

I-95 at Temple Avenue Interchange Improvements

A Design-Build Project

Colonial Heights, Virginia

From: 0.041 Mi. West of Hamilton Avenue
To: 0.069 Miles East of Existing I-95 Ramp

State Project No.: 0095-106-122
Federal Project No.: NH-095-1(328)
Contract ID Number: C00085623DB74



Request for Qualifications



State Project No.: 0095-106-122
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Contract ID Number: C00085623DB74

November 25
2013



SECTION 3.2 LETTER OF SUBMITTAL





BRIDGING GENERATIONS · SINCE 1902

November 25, 2013

Mr. Bill Arel, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

RE: **Statement of Qualifications**
I-95 at Temple Avenue Interchange Improvements
Colonial Heights, Virginia
State Project No.: 0095-106-122
Federal Project No.: NH-095-1(328)
Contract ID Number: C00085623DB74

Dear Mr. Arel:

G.A. & F.C. Wagman, Inc. (Wagman) is pleased to submit one (1) original paper version of our Statement of Qualifications, with full supporting documentation, which bears original signatures; one (1) CD-ROM containing the entire Statement of Qualifications in a single cohesive Adobe PDF file; and ten (10) abbreviated paper copies of the original Statement of Qualifications (SOQ) to the Virginia Department of Transportation (VDOT) to provide Design-Build (D-B) services for the I-95 at Temple Avenue Interchange Improvements in Colonial Heights, Virginia. We have carefully reviewed the Request for Qualifications (RFQ), RFQ Addendum No. 1, RFQ Information Package, and RFQ Questions and Answers; attended the Public Hearing; and visited the project site multiple times.

PROJECT TEAM

G.A. & F.C. Wagman, Inc. has assembled a strong and efficient team of highly-qualified professionals with the necessary expertise to successfully meet the goals and objectives of this project. Wagman has selected Johnson, Mimiran & Thompson (JMT) as our lead design firm to provide all engineering services for this project. Wagman and JMT have excellent reputations in the design and construction of similar projects, with proven prior experience in delivering quality D-B projects. Other members of our team include EEE Consulting Inc., T3 Design Corporation, Schnabel Engineering Consultants, Inc., Hassan Water Resources, PLC, EBA Engineering, Inc., CTI Consultants, Inc. and Froehling & Robertson, Inc.

Section 3.2.2 Point Of Contact

Wagman's official representative and designated *Point Of Contact* for all project-related communications is Wagman's *Vice President, Division Manager Mr. David W. Lyle*. Mr. Lyle can be reached as follows:

Address	Phone	Mobile	Fax	Email
5911 Nena Grove Lane Chester, VA 23831-3715	804-778-4444	804-731-3707	804-778-4929	dwlyle@wagman.com

Section 3.2.3 Principal Officer

The Principal Officer of G.A. & F.C. Wagman, Inc. with whom a D-B contract would be written is Wagman's principal officer and *Senior Vice President Operations, Mr. Todd E. Becker*. Mr. Becker can be reached as follows:

Address	Phone	Mobile	Fax	Email
3290 N. Susquehanna Trail York, PA 17406-9754	717-764-8521 X320	717-577-4251	717-767-5457	tbecker@wagman.com

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

EQUAL OPPORTUNITY EMPLOYER



Section 3.2.4 Structure of Offeror

G.A. & F.C. Wagman, Inc. is an active, registered Corporation in the Commonwealth of Virginia and will take financial responsibility for this project. A single 100% performance bond and a single 100% payment bond will be provided for the total contract value and time period. Currently, there are no liability limitations on behalf of G.A. & F.C. Wagman, Inc.

Section 3.2.5 Full Legal Name of Both Lead Contractor and Lead Designer

Lead Contractor's full legal name is: G.A. & F. C. Wagman, Inc.

Lead Designer's full legal name is: Johnson Mirmiran & Thompson, Inc.

Section 3.2.6 Affiliated or Subsidiary Companies

All information regarding Affiliated or Subsidiary Companies can be found in Attachment 3.2.6 located in the Appendix.

Section 3.2.7 Certification of Debarment

Signed "Certification Regarding Debarment" forms for the D-B Team are included in the Appendix (Attachments 3.2.7(a) and 3.2.7(b)).

