **Construction Manager, Mike Dugan** has over 35 years of practical construction experience. Most recently Mike served as the Construction Manager for all structures on the Intercounty Connector. Mike was responsible for the construction of 18 bridges, 300,000 sq. ft. of noise barrier, 3 major cross culverts and multiple retaining walls. Mike managed the construction of two new interchanges and the reconstruction of a mile of existing interstate.

Mike Scalia will be supporting Mike Dugan as **Roadway Superintendent**. Mike has over 30 years of construction experience in both highway and bridge construction. Mike was the general superintendent for all of the earthmoving and highway operations on Contract A of the Intercounty Connector. On contract A, Mike started as the Erosion and Sedimentation Superintendent and quickly distinguished himself in the early work to become the lead roadway superintendent. Mike is responsible for all field operations associated with the roadwork.

Ed Butler will be our **Bridge Superintendent.** Ed has over 25 years in construction with 15 years as a bridge superintendent working with, or under, Mike Dugan. Ed will manage all structure field crews and subcontractors.

We will also employ two field engineers to support the project. **Bob Rosencrance** will be the **Project Engineer and Utility Coordinator.** Bob will be responsible for the project schedule, utility coordination and survey. **Dave Leber** will work as our **Erosion and Sedimentation Manager and Field Engineer** to support our superintendents.

Our **Traffic Supervisor, Nathan Dale** is ATSSA certified and worked as the traffic manager on the Woodrow Wilson Bridge Project during interchange construction and reconstruction of the inner loop and the outer loop of the Washington Beltway.

NXL, Inc. (NXL) provides quality assurance services and construction management for transportation and engineering design-build projects. NXL's Quality Assurance Division provides a full range of inspection and testing services for transportation and design-build projects, with an offices located in Newport News, Richmond, Chantilly, Harrisonburg and Chesapeake, Virginia. NXL has the resources to support the Quality Assurance Manager and any QA function required for the project. NXL is currently working on projects in Richmond and at Reagan National Airport. Some projects that NXL worked with Parsons are:

- Ivy Creek Stream Restoration, Charlottesville, VA
- Route 220 Wetlands Delineation, Botetourt County
- Proctor's Creek, Chesterfield County
- Straightstone Creek, Pittsylvania County
- Pine Run, Pulaski County

The **Quality Assurance Manager, Joseph Hamed of NXL,** will be an independent agent to ensure that quality standards are met or exceeded. NXL's sole responsibility is construction QA. Joseph will report directly to our project executive, Todd Becker, PE, who is the Vice President of Operations for Wagman.

Wagman will employ an independent Quality Control firm who will be completely separate from the QAM and who will work with with field personnel to ensure that all quality standards are met. The Quality Control Manager will report directly to the Design-Build Project Manager.

Safety is a core value for Wagman and all employees have the ability to stop work if an unsafe operation is observed. Each employee is empowered to be a "safety representative." To ensure that the project is designed and constructed safely, our corporate **Safety Manager, Mike Pickeral** will be involved in the project.

Due to the sensitivity of the environmental resources involved in this Project, we have included an **Environmental Compliance Manager** in our proposed organization. For this role we have proposed **Brian Hawley** of Williamsburg Environmental Group (WEG). Brian and his firm will ensure that all environmental risks and commitments are managed. Brian has more than 18 years of experience in the fields of stream and wetlands science, water resources engineering, regulatory permitting, stream and wetland compensatory mitigation, and compliance monitoring. At WEG, Brian has primarily been responsible for VDOT contract management, project management, regulatory permitting and compliance of transportation-related projects. Prior to working with WEG, Brian worked for VDOT, where he managed the water quality permitting program for the Fredericksburg District. This included the delineation of wetlands, development of permit applications and agency coordination, compensatory mitigation design, plan development, construction oversight, and regulatory compliance maintenance and monitoring.

Due to the importance of the public relations and ROW issues on this project we have proposed two of the best in the state to handle these sensitive issues—Stephen Walter of Parsons and Paul Schray of Continental Field Services. **Stephen Walter,** our **Public Relations Coordinator,** has more than 34 years experience in various facets of transportation planning, engineering, and project management. He has served in varying technical and management capacities for numerous major public works projects. Over the past 20 years he has served as project spokesman and led public involvement programs for some of VDOT's most complex and controversial transportation projects, including the I-495 Capital Beltway Study in Fairfax County, VA; I-95/I-395/I-495 Interchange Improvements in Springfield, VA; I-66 Inside the Beltway in Fairfax and Arlington, VA; and the Woodrow Wilson Bridge Improvement Study in VA and MD. **Paul Schray,** our **Right of Way Acquisition Lead,** has 28 years experience in the acquisition of property for public transportation/transit and private development projects, with more than 12 years as a consultant for various projects for VDOT. His experience includes the management of all acquisition, relocation, and appraisal functions; title research; right of way design review; acquisition negotiations; relocation assistance; administrative value determinations; right of way cost estimates; appraisal technical review; and condemnation trial preparation and testimony.

Success for a design-build project is how the design-builder works with third parties and outside agencies. We must manage third party involvement from the very beginning. Third-party stakeholders and outside permitting agencies can have a direct impact on the project schedule. As an experienced design-build team, Wagman and Parsons understand the importance of staying ahead of issues that involve third parties. We will reach out to the third parties and agencies involved early and begin coordination efforts immediately so that expectations are understood by all before they become critical items in the schedule. Our Design-Build Project Manager, Anthony Bednarik, and our Design Manager, Josh Wade, will be directly involved with all issues involving third parties or permitting agencies. We will direct our staff and stay directly involved until the risk is mitigated. Working with the outside agencies and stakeholders is important to a successful project.

Last but certainly not least is the relationship between the design-builder and the Owner. We believe in an integrated team approach, where VDOT is a major part of the team and the decision making process. We invite collaboration with VDOT and foster partnering to create a true design-build team.

Key Personnel Resumes H

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **Anthony Bednarik, DBIA | Design-Build and Business Development Manager**

b. Project Assignment: Design-Build Project Manager

c. Name of Firm with which you are now associated: G.A. & F.C. Wagman, Inc**.**

d. Years experience: With this Firm 12 Years With Other Firms 13 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.):

G.A. & F.C. Wagman, Inc. 1999 to Present, DB Manager, Project Manager

Tony DePaul & Son Inc. 1995-1999, Project Manager / Estimator

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:

Bucknell University Lewisburg, PA – Bachelor of Science, 1987, Civil Engineering

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

Design Build Institute of America – Professional 2005

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 assignment.*

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

Maryland SHA, Intercounty Connector, Contract B, Montgomery County, MD – Contract Value: $560,000,000 – Role: Assistant Design Coordination Manager

1. Anthony was responsible for design-build coordination for structures and roadway: coordinating constructability reviews and comment resolution with the design team. He coordinated all permitting with Maryland Department of the Environment and outside regulatory agencies such as ACOE, Maryland Capital National Park, and Montgomery County Department of the Environment. He worked on the estimate and pursuit then assisting with mobilization and coordination of early design activities such as survey, geotechnical, and utility verification.
2. Experience was with present firm: G.A. & F.C. Wagman, Inc.
3. From 2008 to 2011

Maryland SHA, Intercounty Connector, Contract A, Montgomery County, PA – Contract Value: $464,000,000 Role: Assistant Design Build Project Manager

1. As assistant DB Project Manager, Anthony was responsible for project mobilization, establishing design-build coordination effort. Organized early design tasks, such as geotechnical investigation and utility coordination. Anthony was responsible for early relationship building with the owner and the design-build team. He performed a constructability review of early design elements to allow construction of key project elements. Anthony also coordinated pursuit and estimate for the construction team.
2. Experience was with present firm: G.A. & F.C. Wagman, Inc.
3. From 2006 to 2009

Youghiogheny Reservoir Bridge Replacement, Fayette County, PA – Contract Value: $27,000,000 Role: Project Manager

1. As Project Manager, Anthony was responsible for the entire project management which included the redesign of a 1700-ft long bridge structure across the reservoir with 9-ft diameter caissons over 125-ft long. The redesign eliminated piers and saved the owner close to $500,000.00. Anthony coordinated the redesign and managed the project which included over a mile of roadway reconstruction.
2. Experience was with present firm: G.A. & F.C. Wagman, Inc.
3. From 2002 to 2006