Section 3.2.8 VDOT Prequalification Number and Status

G.A. & F.C. Wagman's VDOT prequalification number is W002 and has a status of active. G.A. & F.C. Wagman is in good standing and prequalified to bid on the Project.

Section 3.2.9 Surety or Insurance Company Performance and Payment Bond

The letter of reference from CNA Surety, our insurance agent, stating that G.A. & F.C. Wagman, Inc. is capable of obtaining a performance and payment bond based on the current estimated contract value of \$12,000,000 is located in the Appendix.

Section 3.2.10 Business Entities Information

Full size copies of DPOR licenses and SCC registrations for the D-B Team members can be found in the Appendix, as well as Attachment 3.2.10.

Section 3.2.11 Commitment to DBE Participation Goal

G.A. & F.C. Wagman, Inc. formally commits to achieving VDOT's twelve percent (12%) Disadvantaged Business Enterprise (DBE) participation goal for the entire value of the contract on the I-95 at Temple Avenue Interchange Improvements D-B Project.

Wagman and JMT have long and successful histories of serving VDOT on numerous projects. As a single, integrated D-B Team, we will design and construct the I-95 at Temple Avenue Design-Build Project in a manner to ensure the greatest opportunity for success. We will create a transparent working relationship with VDOT and 3rd party stakeholders to promote trust, confidence, and collaboration.

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



David W. Lyle
Vice President & Division Manager



SECTION 3.3 OFFEROR'S TEAM STRUCTURE



3.3 OFFEROR'S TEAM STRUCTURE

Wagman and JMT have assembled a team with qualified professional experience in working with VDOT on design-build projects similar to the I-95 at Temple Avenue Interchange Improvements project. Wagman, will be ultimately responsible for the delivery of this project to VDOT including coordinating all interested parties – subcontractors, designers, VDOT, utility companies and stakeholders – as well as providing overall construction management. In addition, Wagman will serve as the Lead Contractor, self-performing much of the construction while managing qualified subcontractors and maintaining the project DBE requirements. Other team members and their assigned roles include:

- ✓ **Johnson, Mirmiran & Thompson, Inc.** – Lead Designer
- ✓ **EBA Engineering, Inc.** – Construction Quality Assurance
- ✓ **CTI Consultants, Inc.** - Construction Quality Assurance Materials Sampling and Testing Services
- ✓ **EEE Consulting, Inc.** – Environmental Compliance, Cultural Resources and Permitting
- ✓ **Schnabel Engineering Consultants, Inc.** – Geotechnical
- ✓ **Hassan Water Resources** – Drainage, SWM and Stream Restoration
- ✓ **T3 Design, Corporation** – Traffic Engineering, TMP/MOT, Intelligent Information Systems

3.3.1 Identity of and Information About the Key Personnel

The Wagman/JMT Team's key personnel are highly qualified with relevant experience in their respective project roles and have a long history working with VDOT on transportation projects as well as experience working on recent D-B projects in Virginia. **The Wagman/JMT Team will keep these Key Personnel, as well as all identified support team members, on this project for the duration of this contract.** For the I-95 at Temple Avenue Interchange Improvements D-B Project, the Wagman/JMT Team commits the following four (4) Key Personnel:

3.3.1.1 Design-Build Project Manager (DB-PM): Wagman has committed one of their most seasoned managers, **Mr. Michael A. Navecky**, to serve as the D-BPM. Mr. Navecky has more than 34 years of experience in planning, managing and assisting in the design and construction of heavy civil projects. During his career, his responsibilities have included those of project engineer, estimator, project manager, and design build project manager. Mr. Navecky has worked on numerous interstate roadway and intersection improvement projects and, in addition, has served as a design build project manager on several projects. These include:

- ✓ **Woodrow Wilson Bridge, I-95/I-495/I-295 Interchange Ramps E, E-1, F, R** Project Manager on \$45 mil interstate ramp construction
- ✓ **Woodrow Wilson Bridge, Inner Loop Local & Express** Project Manager on \$61 mil interstate interchange improvement and loop construction project
- ✓ **DB PennDOT I-78 Project** Design Build Project Manager on interstate overpass bridge replacement and roadway approach project
- ✓ **DB FHWA Delaware Water Gap National Recreation Area** Design Build Project Manager on bridge replacement project
- ✓ **VDOT I-66** Project Engineer on VDOT bridge and roadway project.

His recent and on-going interstate and D-BPM experience, combined with his knowledge and uncompromising commitment to quality and professionalism, ensure that Mr. Navecky has the ability to capably fulfill the D-B PM responsibilities for this project.

3.3.1.2 Quality Assurance Manager (QAM): EBA Engineering, Inc. has designated **Mr. George P. Romack** as QAM for the I-95 Temple Avenue Project. Mr. Romack served as a VDOT Area Construction Engineer (ACE) and District Construction Engineer (DCE) where he managed and directed the **Quality Assurance and Quality Control** aspects of over 150 projects. Performing the duties of a **QAM**, Mr. Romack's assignment as

Fredericksburg DCE included managing the district materials laboratory and contract administration program. As Fredericksburg ACE, he provided direct engineering management of one third of the district's contract administration program, interpreting contract specifications, resolving disputes, notice of intents, and claims, reviewing CPM schedules and adhering to **quality control and quality assurance** protocol. Specific project experience includes his efforts on Route 208 Courthouse Bypass in Spotsylvania County, VA where he resolved challenges associated with 3 miles of traffic detours, accommodating the needs of local businesses, and addressing environmental issues for this new location facility similar to I-95/Temple Avenue Interchange having tie-in work at both ends along with significant traffic volumes. While overseeing Route 639 Bragg Road in Spotsylvania County, he resolved numerous complaints and issues from business owners and residents along the road over access, dust, noise, etc. communicating regularly with inspection staff and the contractor, including meeting with the home owners onsite. The traffic volumes, phased construction, maintenance of traffic, and close proximity to residential neighborhoods as well as commercial/retail businesses mimic that of the I-95/Temple Avenue Interchange project. He led the **Quality Assurance** program in Fredericksburg to ensure CQIP goals were met by using regular "pre-QIP" reviews, peer reviews, and OJT.

3.3.1.3 Design Manager (DM): JMT has committed **Mr. Rodney Hayzlett, P.E.**, one of their most experienced managers, to serve as the DM. Mr. Hayzlett has 19 years of extensive experience in Virginia transportation projects. He is responsible for the major transportation disciplines of roadway design within the Commonwealth. He is thoroughly familiar with the VDOT project development and delivery process for transportation projects including public involvement policy; environmental document compliance and permitting; roadway, hydraulics, structures (bridge and retaining wall) and traffic engineering; and utility design and relocation coordination. His vast experience in the management of all pertinent design disciplines ensures his ability to responsibly manage project design and to establish and assure an independent design QA/QC program for this project. Mr. Hayzlett has been instrumental in the successful design and administration of many VDOT and municipal, VDOT funded, highway projects including numerous D-B projects. He has served as Project Manager or Lead Roadway Engineer on multiple urban and rural roundabout projects for VDOT. He has served as the Project Manager on numerous VDOT "on-call" contracts and Highway Design Manager on many D-B projects throughout the Commonwealth including:

- ✓ Fairfax County Parkway (Phase I, II and IV) Project (D-B), Fairfax County
- ✓ VDOT Route 61 over New River, Route 460, and Old Virginia Avenue Project (D-B), Town of Narrows
- ✓ Route 15/460 Approaches & Bridge over Buffalo Creek (D-B), Town of Farmville, VA
- ✓ James Madison Highway (Route 15) Improvements Project (D-B), Prince William County
- ✓ Gayton Road (D-B) PPTA, Henrico County – Structure Design and CQA/QC
- ✓ Lewistown Road Interchange Improvements including IMR, Hanover County, VA
- ✓ VDOT Design Limited Services Statewide (2) and multiple Regional Contracts
- ✓ VDOT Traffic Engineering Statewide Limited Services
- ✓ VDOT NOVA Regional Quality Plan Review
- ✓ On-Call Professional Engineering Services for Road Construction Projects, Chesterfield County, VA
- ✓ Architectural, Engineering, and Construction Administration/Management Services On-Call, Prince William County
- ✓ Roundabout at Route 229, Town of Culpeper, VA
- ✓ Roundabout at Route 249 and Route 612, New Kent County, VA
- ✓ Roundabout at Route 600/53 Roundabout, Fluvanna County, VA
- ✓ USMC Heritage Center Roadway Improvements, Prince William County