Route 15 Mill Creek Bridge Design-build, Tioga County PA – Contract Value: $9,000,000 Role: Project Manager
1. As Project Manager, Anthony was responsible for the design and construction of a 1500-ft long steel bridge structure over Lake Hammond. This project was one of the first design-build projects in Pennsylvania. Anthony was responsible for coordination with the designer, the owner and regulatory agencies for this vital crossing the expand Route 15 in Northern Pennsylvania.
2. Experience was with present firm: G.A. & F.C. Wagman, Inc.
3. From 1999 to 2002

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **Joseph R. Hamed, PE, LS, PMP Project Manager/Quality Assurance Manager**

b. Project Assignment: Quality Assurance Manager

c. Name of Firm with which you are now associated: NXL Construction Company, Inc. (d/b/a: NXL Construction Services, Inc.)

d. Years experience: With this Firm <**1** Year. With Other Firms **21** 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.):

NXL Construction Services, Inc., Richmond, VA – 2011 to Present, Project Manager/Quality Assurance Manager
VDOT, Richmond, VA – 1/2011 to 5/2011, Area Construction Engineer, Salem District
VDOT Southwest Regional Operations, Southwest VA – 2006 to 2011, Program Delivery Manager
VDOT , Salem District, VA – 2005 to 2006, Area Construction Engineer
VDOT , Salem District, VA – 2004 to 2005, Project Manager
HNTB Corporation, Patrick County, VA – 3/2004 to 7/2004, Resident Engineer (PPTA Project)
Louis Berger Group, Inc., Christiansburg, VA – 1999 to 2004, Project Manager/Project Engineer
Vecellio and Grogan, Inc., Beckley, WV – 1994 to 1999, Project Engineer

d. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
University of Idaho, Moscow, ID, Bachelors of Science, 1990, Civil Engineering

e. Active Registration: Year First Registered/ Discipline/VA Registration #:
Professional Engineer VA: 2004, 039327, Professional Engineer WV, 012756 , Professional Land Surveyor WV, 1574

f. Document the extent and depth of your experience and qualifications relevant to the Project.
   a. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*
   b. *Note whether experience is with current firm or with other firm.*
   c. *Provide beginning and end dates for each assignment.*

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

I-81 Safety Improvement Project (Truck Climbing Lanes), Montgomery County, VA –
Contract Value: $75,000,000 Role: Quality Assurance Manager
1. As the Quality Assurance Manager, Mr. Hamed provides QA Inspection and Testing for the CH2M Hill Construction team. Services include performance of QA testing and inspection in accordance with VDOT's August 2008 Design Build Guidelines and the project's approved Quality Assurance and Quality Control Plan, the preparation, maintenance and submission of associated project documentation including but not limited to diaries, EEO, materials notebook/documentation, as-built sketches, monthly pay documents including verifying and approving monthly pay packages, and preparation and submission of final records. Attends monthly progress meetings, documents non-conforming work, assures and documents that non-conforming work is addressed through approved methods of correction. Coordinates with the QC Manager, Construction Manager, Project Managers (CH2M Hill and VDOT) on a variety of issues related to quality, schedule, and payment.
2. Experience is with current firm, NXL Construction Services, Inc.
3. From 2011 to Present

Rt-60/Main Street Bridge Replacement, Clifton Forge, VA – Contract Value: $3,488,800 Role: Quality Assurance Manager
1. As the Quality Assurance Manager, Mr. Hamed provides QA Inspection and Testing for the Orders Construction team. Services include performance of QA testing and inspection in accordance with VDOT's August 2008 Design Build Guidelines and the project's approved Quality Assurance and Quality Control Plan, the preparation, maintenance and submission of associated project documentation including but not limited to diaries, EEO, materials notebook/documentation, as-built sketches, monthly pay documents including verifying and approving monthly pay packages, and preparation and submission of final records. Attends monthly progress meetings, documents non-conforming work, assures and documents that non-conforming work is addressed through approved methods of

correction. Coordinates with the QC Manager, Construction Manager, Project Managers (Orders and VDOT) on a variety of issues related to quality, schedule, and payment.
2. Experience is with current firm, NXL Construction Services, Inc.
3. From 2011 to Present

Region 3 Multiple Bridge Rehabilitation Project; Staunton District, Culpeper District, and NOVA District, VA – Contract Value: $9,034,552 Role: Quality Assurance Manager
1. Mr. Hamed serves as the project's Quality Assurance Manager. Services include performance of QA testing and inspection in accordance with VDOT's August 2008 Design Build Guidelines and the project's approved Quality Assurance and Quality Control Plan, the preparation, maintenance and submission of associated project documentation including but not limited to diaries, EEO, ARRA, materials notebook/documentation, as-built sketches, monthly pay documents including verifying and approving monthly pay packages, and preparation and submission of final records. Attends monthly progress meetings, documents non-conforming work, assures and documents that non-conforming work is addressed through approved methods of correction. Coordinate with the QC Manager, Construction Manager, Project Managers (ICA and VDOT), and Design Project Manager on a variety of issues related to quality, schedule, and payment.
2. Experience is with current firm, NXL Construction Services, Inc.
3. From 2011 to Present

US Route 460 Christiansburg Bypass, Montgomery County, VA – Contract Value: $40,000,000 Role: Consultant Project Manager
1. Mr. Hamed managed a team of approximately 10 consultant inspectors to document that the project was constructed in accordance with the plans, specifications, and applicable standards. He monitored the contractor's work with respect to schedule, cost and quality. Mr. Hamed was responsible for recommending solutions to problems, corrections for deficiencies encountered, acceptance or rejection of work, changes and extras. He was also responsible for preparation of monthly project progress reports for the Owner. Other project responsibilities included directing the daily activities of the project inspectors, project administration, maintaining daily log and reports, reviewing and assessing alternate work methods, preparation of Contractor's monthly pay estimate, and monitoring workmanship, quality and safety. He also provided claims review, Notice of Intent analysis, cost analysis of work orders, and review of safety plans. Mr. Hamed coordinated with a host of stakeholders including the VDOT Christiansburg Residency, the Contractor Project Manager, Salem District Bridge Office, Salem District Traffic Engineering, Town of Christiansburg, Montgomery County, and utility owners.
2. Experience was with the Louis Berger Group, Inc.
3. From 1999 to 2004

ATTACHMENT 3.3.1.

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **Josh Wade, PE | Project Manager / Design Director**

b. Project Assignment: Design Manager

c. Name of Firm with which you are now associated: Parsons Transportation Group Inc. of Virginia

d. Years experience: With this Firm 17 Years With Other Firms 0 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.):

Parsons Transportation Group Inc. of Virginia – 1994 to Present, Project Manager / Design Director

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
University of Maryland-College Park, Bachelor of Science, 1993, Civil Engineering
University of Maryland University College (UMUC), Master of Business Administration, 2009, Business Administration

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
Professional Engineer VA: 1999 / Civil / 0402 032924

g. Document the extent and depth of 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 assignment.*

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

Intercounty Connector, Contract B, Montgomery County, MD - Contract Value: $560,000,000
Role: Design Manager
1. As the design manager, Joshua Wade is responsible for the design efforts of the large design-build project. This section is the second of five segments of the new toll road and is the most environmentally sensitive section of the overall project.
2. Experience is with the current firm, Parsons Transportation Group Inc. of Virginia
3. From 2008 to Present

FHWA Eastern Federal Lands Services On-Call, Northern Region - Contract Value: $10,700,000
Role: Program Manager
1. The assignments include roadway and bridge designs, environmental studies, traffic engineering and transportation planning, hydraulics and hydrology, value engineering/value analyses, geotechnical investigations, and surveying and mapping. Josh's responsibilities included the overall program management, as well as individual project management for several tasks.
2. Experience is with current firm, Parsons Transportation Group Inc. of Virginia
3. From 9/2007 to 12/2007

US Route 58 Design, Patrick, Floyd, and Carroll Counties, VA - Contract Value: $3,129,686
Role: Project Engineer
1. Parsons developed construction plans for this nearly six-mile, limited-access section of Route 58, including a design of alignment, grading, drainage, stormwater management, erosion, and sediment control plans. Work was coordinated with FHWA that provided design plans for the proposed new bridge for the Blue Ridge Parkway over Route 58.
2. Experience is with current firm, Parsons Transportation Group Inc. of Virginia
3. From 1997 to 2006