3.3.1.4 Construction Manager (CM): **Mr. Paul E. Phillips** has been designated as Wagman's CM on the project. Mr. Phillips will work with the DM and assist in design development from a constructability point-of-view. He will also oversee the development of the price proposal including quantitative takeoff, subcontractor/material supplier evaluation and development of the project schedule. Should the Wagman/JMT

Team be successful, he will also remain involved throughout the construction of the project including issuing subcontracts/purchase orders, processing of submittals, management of field personnel, maintaining communications with the QCM, schedule updates, coordination of subcontractors, and monthly invoice development. Mr. Phillips has 18 years of experience in the road construction industry and has progressed through a number of roles from field engineering, to project superintendent, to senior project manager. Notable experience includes project superintendent for two large Rte. 29 Bypass interchange projects in Amherst VA, project manager for the section of the Route 288 PPTA project that included the tie-ins to Interstate 64 in Goochland County, and project manager for the VDOT APM Terminal roadway design/build project in Portsmouth. Mr. Phillips possesses superb communication skills, has proven experience, and is very knowledgeable with VDOT processes. All of these attributes will enable him to deliver an on time, on budget project to the benefit to all stakeholders.

3.3.2 Team Organizational Chart

The organizational chart provided at the end of this section identifies the major functions to be performed by the Wagman/JMT Team and displays the lines of responsibility, communication, and relationships between the various entities. The organizational chart shows the reporting relationships of Key Personnel responsible for the management of design, construction, and quality control as well as the independent responsibilities of the QAM and his staff. The Wagman/JMT Team has clearly defined roles and relationships. The team organization is optimized to promote team synergy yet present clear, logical, and efficient reporting relationships to manage the design and construction and related approvals for the I-95 at Temple Avenue Interchange Improvements D-B Project, while maintaining distinct responsibilities and project controls. The project staff is organized to facilitate timely and effective communication among all personnel, regardless of position. Practical lines of communication run between design, construction, and the independent QA and QC support staff, with the D-B PM ensuring all levels function as a team. This organization is a successful model used by Wagman and JMT on past and present projects.

Design-Build Project Manager The organizational chart starts with the public and VDOT at the pinnacle of the hierarchy. The Team recognizes that all final decisions rest with VDOT and recognizes the need to assure that the public need is met. The team's primary interface with VDOT will be through the D-B PM, **Mr. Mike Navecky**.

In accordance with sound management practice and VDOT guidance, the D-B PM serves in the most crucial role, one that defines success for all aspects of the project. The D-B PM is the principal conduit for communication with VDOT, and also directly controls the design, construction, and quality assurance functions. One feature of the Wagman/JMT Team proposal is the independence of the key support staff of specialty professionals whose role is to assure that the highest levels of quality and safety are maintained in both the design and construction phases of the project.

The organizational chart further depicts that the main production staff interfacing with the D-B PM will be the DM, the CM, the UC and the ROW Manager; allowing effective communication among the Key Personnel with oversight from the QAM. The DM and the CM will support the D-B PM as points of contact with VDOT in their respective areas of expertise. The D-B PM will rely on the DM and the CM to effectively coordinate their individual Team elements and will use these Key Personnel to communicate to all Team members during design and construction.

Quality Assurance Manager The Wagman/JMT Team organizational chart identifies EBA Engineering, Inc. as the independent firm to provide the construction quality assurance services for this project. **Mr. George Romack** will oversee as the QAM in a leadership capacity for the project's construction quality assurance program. He will oversee a QA staff as well as oversee the activities of our independent off-site materials sampling and testing laboratory, CTI. The QAM will report directly to the D-B PM but also must fulfill his independent responsibility to provide adequate assurance that the public (and VDOT) is receiving the desired quality in the overall project.

EBA Engineering, Inc. (EBA) will be responsible for will provide all Construction Quality Assurance services for this project including QA-level inspection and administration activities.

CTI Consultants, Inc. (CTI) will provide Quality Assurance Services for the off-site materials sampling and testing.

Design Manager The Wagman/JMT Team organizational chart clearly defines that all design disciplines for the project will report to the DM, **Mr. Rodney Hayzlett, PE**. The approach to staffing these disciplines hinges on the concept of matching the requirements of this project to the experience and depth of knowledge of staff best suited to fulfill these specific requirements. While the majority of the disciplines will be covered by JMT professionals, the team does include specialty subconsultants who will augment the Team and report directly to the DM. The DM will report directly to the D-B PM. In addition, the key staff for Utilities and for Right of Way will also closely interact with Bob to resolve these two critical aspects of the project.

Mr. Hayzlett will also establish and oversee the QA/QC program for design. The responsibilities of the QA/QC team will be separated between the Design QA Manager and the Design QC Managers.

The Design QA Manager will operate independent of the design team and will evaluate and compare the design to the established design criteria and ensure that the design QC process is complete. In general, the Design QA Manager will evaluate whether the designer appropriately documented quality issues related to design and technical problems, applied the correct analysis techniques, and assigned qualified personnel to the task. The Design QA Manager will address whether the solution is practical and cost effective and whether the design is appropriate. ***JMT has identified Mr. Trip Phaup, PE to serve as the Design QA Manager.*** He will interface and report directly to the DM. Trip has provided design quality assurance services on numerous projects during his 23 year engineering career.

The Design QC Team will be staffed with individual Design QC Managers that are not involved in the design process and will report directly to the DM. Qualified reviewers that are independent from day-to-day design activities ensure that the QC Team is truly providing a fresh set of eyes to plan development. The independent QC reviews will determine whether the design and plans conform to the established design criteria and design processes including verification and documentation using QC checklists like LD-436. In general, the QC Team will review math and engineering computations; check technical accuracy; verify conformance with contract requirements; review form, content, and spelling; and verify coordination with other design disciplines and the project sequence of construction.

The following subconsultants will provide specialty services and will report directly to the DM.

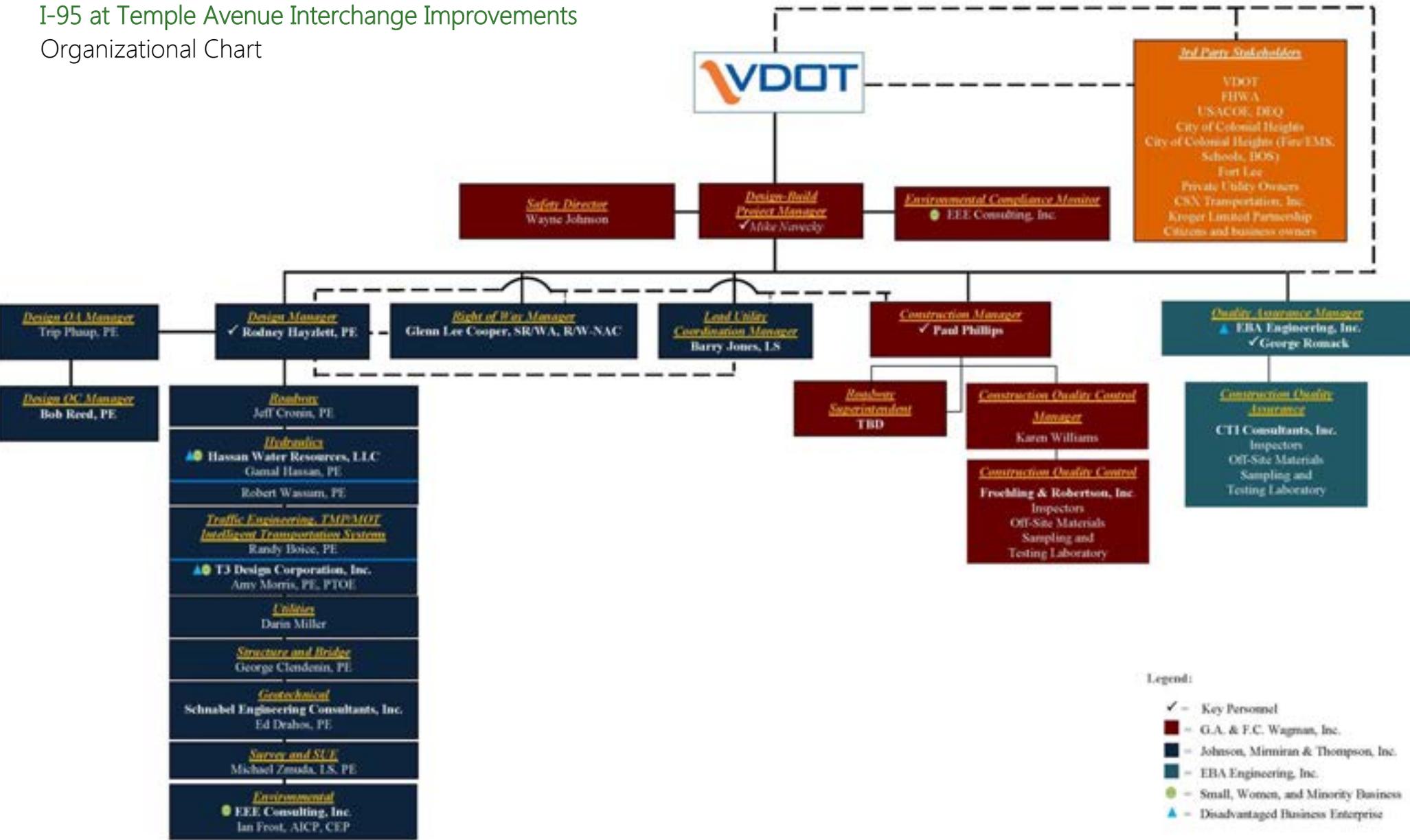
EEE Consulting, Inc. (EEE) will be responsible for environmental compliance and obtaining all necessary state and federal water quality permits for the project. In addition, during construction phases they will provide oversight to identify disclosed cultural resources.