Union Station Bicycle Transit Center, Washington , D.C. - Contract Value: $3,400,000
Role: Project Manager
1. Josh provided overall project management, including oversight of roadway, structural, systems, architectural elements, and construction management. This included coordination with National Park Service, Architect of the Capital, Amtrak, WMATA, and Union Station Redevelopment Corporation. The project received the 2010 ACEC (American Council of Engineering Companies) National Engineering Excellence Honor Award.
2. Experience is with current firm, Parsons Transportation Group Inc. of Virginia
3. From 2005 to 2008

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

Name & Title: **Mike Dugan | General Superintendent**

a. Project Assignment: Construction Manager

b. Name of Firm with which you are now associated: G.A. & F.C. Wagman, Inc.

c. Years experience: With this Firm 38 Years With Other Firms 0 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.):
G.A. & F.C. Wagman, Inc. - 1974 to present, General Superintendent, Project Superintendent

d. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
St. Francis Loretto, PA, Bachelor of Science, 1969, Biology

e. Active Registration: Year First Registered/ Discipline/VA Registration #:
Prior to commencement of construction, Mike will hold certification as a Virginia Department of Conservation and Recreation (DCR) Responsible Land Disturber (RLD) certification and the VDOT Erosion and Sedimentation Contractor Certification (ESCCC)

f. 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 assignment.*

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

Maryland SHA, Intercounty Connector, Contract A, Montgomery County, MD – Contract Value: $464,000,000
Role: Construction Manager – Structures
1. Mike was responsible for all structure construction including 18 bridges, 300,000 square feet of noise walls, 150,000 square feet of retaining walls and two interchanges. Mike was involved in constructability reviews and coordination with quality control team. Mike coordinated all labor, equipment and subcontractors across the 8- mile project.
2. Experience was with present firm: G.A. & F.C. Wagman, Inc.
3. From 2006 to 2010

Youghiogheny Reservoir Bridge Replacement, Fayette County, PA – Contract Value: $27,000,000
Role: Construction Manager
1. Mike was the construction manager and was responsible for all construction for the project. Mike coordinated a floating operation for the caisson construction then progressed to steel erection and superstructure construction. Mike coordinated roadway reconstruction and the demolition of the existing steel structure. Roadway reconstruction was over one-mile and the bridge was 1700-ft long.
2. Experience was with present firm: G.A. & F.C. Wagman, Inc.
3. From 2003 to 2006

I-80 Reconstruction Project, Milton, PA – Contract Value: $45,000,000 Role: Construction Manager
1. Mike was the construction manager for this Interstate reconstruction project. Interstate 80 was reconstructed for 5 miles with the reconstruction of an interchange and the replacement of dual 1500-ft long bridges across the Susquehanna River. The project involved the redesign of the 1500-ft long bridge as an alternate structure to the original design. Mike assisted with constructability reviews and coordinating jobsite labor, equipment and subcontractors. We achieved a bonus for early completion under Mike's leadership.
2. Experience was with present firm: G.A. & F.C. Wagman, Inc.
3. From 2001 to 2003

Route 15 Mill Creek Bridge Design-build, Tioga County PA – Contract Value: $9,000,000
Role: General Construction Manager
1. Mike was the general construction manager for this design-build project and was instrumental in constructability reviews and coordination of manpower and equipment. The structure was 1500-ft long with curved steel girders
2. Experience was with present firm: G.A. & F.C. Wagman, Inc.
3. From 1999 to 2001

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **Alan Kite, PE | Senior Project Manager / Principal Structural Engineer**

b. Project Assignment: Lead Structural Engineer

c. Name of Firm with which you are now associated: Parsons Transportation Group Inc.

d. Years experience: With this Firm 27Years With Other Firms 7Years

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.):

Parsons Transportation Group Inc. –Baltimore, MD, 1983 to Present, Senior Project Manager / Principal Structural Engineer

American Engineers - Richmond, VA, 1976 to 1983, Design Engineer / Project Engineer

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:

Virginia Polytechnic Institute & State University (VA TECH), Bachelor of Engineering, 1976, Civil Engineering, University Of Virginia, Master of Engineering, 1982, Civil Engineering

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

Professional Engineer: 012306, VA, 1980 ;011344, NC; 24GE03281700, NJ; 39129, FL; 24500, MD

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 assignment.*

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

Intercounty Connector A (ICC), Montgomery County, MD – Contract Value: $478,000,000
Role: Lead Structural Engineer

1.Alan is responsible for leading the structural design effort for the project, organizing the work and schedule, reviewing and checking design drawings, coordinating the design with the General Engineering Consultant and client, and responding to construction-related questions.
2. Experience is with the current firm, Parsons Transportation Group Inc.
3. From 2007 to Present

John James Audubon Bridge, Design/Build, St. Francisville, LA – Contract Value: $28,000,000
Role: Lead Structural Engineer

1. Alan was responsible for leading the Baltimore office structural design effort, which included the main span approach structures. The work included the design of prestressed concrete girders and caisson and pile foundations. Organized the work effort, checked design drawings, and developed new details.
2. Experience is with the current firm, Parsons Transportation Group Inc.
3.From 2006 to 2007

Permanent World Trade Center Port Authority Trans-Hudson Terminal , New York, NY –
Contract Value: $2,200,000,000 Role: Senior Structural Engineer

1. Alan was responsible for developing several alternatives to underpin the existing New York City Transit 1/9 subway station in order to construct three levels of the PATH station below the existing tracks. He also designed braced steel frame members and checked drawings and calculations for the system. The underpinning design required innovative alternatives in order to accommodate the limited structural depth requirements and the Architect's design of the new station.
2. Experience is with the current firm, Parsons Transportation Group Inc.
3. From 2003 to 2006

Woodrow Wilson Memorial Bridge, Conceptual and Final Design, Virginia and Maryland –
Contract Value: $3,400,000 Role: Lead Structural Engineer

1. Alan was responsible for leading the Baltimore office structural design effort, developing design details, checking calculations and contract drawings, and coordinating design work with the staff and client.
2. Experience is with the current firm, Parsons Transportation Group
3. From 1999 to 2007

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **Brian Hawley, P.W.S. | Program Manager - Transportation**

b. Project Assignment: Environmental Compliance Manager

c. Name of Firm with which you are now associated: Williamsburg Environmental Group, Inc.

d. Years experience: With this Firm 6 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.):

Williamsburg Environmental Group, Inc., Fredericksburg, VA - 2/ 2005 – Present, Program Manager – Transportation
Williamsburg Environmental Group, Inc, Fredericksburg, VA - 3/ 2005 – Current, Program Manager – Transportation
VDOT, Fredericksburg District, Stafford, VA - 3/ 1999 – 2/ 2005, Senior Environmental Specialist
Wetlands Studies and Solutions, Inc., Chantilly, VA - 7/ 1997 – 3/1999, Water Resources Engineer/Wetlands Scientist
Dewberry and Davis, Fairfax, VA - 9/1995 – 7/1997, Water Resources Engineer

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Mary Washington College – Fredericksburg, VA, Bachelors of Science, 1987, Physics
University of Virginia – Charlottesville, VA, Masters of Engineering, 1995, Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
Professional Wetland Scientist / 2000 / 1253

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 assignment.*

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

VDOT Open-End Contract: Statewide Wetland/Stream Maintenance Monitoring & Related Services – Contract Value: $3,000,000, Role: Contract Manager
1. Mr. Hawley is currently managing WEG's Open-End Contract with VDOT for Statewide Wetland and Stream Maintenance and Monitoring of compensatory mitigation sites. Under this contract, he is directly coordinating with VDOT Central Office staff on numerous compliance monitoring task orders.
2. Experience is with current firm, Williamsburg Environmental Group, Inc.
3. From 2011 to Present

John Rolfe Parkway, Henrico County, VA – Contract Value: $25,900, Role: Project Manager
1. Mr. Hawley, working as WEG Project Manager, has been an integral member of the project team chosen by Henrico County for the design and permitting of the John Rolfe Parkway project. Mr. Hawley's responsibilities included the coordination of the completion of the environmental resource inventory, wetland delineation, threatened and endangered species survey, coordination of the archaeological investigations, and coordination of stormwater management planning and permitting, stormwater pollution prevention plan (SWPPP) development, wetland mitigation, National Environmental Policy Act documentation, and state and federal permit compliance monitoring.
2. Experience is with current firm, Williamsburg Environmental Group, Inc.
3. From 2011 to Present