Schnabel Engineering Consultants, Inc. (Schnabel) will provide geotechnical services for the project including geotechnical investigations, borings and analysis, materials analysis, and geotechnical recommendations for design and construction.

Hassan Water Resources, PLC (Hassan) will provide drainage design services for the project including design of stormwater management systems. They will also provide design services for stream restoration.

T3 Design Corporation (T3) will provide traffic engineering services support. They will also provide TMP/MOT and Intelligent Transportation Systems support.

I-95 at Temple Avenue Interchange Improvements
Organizational Chart



- Legend:
- ✓ - Key Personnel
 - - G.A. & F.C. Wagman, Inc.
 - - Johnson, Mirmiran & Thompson, Inc.
 - - EBA Engineering, Inc.
 - - Small, Women, and Minority Business
 - ▲ - Disadvantaged Business Enterprise



SECTION 3.4 EXPERIENCE OF OFFEROR'S TEAM



3.4 Offeror's Team Experience

G.A. & F.C. and Wagman, Inc. is an experienced design-build contractor who has partnered to complete the design and construction of over \$1 billion of transportation projects. They are well versed in the design-build partnering process which allows for more contractor input and innovation during the design process, thus often reducing the time and cost to build for the owner.



BEST PLACES
to work in **PA** 2013
Voted Best Places for the 9th Time

With over \$500 million in bonding capacity, innovative engineering experience, highly qualified and experienced field personnel, and a large fleet of heavy equipment, Wagman is well positioned to manage complex projects; and for mega-projects, partner with other firms to ensure the successful outcome on every project. Wagman is fully committed to the Commonwealth of Virginia. With the recent acquisition of Key Construction Co., Inc. and D W Lyle Corporation, both of whom have an extensive history as VDOT contractors, Wagman has fully integrated its presence in the Virginia marketplace. The teaming of these companies provides Wagman a workforce that is experienced in VDOT processes, local subcontractors and vendors, and project stakeholders.

Wagman has constructed some of the most heavily traveled highways in the Northeast United States. This project list includes:

- ✓ Virginia, Route 61 Bridge over the New River, 0061-266-119, R201, C501, B603
- ✓ Maryland SHA, Woodrow Wilson Bridge, I-95/I-495/I-295 Interchange Ramps E, E-1, F, R.
- ✓ Maryland SHA, Woodrow Wilson Bridge, I-95/I-495/MD 210 Indian Head Highway Interchange Mainline and Ramp B.
- ✓ Maryland SHA, Woodrow Wilson Bridge, I-95/I-495/I-295 Inner Loop Local and Inner Loop Express.
- ✓ Maryland SHA, Woodrow Wilson Bridge, I-95/I-495/MD 210 (Indian Head Highway) Interchange.



I-95/I-695 Interchange Contract 1



***Route 61 Bridge over the New River
Narrows, VA***

Wagman provides road building services for new highway construction and rehabilitation of existing roadways. Wagman has expanded its road building services and equipment fleet, incorporating GPS technology where appropriate in order to offer more comprehensive services and productive services. Wagman has evolved into a full service contractor for road and highway construction.

Currently Wagman and JMT are teamed on a \$15 million VDOT Design Build project in Narrows, Virginia on Route 61 and the New River. This project has involved extensive utility relocation, excavation management, and installation of drainage in a close area with little to no access giving Wagman/JMT team a challenge to design and construct this ongoing project. Wagman has also teamed with JMT on other completed design projects throughout the region. With the knowledge of this past and current successful relationship, the two companies are partnering on the I-95 Temple Avenue project.

Johnson Mirmiran and Thompson & VDOT

JMT routinely employs a pro-active approach to design build projects that provides an interactive design process of collaboration with the Contractor and VDOT to bring engineering excellence to their projects. Their successful pro-active approach is evident in the numerous D-B projects that

JMT has a documented reputation for the development of innovative solutions for their projects, on time and within budget.

JMT has successfully completed in Virginia. These D-B projects have been completed both directly and indirectly for VDOT. The indirect projects include the award winning \$112.5M Fairfax County Parkway (D-B), Phases I/II and IV and the \$7.8M Mark Center Short and Mid Term Improvements D-B Project in Alexandria. These projects were designed and constructed to VDOT Standards and Specifications but the projects were administrated by Eastern Federal Lands Highway Division of the FHWA. Other indirect VDOT projects include the \$52M Route 15 PPTA for Prince William County and the \$2.1M Gayton Road PPTA for Henrico County. D-B projects directly for VDOT include the \$2.9M Route 15/460 Approaches and Bridge over Buffalo Creek in the Town of Farmville, the \$15.61 Route 61 Narrows Bridge Replacement in Giles County and the \$135M US 29 Charlottesville Bypass in Charlottesville-Albemarle County.

JMT's project list in Virginia includes:

- ▣ Fairfax County Parkway, Phases I, II and IV, Fairfax County, VA (completed)
- ▣ Route 61 over New River, Route 460, and Old Virginia Avenue, Town of Narrows, VA (on-going)
- ▣ 3rd Street (Route 15/460) over Buffalo Creek, Town of Farmville, VA (completed)
- ▣ James Madison Highway (Route 15) Improvements, PPTA, Prince William County, VA (completed)
- ▣ Route 29 Bypass, Charlottesville and Albemarle County (on-going)
- ▣ Gayton Road, PPTA, Henrico County, VA (completed)
- ▣ Mark Center Short and Mid Term Improvements, City of Alexandria, VA (on-going)
- ▣ VDOT MS-4 Permit Compliance (statewide, on-going)
- ▣ VDOT Route 7, Fairfax County (on-going)
- ▣ VDOT Lynnhaven Parkway/Volvo Parkway, Cities of Chesapeake & Virginia Beach (on-going)
- ▣ VDOT Route 58 Construction Consultation, Carroll County, VA (on-going)
- ▣ MWAA North Area Roads Improvements, Dulles International Airport, VA (completed)
- ▣ Henrico County – Oakley Lane (on-going)
- ▣ Spotsylvania County – VRE Station (on-going)
- ▣ Prince William County – Fuller Road (on-going)
- ▣ Prince William County – Route 1 (completed)
- ▣ City of Virginia Beach – Centerville Turnpike (on-going)
- ▣ City of Richmond – Commerce Road (on-going)

In addition to the above mentioned projects, JMT also has statewide contracts for Design and Traffic Engineering Design, and numerous on-call contracts in Spotsylvania, Prince William, Chesterfield, Henrico, Carroll and James City Counties, and the City of Hampton.

▣ Fairfax County Parkway (D-B), Phases I, II, and IV, Fairfax County, VA Awards:

- ☆ 2012 Transportation Engineering Award, VDOT Projects Greater than \$10 Million, VTCA
- ☆ 2012 Honor Award, American Council of Engineering Companies – Metropolitan Washington
- ☆ 2011 Merit Award, American Council of Engineering Companies – Virginia
- ☆ 2011 Honor Award, American Council of Engineering Companies – Maryland

3.4.1 Work History Forms

Work History Forms (Attachments 3.4.1(a) and 3.4.1(b)) for both Wagman (Lead Contractor) and JMT (Lead Designer) are included in the Appendix.