Route 30 Widening (State Fairgrounds Relocation), Caroline and Hanover Counties, VA – Contract Value: $55,000, Role: Project Manager
1. As the WEG Project Manager, Mr. Hawley was primarily responsible for obtaining the regulatory agency approval for the proposed widening of Route 30, which included the construction of a new two lane bridge over the North Anna River. Project coordination included wetlands delineation and U.S. Army Corps of Engineers (Corps) confirmation, endangered and threatened species surveys, avoidance and minimization alternatives analysis, compensatory mitigation site selection and feasibility studies, permit application development, Inter-Agency Coordination Meeting (IACM) preparation and presentation, and agency coordination necessary to obtain Corps, Department of Environmental Quality (DEQ) and Virginia Marine Resource Commission (VMRC) permit authorization.
2. Experience is with current firm, Williamsburg Environmental Group, Inc.
3. 2008

Organization Chart I

ORGANIZATION CHART

VDOT Virginia Department of Transportation

LEGEND
Wagman (W)
Parsons Transportation Group, Inc. (P)
Continental Field Service (C)
Endesco (E) ✪
NXL (N) ✪
Williamsburg Environmental Group (WEG)
✪ DBE Firm 🔑 Key Personnel

PROJECT EXECUTIVE
Todd Becker, PE (W)

🔑 **DESIGN-BUILD PROJECT MANAGER**
Anthony Bednarik, DBIA (W)

SAFETY
Mike Pickeral (W)

🔑 **QUALITY ASSURANCE MANAGER**
Joseph Hamed, PE (N)

DESIGN QUALITY MANAGER
Greg Anderson, PE (P)

PUBLIC RELATIONS COORDINATOR
Steve Walter (P)

🔑 **CONSTRUCTION MANAGER**
Mike Dugan (W)

CONSTRUCTION QC MANAGER

INSPECTION & TESTING

ROW ACQUISITION
Paul Schray (C)

Lorraine Davis Appraisal & Consulting
Review Appraiser
McCray
Fee Appraiser

🔑 **DESIGN MANAGER**
Josh Wade, PE (P)

🔑 **ENVIRONMENTAL COMPLIANCE MANAGER**
Brian Hawley (WEG)

🔑 **LEAD STRUCTURAL ENGINEER**
Alan Kite, PE (P)

HYDROLOGICAL & HYDRAULICS LEAD
Kevin Huang, PE (E)

HIGHWAY DISCIPLINE LEAD
Robert Reed, PE (P)

TRAFFIC DISCIPLINE LEAD
Jim Curren (P)

UTILITIES DISCIPLINE LEAD
Prakash Patel, PE (P)

LIGHTING AND SIGNALS LEAD
Mohammed Azim, PE (P)

LANDSCAPE ARCHITECT
Craig Richardson, RLA (P)

ITS DISCIPLINE LEAD
Sajjad Alam, PE (P)

SUBCONSULTANTS

✪ **Endesco**
Drainage, H&H, and E&SC
✪ **PMI**
Surveys
✪ **RJM**
Drainage, H&H, E&SC, Roadway, MOT, and Traffic Engineering

Schnabel
Geotechnical and Pavement
✪ **T3**
Traffic and Signal Analyses
WEG
Wetland Permits
Stream Design

ROADWAY SUPERINDENTENT
Mike Scalia (W)

ROADWAY CREWS & SUBCONTRACTORS

BRIDGE SUPERINDENTENT
Ed Butler (W)

BRIDGE CREWS & SUBCONTRACTORS

ESC MANAGER
Dave Leben (W)

MOT SUPERVISOR
Nathan Dale (W)

PE & UTILITY COORDINATOR
Bob Rosencrance (W)

SURVEY

SCHEDULE

OFFICE MANAGER

DOCUMENT CONTROL

EEO

DBE

WAGMAN | PARSONS

3.3.2 ORGANIZATION CHART NARRATIVE

On the I-64 Exit 91 Interchange Improvements project, as with all of our projects, we will initiate a detailed planning approach to our work. This ensures that every detail is thoroughly planned, materials are procured in a timely manner, and all parties, including VDOT, are fully involved with the process. We facilitate a true partnering atmosphere that instills a team mindset of design-building this project together; eliminating the unknown; and acting proactively together in designing and building a quality project, on time and within budget.

The importance of contractor-engineer-owner interfacing cannot be overemphasized in the design-build setting; and was one of the major keys to success on the recently completed Intercounty Connector (ICC) projects. We realize this and therefore will take proactive measures, such as co-locating our design-build manager with the Parsons design team, to ensure that as potential challenges arise they are dealt with in a timely manner. To speed communications, our team has set up a collaborative website for document management and project coordination using Microsoft's SharePoint software platform. Our team has made use of this website throughout the qualifications stage and will continue to utilize this tool throughout the life of the project.

Integrated Team Approach

The Wagman Parsons team has held planning meetings since before the RFQ was advertised, and will continue to do so throughout the project. Our weekly coordination meetings have a structured agenda and all team members are assigned action items that they are then accountable for. As with the ICC projects, the U.S. Route 50 project, and the FHWA I-95 Ramp, the internal coordination plan includes the use of Task Teams designed to focus individuals with certain specific experience on those particular aspects of the project. Examples of Task Teams include roadway, drainage, bridges, MOT, utilities, etc. These Task Teams are comprised of personnel from both Wagman and Parsons. Each team designates a leader who provides status reports to the design manager and the design-build project manager.

An important step in determining staff assignments involves the implementation of our "zipper strategy", pairing designers with their construction personnel counterparts. For example, a structural engineer designing the bridges will be paired with the bridge superintendent on the Bridges Task Team. This pairing creates personal relationships that benefit both parties and ultimately VDOT. The designers gain valuable insight into construction techniques, and the construction personnel help shape the design. Additionally, should an issue arise during construction, the construction staff knows instantly who to contact. This is a technique we deploy on all Wagman Parsons design-build projects.

The transition from design phase to construction phase requires our Task Teams to refocus from design to construction activity pre-task/work plan development. Designers are involved in the construction pre-task planning and activity work plan development. These planning activities are interactive and serve to confirm decisions that were made by the Task Team during the design/constructability review process. Once construction begins, the Task Teams are assigned the responsibility to assist with the QC inspections to ensure the work is being constructed in accordance with the design. The creation and use of the Task Teams provide VDOT with an integrated team of design and construction professionals from commencement of design through construction completion.

The Wagman Parsons team's organizational chart, shown on page 12, illustrates the structure of our organization with reporting lines identifying the relationship between major participants and their integrated roles for managing, designing, and building this Project. Wagman will be responsible for the overall success of the Project and managing the quality of the constructed product while maintaining one of the best safety records in the industry (EMR rating of .75). We will establish and promote channels of communication for an integrated design and construction process, while encouraging partnering among all stakeholders.

5. Experience of Offeror’s Team

5. Experience of Offeror’s Team

3.4 EXPERIENCE OF THE OFFEROR'S TEAM

The Wagman Parsons team consists of professionals who have all demonstrated successful experience on similar projects. We have included projects that demonstrate our team successfully delivering projects with similar scope. Those projects include:

1. VDOT I-64/CSX Railroad Bridge, Richmond, Virginia
2. FDOT I-10/I-95 Interchange, Jacksonville, Florida
3. FDOT I-10/I-110 Davis Highway Interchange, Pensacola, Florida
4. MdSHA Intercounty Connector, Contracts A & B, Design-Build, Montgomery County, Maryland
5. Fairfax County DOT U.S. Route 50 and Waples Mill Road, Fairfax County, Virginia
6. FHWA I-95 Ramp from Fort Belvoir North Area (FBNA), Fort Belvoir, Virginia
7. Section 100 I-95 & I-695 Interchange, Baltimore, Maryland
8. Woodrow Wilson Bridge, Prince George County, Maryland

The VDOT I-64/CSX Railroad Bridge project in Richmond, VA, completed in 2007, consisted of parallel interstate bridges over a major heavy rail facility, and is similar to the I-64 Exit 91 Interchange Improvements project in that it consisted of interstate bridge construction with significant MOT requirements. In the case of the I-64 project, the new bridge was over the CSX ACCA Yard in Richmond.

The project required extensive MOT to facilitate smooth traffic flow on I-64, a requirement that was made more significant by the proximity of the I-64/I-95 interchange. This interstate coordination being in addition to the track coordination required to work in and over the ACCA Yard facility. The ACCA Yard coordination with CSX included redesign of substructure within the yard and securing mutual agreement on demolition and erection plans for work over the yard.

Relevance to I-64 Project: *The project involved bridge construction which could not impact the facilities below. This included the development of a detailed MOT phasing plan and coordination with CSX.*

The FDOT I-10/I-95 Interchange project in Jacksonville, FL includes reconfiguration of the I-10/ I-95 Interchange, 17 new bridges, 21 ramps, reconstruction of 25 lane miles of interstate highway, and 800,000 cubic yards of embankment built over and around traffic moving through one of the busiest interchanges in the state.

This award winning project required extensive MOT and public outreach as the I-10/I-95 interchange is located just west of downtown Jacksonville.

Relevance to I-64 Project: *The project involved complete reconstruction of an interstate interchange while maintaining traffic through the construction zone. Several utilities required relocation and a detailed MOT plan was developed to allow the phased construction. All of these aspects will be encountered on the I-64 project.*

The FDOT I-10/I-110 Davis Highway Interchange project consisted of the reconstruction of over five miles of highway, including removals, mass excavation, grading, storm sewer, asphalt paving, structures, sound walls, utility relocations, signing and pavement markings.

Located in downtown Pensacola, the project had extensive MOT requirements aimed at insulating commercial and commuter traffic from construction impacts.

Relevance to I-64 Project: *The project involved interstate and interchange construction with multiple ramps, connections to urban roadways, and utility relocations. The detailed MOT plan in multiple phases and coordination with a local shopping mall was required to minimize impacts to their patrons. All of these conditions will be encountered on the I-64 project.*

The Intercounty Connector (ICC), Contracts A & B, Design-Build projects in Montgomery County, MD, were recently opened to traffic with the portion including Contract B opening on November 21, 2011. These projects consisted of over 14 miles of 6-lane highway with 5 interchanges and 28 bridges.

The lessons learned from these many tasks included in the ICC projects can be directly applied to the I-64 project. VDOT and the surrounding communities can directly benefit from this experience.

Relevance to I-64 Project: *This project is similar to the I-64 Exit 91 Interchange Improvements project for many reasons:*

- *Several of these bridges were cross road bridges built while traffic was maintained.*
- *One of the interchanges, a Single-Point Urban Interchange (SPUI), included a very extensive MOT plan to allow for the construction of the structure in halves while maintaining the full traffic section throughout construction. This removed the need for a temporary structure to reroute traffic.*
- *Three of the other interchanges are very similar to the proposed interchange for the I-64 Exit 91 Interchange Improvements project*
- *The projects involved many miles of shared use trail improvements.*
- *The environmental program was extensive which included protection processes for wetlands, streams, floodplains and wildlife.*
- *Parsons and Wagman worked on both projects together.*
- *Reduced environmental impacts during design and construction*
- *Phased interchange construction*
- *Utility relocation and coordination*
- *ROW acquisition and environmental clearance for ROW or easements*
- *Project opened on time and on budget. The lessons learned can be applied directly and immediately to the I-64 project*

The U.S. Route 50 and Waples Mill Road in Fairfax County, VA is a busy suburban intersection near I-66, which serves as one of the main gateways into the City of Fairfax. The improvements were a priority to Fairfax County, which funded all design and construction. The project was initially established to provide improvements in two phases of construction. In the first phase, the existing intersection would have been improved in order to facilitate current traffic and traffic growth expected from a development that was scheduled to open during construction. These interim

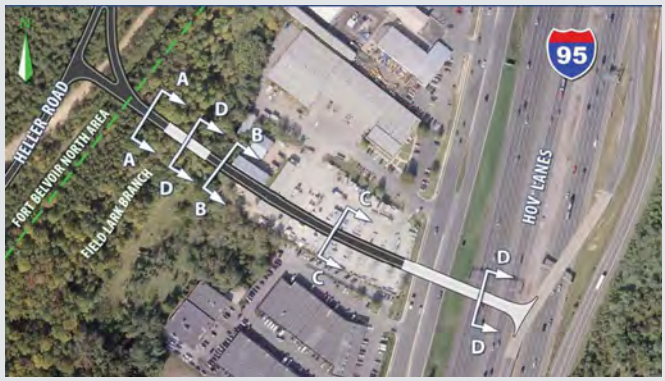
improvements were designed as part of the first phase of construction to provide a grade separated interchange at the current location. The second phase provided the remainder of the interchange.

Traffic studies and conceptual designs were prepared for several interchange concepts. These analyses included a detailed look at maintenance of traffic while constructing an interchange in a built-up suburban environment. A design was selected that was configured as a very tight conventional diamond interchange that could best accommodate adjacent development, maintain traffic during construction, and allow for future growth. Unfortunately, funding constraints did not permit construction of the interchange in the foreseeable future. In lieu of the interchange, the improvements were incorporated into the Phase I construction and were expanded to meet traffic demand for a longer duration.

However, the project successfully met several of the County's challenges. Designs were developed to allow for a construction sequence that permitted the profile for the eastbound lanes of U.S. Route 50 to be raised up to three feet with minimal disturbance to constantly heavy traffic, but without the need for temporary detours and associated easements.

Relevance to I-64 Project: *This project is similar to the I-64 project in that the design included detailed solutions to provide pedestrian and bike traffic through the intersection during and after construction. It also involved the conceptual design of several interchange improvements in a congested retail environment where MOT and access to the retail areas were vital components. This project is completed and carrying traffic today.*

The I-95 Ramp from Fort Belvoir North Area (FBNA) project in Fort Belvoir, Virginia was completed for FHWA. The project is located along the I-95 corridor just north of the Fairfax County Parkway. The proposed ramp will connect the existing I-95 High Occupancy Vehicle (HOV) Flyover Ramp to Heller Road within Fort Belvoir, Virginia. Presently the existing HOV Flyover Ramp carries vehicles from the northbound HOV lanes to the northbound I-95 common lanes.



The proposed ramp will be used as reversible single lane roadway. Ramp features include Mechanically Stabilized Embankment (MSE) walls and two bridge structures. A bridge structure will span over Backlick Road, the southbound I-95 common lanes and the I-95 High Occupancy Toll (HOT) reversible lanes, while the second bridge will span over Field Lark Branch. Future plans include the reconstruction of the existing HOV Flyover Ramp. This existing directional ramp presently connects the northbound HOV lanes to the northbound general purpose I-95 lanes during the morning traffic peak.

Relevance to I-64 Project: *This project is similar to the design work associated with the I-64 Exit 91 Interchange Improvements project in that it includes the design of a structure over an existing, heavily trafficked interstate. This structural work also includes analysis and integration of an existing structure. The I-64 project includes similar type work in that the structural work will be over an active interstate roadway.*

The Section 100 - I-95 and I-695 Interchange project was a $210 million interchange reconstruction project north of Baltimore, MD. The project involved reconstructing the I-95 and I-695 interchange to eliminate a braided interchange and upgrade the interchange to allow construction of Express Toll Lanes though the new interchange. The success of the project is evident by the number of awards it achieved:

Awards & Recognitions

- 2011 MDQI Award of Excellence: Partnering Silver Award
- 2011 MDQI Award of Excellence: Structure New/Structure Rehabilitation over $5 million
- 2010 NPHQ Silver Award for Public Communications
- 2010 NPHQ National Achievement Award
- 2009 Excellence in Concrete Award for creative use of concrete in Maryland - American Concrete Institute, Maryland Chapter
- Met all contract milestones

Relevance to I-64 Project: *This project is similar to the I-64 Exit 91 Interchange Improvements project for many reasons:*

- *Major traffic control component*
- *Interchange reconstruction*
- *Phased construction*
- *Utility Relocation and coordination*
- *Maintained an A rating for Erosion & Sedimentation control*
- *Design build element- redesign foundations to save owner $1 million dollars*
- *Extensive support of excavation and piling*

The Woodrow Wilson Bridge Replacement project was completed in Washington DC, Oxon Hill, MD, and Alexandria VA for the Maryland Department of Transportation. Wagman coordinated and completed five separate contracts for the project. Over $270 million of work was put in place through the 5 contracts. The contracts 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 Woodrow Wilson Bridge. The Awards listed below tell of the success of the project.

Awards & Recognitions

- 2011 MDQI Award of Excellence: Partnering Bronze Award
- 2010 MDQI Award of Excellence: Major Roadway over $10 million
- Met all contract milestones
- Achieved all eligible financial incentive milestones

Relevance to I-64 Project: *This project is similar to the I-64 Exit 91 Interchange Improvements project for many reasons:*

- *Major traffic control and traffic switches*
- *Interchange reconstruction*
- *Phased construction of interchange to maintain traffic*
- *Utility Relocation and coordination*
- *Reconstruction of mainline Interstate and cross roads at interchanges*
- *Maintained an A rating for Erosion & Sedimentation Control on all 5 contracts*
- *Design-build element – redesign bridge owner $2 million dollars*
- *Design-build element – design and construction 1,000-ft long retaining wall.*
- *Design-build element – design and construction of temporary bridge*

Lead Contractor Work History Form J

ATTACHMENT 4.3.1.5(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Contractor - three (3) projects which best illustrates current qualifications relevant to this Project.

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities; Identify the Lead Designer.	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
(1)**Woodrow Wilson Bridge Project | Prince Georges County, MD**	The Woodrow Wilson Bridge Maryland Interchange project included five individual contracts totaling $260 million to construct the new National Harbor interchange and reconstruct the I-295 interchange, portions of the MD 210 interchange and the I-95/I-495 Maryland corridor up to the new Woodrow Wilson Bridge. The project involved 32 bridges, 35 retaining walls (349,950 SF), 95,980 SF of noise walls, 1 million CY of excavation, 56,000 LF of drainage, subbase, bituminous paving, guardrail, signing, landscaping, architectural features, electrical, grading, ITS maintenance and protection of traffic, and performing incidental work for the mainline Capital Beltway and 30 associated ramps. Maintenance and protection of traffic was extensive as a result of the project's location along the heavily traveled I-95 / 495 corridor, outside Washington, D.C. Located in the environmentally sensitive Potomac River Basin, the project required compliance with permits and general environmental regulations. All five contracts maintained a 4.0 E&S rating and Wagman has exceeded all required DBE subcontracting goals. Each contract was completed on time, safely and within budget. Wagman maintained the schedule and earned all available milestone bonuses.. VARIOUS DESIGNERS ALL C ONSULTING ENGINEERING FIRMS, JMT, KCI, Parsons	Maryland Department of Transportation State Highway Administration Maryland Department of Transportation P.O. Box 717 Baltimore, Maryland 21203 Ms. Shirlene Cleveland Telephone: 410-545-8838	Various completions of each of 5 contracts:	Last Contract completed: June 2009	TOTAL: $259,177 (Total for all 5 contracts Primary Activities: •Includes 32 bridges •Structural Steel Erection •Substructure concrete •Superstructure concrete •35 Retaining walls 349,950 SF •Noise walls: 95,980 SF •Excavation: 1,000,000 CY •Utility relocation. •H-Piles: 45,000 LF •Drainage pipe: 56,000 LF Asphalt paving: 225,000 tons	TOTAL: $267,193 Primary Activities additional • Increased scope • Milestone Incentives • Paving • Grading • Retaining walls • Asphalt adjustments • Revised drawings • Asphalt Paving	TOTAL: $147,193 Primary Activities: • Grading & embankment • Structures – bridges, retaining walls, noise walls • Utility Relocations • Maintenance & Protection of Traffic • Overall project management • Piling and support of excavation. • Drainage installation • Erosion & sedimentation • Aggregate subbase

ATTACHMENT 4.3.1.5(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Contractor - three (3) projects which best illustrates current qualifications relevant to this Project.							
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities; Identify the Lead Designer.	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
(2)**Section 100** **I-95/I-695 Interchange |** **Baltimore, Maryland**	**G.A. & F.C. Wagman** served as managing partner of the Joint Venture for the $210 million interchange reconstruction project north of Baltimore, MD. The project involved reconstructing the I-95 and I-695 interchange to eliminate a braided interchange and upgrade the interchange to allow construction of Express Toll Lanes though the interchange. The project included two new mainline bridges on I-95 and 4 long steel fly-over ramp structures to connect I-95 to I-695. In addition, the structural work included several small overpass bridges, MSE retaining walls, noise barriers, and extensive support of excavation. A unique design-build element of the structure construction was the redesign of the foundation system to implement standard H-pile over drilled and concrete piles. We offered this Value Engineering Proposal to the owner which resulted in a cost savings of over $1 million dollars. We had to maintain traffic through one of the most heavily-travelled interchange in the country. During construction, Maintenance & Protection of Traffic along I-95 and I-695 was a major component, and we successfully achieved multiple project milestones while optimizing traffic flow. Wagman was able to maintain an A rating for erosion and sedimentation implementation and maintenance. Lead Designer: JMT	Maryland Transportation Authority I-95 Express Toll Lanes 8019 Corporate Drive, Suite F Baltimore, MD 21236 Mr. Dave Labella Telephone Work – 410-931-0808	June 14, 2010	Contract extended due to Extra Work: completion August 2010	TOTAL: $208,440 Primary Activities: •Includes 11 bridges – 4 flyovers, 3 mainline, 2 ramp and 2 overpasses •Structural Steel Erection •Substructure concrete •Superstructure concrete •Retaining walls: 75,000 SF •Noise walls: 215,000 SF •Excavation: 1,100,000 CY •Tunneling for underground utilities. •500,000 SF of concrete bridge deck •H-Piles: 20,000 LF •Soil Cement Stabilization •Drainage pipe: 30,000 LF Asphalt paving: 175,000 tons	TOTAL: $216,788 Primary Activities additional • Increased scope • Milestone Incentives • Paving • Grading • Noise walls • Signs • Soil stabilization • Asphalt adjustments • Utility relocations • Revised drawings	TOTAL: $118,800 Primary Activities: • Grading & embankment • Structures – bridges, retaining walls, noise walls • Utility Relocations • Maintenance & Protection of Traffic • Overall project management • Piling and support of excavation. • Drainage installation • Erosion & sedimentation • Aggregate subbase

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Contractor - three (3) projects which best illustrates current qualifications relevant to this Project.							
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
(3)**Intercounty Connector Contract B | Montgomery County, MD**	This $570 million highway design-build, best value project extends from MD 97 to MD 29. Contract B involves seven miles of new controlled access, six-lane, tolled roadway and two interchanges. The new highway will create interchanges with MD 650 New Hampshire Avenue and MD 182 Layhill Road. The work includes mainline excavation, ramps, cross roads, utility relocations, bridges and retaining walls. The Intercounty Connector project is an extremely environmentally and community sensitive project and extensive measures have been planned by the design-build team to minimize the environmental impact of this project. Contact B was the second of five contracts planned to create the $1.5 billion 18.8 mile Intercounty Connector that will ultimately connect the I-270 corridor in Montgomery County to the I-95/US1 corridor in Prince George's County, MD. Highway design-build project is 7.5 miles of new highway with two interchanges at New Hampshire Avenue and Layhill Road. Lead Designer Parsons	Maryland Department of Transportation State Highway Administration 707 North Calvert St Baltimore, MD 21202 410-838-7788 Melinda Peters MPeters@sha.state.md.us	11/2011	11/2011	$560,000 Primary activities: • Includes 14 bridges with 650,000 SF of bridge deck • Steel Piles: 60,000 LF • Bridge Caisson Installation: 4,000 LF • Noise walls: 350,000 SF • Retaining walls: 80,000 SF • Drainage pipe: 55,000 LF • Utility relocation: 4000 LF • Excavation: 2,000,000 CY • Project sites cross the Northwest Branch Watershed, Upper Paint Branch Watershed and the Upper Paint Branch Special Protection Area.	$560,000 Primary activities: • Stream relocations • Reduced scope due to steel escalation and diesel adjustments • Environmental mitigation •	$308,000 Primary Activities: • Grading & embankment • Structures – bridges, retaining walls, noise walls • Utility Relocations • Maintenance & Protection of Traffic • Overall project management • Piling and support of excavation. • Drainage installation • Erosion & sedimentation • Aggregate subbase

Lead Designer Work History Form K

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Designer - three (3) projects which best illustrates current qualifications relevant to this Project.

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
(1) **Intercounty Connector Design-Build Project (Contracts A and B), Montgomery and Prince George Counties, MD**	Parsons is the lead designer for the first two major segments of the Intercounty Connector (ICC). Both are being performed on an accelerated schedule through a Design-Build delivery process. **Contract A –** The $478M ICC Contract A is the first segment of the ICC, extending from I-270/I-370 to approximately 600 feet east of Maryland 97 in Montgomery County, MD. The project consists of 7.2 miles of new, controlled access, six-lane, tolled roadway, with three interchanges including I-370/MD 355, I-370/Shady Grove Metro Access Road, and ICC/MD 97. The work generally consists of mainline, ramps and cross roads pavement, utility relocations, bridges, retaining walls, noise walls, earth berms, drainage facilities, landscaping, signing, signals, lighting, pavement markings, tolling infrastructure, maintenance of traffic, intelligent transportation devices, public relations support, and environmental compliance. **Contract B –** The $560M design-build project will provide new construction of a seven-mile segment for a six-lane toll road for the ICC. The project includes a diamond interchange, a single-point interchange, and 10 new bridges. Included in the project are features of intelligent transportation systems (ITS), electronic toll collection, traffic signals, signing and pavement marking, miles of hiker and biker trails along the roadway, and six side road relocations.	Ms. Melinda Peters Maryland State Highway Administration 707 North Calvert Street, Fourth Floor Baltimore, Maryland 21202 Phone: (301) 586-9265	**Contract A:** 4/2007 **Contract B:** 11/2011	**Contract A:** 12/2008 (design); 06/2011 (post-design services) **Contract B:** On Schedule for 11/2011	**Contract A:** Design: $38,600 Construction: $478,000 **Contract B:** Design: $40,900	**Contract A:** Design: $44,200 Construction: $478,000 **Contract B:** TBD	**Contract A:** $478,000 **Contract B:** $560,000, final value TBD

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Designer - three (3) projects which best illustrates current qualifications relevant to this Project.

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
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(2) **U.S. Route 50 and Waples Mill Road Fairfax County, VA**	Parsons provided design services to improve traffic congestion at this busy suburban intersection near I-66, which serves as one of the main gateways into the City of Fairfax. The improvements were a priority to Fairfax County, which funded all design and construction. County funds were authorized from a pool of proffers associated with continuing adjacent development. Plans were developed and reviewed under VDOT's permit process but ultimately fell under the responsibility of the County's Department of Public Works and Environmental Services. The project was initially established to provide improvements in two phases of construction. In the first phase, the existing intersection would have been improved in order to facilitate current traffic and traffic growth expected from a development that was scheduled to open during construction. These interim improvements were designed as part of the first phase of construction to provide a grade separated interchange at the current location. The second phase provided the remainder of the interchange. Traffic studies and conceptual designs were prepared for several interchange concepts. These analyses included a detailed look at maintenance of traffic while constructing an interchange in a built-up suburban environment. Early concepts included simple flyovers and single-point urban interchanges. A design was selected that was configured as a very tight conventional diamond interchange that could best accommodate adjacent development, maintain traffic during construction, and allow for future growth. Unfortunately, funding constraints following the defeat of a sales tax referendum did not permit construction of the interchange in the foreseeable future. In lieu of the interchange, the improvements were incorporated into the Phase I construction and were expanded to meet traffic demand for a longer duration.	W. Todd Minnix, PE Fairfax County Department of Transportation 4050 Legato Road 4th Floor Fairfax, VA 22033-2867 Phone: (703) 877-5749	2007	2009	$1, 000(Fee)	$1,300 (Fee)	$12,500

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Designer - three (3) projects which best illustrates current qualifications relevant to this Project.

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
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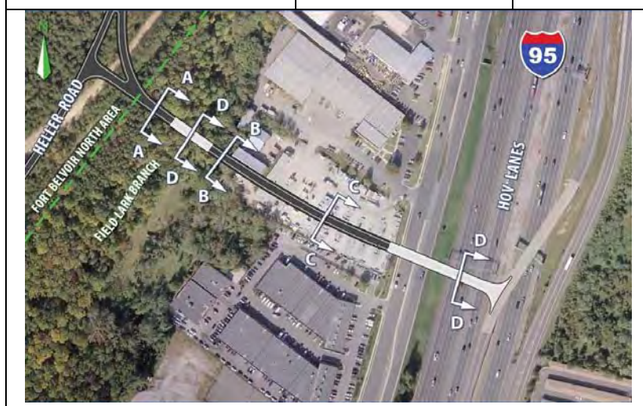
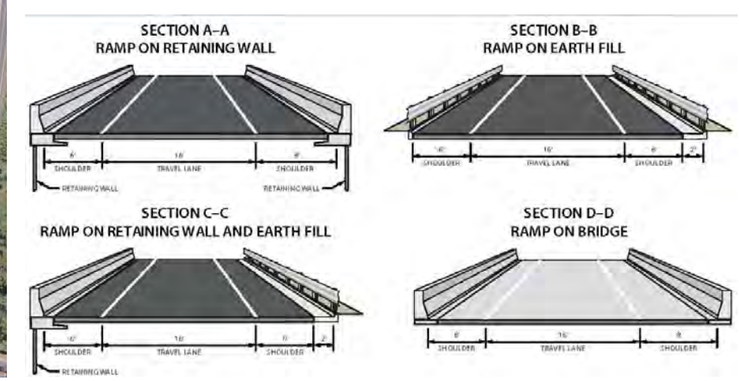
(3) **HOV Ramp from I-95 to Engineering Proving Ground, Springfield, Virginia**	The project is located along the I-95 corridor just north of the Fairfax County Parkway. The proposed ramp will connect the existing I-95 High Occupancy Vehicle (HOV) Flyover Ramp to Heller Road within the Fort Belvoir, Virginia which will be henceforth being called Phase 1. Presently the existing HOV Flyover Ramp carries vehicles from the northbound HOV lanes to the northbound I-95 common lanes. The proposed ramp will be used as reversible single lane roadway after the completion of Phase 1 and Phase 2. Ramp features include Mechanically Stabilized Embankment (MSE) walls and two bridge structures. A bridge structure will span over Backlick Road, the southbound I-95 common lanes and the I-95 High Occupancy Toll (HOT) reversible lanes, while the second bridge will span over Field Lark Branch. For Phase 1, this ramp is projected to facilitate the movement of traffic (one way) from Fort Belvoir North Area to northbound I-95 and will allow traffic to exit on the ramp during the afternoon peak hours. Exiting afternoon traffic can turn right or left at the "Tee" bridge and either enters the southbound HOV lanes or enters the northbound general purpose lanes on I-95 respectively. Phase 2, the reconstruction of the existing HOV Flyover Ramp would be necessary in order to provide for a dedicated left-turn lane to allow for morning access into the FBNA from the HOV lanes. This new dedicated lane will be additional to the existing lane which is providing access to the northbound general purpose lanes from the HOV lanes.	Robert A. Morris, P.E. 703-404-6302 Robert.Morris@dot.gov Federal Highway Administration Eastern Federal Lands Highway Division 21400 Ridgetop Circle Sterling, Virginia 20166	June 2010	May 2012 (Estimated)	$1,307	$2,670	$2,670





6. Project Risk

6. Project Risk

3.5.1 PROJECT RISK

Risk #1: Maintenance of Traffic (MOT)

Why Risk is Critical: Minimizing impacts to traffic along I-64 and Route 285 as well as accessing to the adjacent properties throughout construction is critical to both the perception and the realization of project success.

Impact of Risk on Project: Without an effective MOT plan and approach the traveling public and our workers could be placed in unsafe conditions. Additionally, traffic delays, detours and closures will affect the nearby land uses including the Sheets gas and convenience store, Goose Creek Market, Hampton Inn, Augusta Medical Center and the National Historic Register's Tinkling Springs Presbyterian Church. All of the potential impacts would lead to a poor public image for VDOT and the project.

Mitigation Strategies: Parsons' staff includes professionals certified as traffic control design specialists by VDOT and the American Traffic Safety Services Association (ATSSA). Assigned staff who will be developing the MOT plans include Robert Reed, P.E. who has 39 years of design experience including the preparation of MOT plans and TMPs for several VDOT projects. In addition, we have Laura Wilton and Krishna Potturi who will assist Robert on these plans. Laura has 23 years of design experience while Krishna has more than 8 years. Bob and Laura are ATSSA certified and with the help of others on our design team have completed the MOT plans and TMPs for the following Type C Projects (Significant Projects – Project Management Category V):

- Rte. 27/ 244 (Washington Blvd. and Columbia Pike)
- I-95 FBNA Ramp

We are also currently preparing the Rte. 7/15/ Sycolin Road TMP MOT plans and TMP for Sycolin Road Bridge Overpass at Rte. 7/15 Bypass.

Below is an overview of our approach to the Maintenance of Traffic aspect of the project.

1. Design and execute a feasible, well-thought out MOT Plan that will maintain access while minimizing impacts on through traffic. Wagman's construction management team and Parsons' design team will work in concert with VDOT staff to develop the most logical and comprehensive MOT Plan for this project.
2. Utilize off peak hours for critical construction activities such as bridge beam placement. This will allow lane closures providing a safe work zone while minimizing impacts to the traveling public. We have utilized this technique on several interstate projects including the Woodrow Wilson Bridge Project and the reconstruction of the Interchange of I-95 and I-695 in Baltimore, MD.
3. Continuous communication between the design-build team, VDOT, local residents, and business owners providing information on key construction activities as well as detours and alternate points of entry if necessary. By holding regular informational meetings with impacted parties and providing a single point of project information, the Wagman Parsons team will be proactive in handling any community relations issues such as the development of a project website to post progress and notifications to the travelling public.
4. Provide MOT expertise verified by VDOT in Work Zone Traffic Control or by the ATSSA as a Traffic Control Supervisor at all levels of project management to ensure compliance with MOT requirements from planning through execution of the work. The project will employ an ATSSA certified Traffic Control Supervisor that will support the project staff including the Construction Manager, Project Superintendents, and MOT crew supervisors. Wagman will also provide certified flaggers for all flagging operations.

VDOT's Role: Provide input, review and approve our MOT plan and provide any information regarding activity constraints during the design phase. Provide notice of any changes to the project requirements or provisions to accommodate community desires as soon as possible so that we can incorporate them into

our plans. Partner with our team in the assistance of providing all parties with appropriate information and discussing any potential issues or impacts that VDOT feels can be mitigated prior to construction activities taking place.

Risk #2: Right of Way (ROW)

Why Risk is Critical: There are several parcels of real estate that must be obtained to construct the project. Some of these parcels are permanent acquisitions for construction or easements and others are temporary for construction. Both are critical to project success.

The greatest potential right of way risk will be based upon changing real property values in the market area. The right of way agent will need to use appraisals based on market prices of equivalent sales that have not been influenced by the proposed project, a challenge that is always difficult. The change in land values as a result of knowledge of the proposed project will likely result in disagreements when the offers are presented and the ensuing fallout may result in a number of the property owners who will refuse the offered amount or respond with unreasonable counteroffers. If negotiations fail to resolve the differences between property owners and the agent, the use of eminent domain by VDOT will be required. This action has historically been perceived negatively by the public and media and as a result, the Department's integrity and the project's objectives may become compromised and questioned. Consequently, keeping the project on schedule and budget could present challenges. It is also imperative that all state and federal laws, rules and regulations be followed during the right of way acquisition and relocation program. Noncompliance with such requirements, such as the presentation of a non-bona fide offer to a landowner would result in a new offer being made, which could delay the clearing of the parcel for construction.

Impact of Risk on Project: Obtaining additional right of way can be difficult and time consuming. The risk of the right of way acquisition is schedule related.

Mitigation Strategies: As a responsible design-builder we must try to minimize the number of right of way acquisitions and the area required to build the project. The area required can be reduced through thorough design and constructability review during design. During constructability review areas that were to be permanent acquisitions may become temporary construction easements. Any reduction in acquisition of real estate will reduce costs to VDOT and maximize the schedule to allow more time for construction. If we can maintain most of the schedule under the control of the design-builder, we believe we can manage the schedule better and complete the project on time.

To mitigate the schedule and cost impacts, we must review the preliminary design and try to reduce or even eliminate impacts. This reduction or elimination can be accomplished by coordinated efforts between VDOT, designers, constructors, a right of way acquisition firm, the environmental compliance manager, property owners and other project stakeholders. Wagman and Parsons have worked together on the Intercounty Connector Contract A to acquire additional right of way for a cost saving alternative concept that we used to reduce overall project and maintenance costs. We worked closely with Maryland State Highway Administration to obtain a critical piece of real estate that eliminated bridge structures and retaining walls. We worked with environmental agencies and developed the right of way plats. On Contract B of the Intercounty Connector, Wagman and Parsons again successfully worked together to obtain temporary construction easements to allow erection of precast girders. We developed the drawings, completed the surveys and coordinated with the property owner and environmental agencies to obtain construction easements. After construction, the area was returned back to the owner and restored. Other easements had to be cleared environmentally and rights of entry negotiated for utility relocations.

The right of way contracting consultant will actively work with the design team to develop right of way strategies which will minimize conflicts with the property owners and ensure that the project moves

forward. One approach that has been employed on similar VDOT agreements is to define the risks associated with variables in land values and place a value on that risk that both VDOT and the design builder agree on early in the process. However, in setting such precedence, it is imperative that fairness and consistency are not compromised and that the timing of settlement in those instances where concessions must be considered does not jeopardize negotiations that have not yet been finalized on remaining parcels.

For those acquisitions that cannot be avoided we will assist VDOT with the ROW process as described in the VDOT Right of Way Manual and according to all applicable state and federal laws and regulations. Our VDOT prequalified right of way contracting consultant, Paul Schray of Continental Field Service, has the experience to complete these complicated acquisitions.

VDOT's Role: Provide input on proposed design changes to help reduce ROW impacts. VDOT will also be instrumental in facilitating communication with property owners and other stakeholders. Where impacts cannot be avoided VDOT shall assist the design-build team in expediting the process to the best of the combined team's ability.

Risk #3: Utility Relocation

Why Risk is Critical: Utility relocation will be very important to the early success of this project. Underground utilities are not always located accurately; this risk can cause the need for unanticipated relocations when disclosed during construction and also potential need for more easements. Even more crucial, utilities are critical elements of project schedules and have a direct influence on the overall project cost; "time is money." Delayed relocations can often result in the need for additional work and costs such as unplanned complex construction phasing to work around or support utilities waiting to be relocated or costs associated with providing maintenance access through a busy job site. Third party involvement can have a major impact to project schedules and their risk-related costs during coordination and approvals.

Impact of Risk on Project: Developing of utility clearance packages, getting them reviewed and approved can pose a large risk to the project schedule.

Mitigation Strategies: A first order of business must be to identify all possible conflicts with existing utilities and establish meetings with all utility companies. Coordination is the "key" to successful utility relocation. As the design-builder we will take the lead on the utility coordination and establish communications with each utility owner. Weekly meetings will be established to discuss the conflicts and possible solutions. Through close coordination and an in depth understanding of the issues associated with the utility relocation, Wagman and Parsons will work together through design and construction to ensure seamless operations for the utility owner and their patrons. Our Utility coordinator, Dave Leber, will spearhead this effort. Dave had experience working with utility company on the Intercounty Connector. Dave assisted with the coordination of above ground and below ground utility relocation.

From the design side, Parson will rely on Prakash Patel as the design utility coordinator. Prakash has over 32 years of experience in civil engineering and utility relocations and coordination. Prakash served in this same role for the ICC B project. Prakash and Dave and the utility owners will work to minimize impacts and reduce the risk to the project schedule. The lessons learned on the ICC project will help to ensure a successful I-64 Exit 91 project.

VDOT's Role: To maximize the success of the project, VDOT should partner with the Wagman Parsons Team and assist in the coordination efforts with the utility owners as well as any potentially impacted property owners early and often in the process. In addition, VDOT's assistance in the development, review and approval of the plans will be of the utmost importance.