SECTION 3.5 PROJECT RISKS



3.5 Project Risks

Wagman and JMT have extensive experience in identifying, managing, and controlling risk on transportation projects in Virginia and throughout the United States. A key to the success of every construction project is early identification and timely mitigation of risk. The Wagman team is comprised of specialists that are experts at early identification of potential problems. They then apply their unique perspectives to mitigate, alleviate or eliminate the risk, and, in turn, protect the Department's investment.

For the Temple Avenue Interchange project, the Wagman team has considered several factors in determining potential risks. After site visits and plan evaluations, we have concluded that the three predominant critical risks are: Traffic Management, Constructability, and Utilities. We have elaborated on these potential risks, our mitigation strategies, and VDOT's or other stakeholders' roles below.

3.5.1 Risk Identification and Mitigation Strategy

Risk No. 1 – Traffic Management

Risk Identification:

Traffic Management of the on / off ramps to I-95, local access and through traffic is a critical risk for this project. Maintaining the existing ADT of over 35,000 vehicles on Temple Avenue poses a significant risk to safe and efficient passage in and around the project.

Contractor access to the work zone in the median will be crucial. The narrow work area is further influenced by steep slopes between the westbound and eastbound lanes. Improper planning of the work zone access and a thorough understanding of the constraints for use will be required in order to manage impacts to the traveling public, protect safety of the workers and balance the desire to not delay travel times or cause work delays.



Why This Risk Is Critical and the impact the risk will have on the project:

Careful consideration of transportation management strategies will be critical in reducing risks to safety while helping to preserve mobility through the corridor and together play a vital role in successful project delivery. Properly managed traffic lends itself to minimal congestion, and improved mobility, which positively influences public scrutiny and safety. Proper traffic management facilitates the ability to plan and schedule work effectively and with certainty, decreases unknown circumstances that affect production, limits exposure to increased project costs, and enhances acceptance from project stakeholders.

Mitigation Strategies the Team may implement to address the risk:

The Wagman/JMT team will develop a thorough **Transportation Management Plan (TMP)**. The TMP will incorporate a three pronged approach that considers safe travel through the work zone during construction and protection of workers. The planned approach follows:

- **Traffic Control Plans (TCP)** A TCP will be developed that minimizes the disruption to the on/off ramps to I-95, minimizes lane closures, and maintains local access. During the design process, Wagman and JMT will meet to develop a Sequence of Construction (SOC) that will depict the different phases of construction. During the SOC development, specific emphasis will be made to plan traffic patterns to safely enhance construction activities while reasonably mitigating peak traffic volumes. The TCP will be very detailed in the description, location, and implementation of all necessary traffic control devices required in each SOC.

Elements such as lane widths, barrier placement and signage will be closely scrutinized from both a design and constructability standpoint.

- The **Transportation Operations Plan (TOP)**, which is an integral part of the TMP, will dovetail with the traffic control plans and will be the go-to source for the operational procedures required for working on Temple Avenue. The TOP will include procedures for handling traffic accidents (e.g. notification to Traffic Operations Center (TOC), Emergency Medical Technician (EMT), and Maintenance Of Traffic (MOT) crews), pavement failures (e.g. MOT crew, emergency equipment to remove failed materials and replace with temporary asphalt, communications with the TOC), and late lane closure openings (e.g. notification to TOC, additional workforce and/or temporary materials to facilitate getting off the road as soon as possible). The TOP will also include items such as the process for notifying the Regional TOC so that lane closure information can be placed on the 511 and VA-Traffic systems, a contact list of local emergency response agencies, and procedures to respond to traffic incidents that may occur within the work zone. The teams dedicated VDOT certified MOT Manager will immediately notify the TOC of an incident prompting a coordinated broadcast of information in an effort to re-route traffic and minimize delays. Wagman's certified and trained personnel will assess the situation and will deploy traffic control measures, such as signs, channelizing devices, and portable changeable message signs, in accordance with the Work Area Protection Manual (WAPM) so that normal traffic operations can be restored as quickly as possible. A detailed post incident review will be conducted by the Wagman team to assess if and how the temporary traffic control plan could be modified to reduce the likelihood of a repeat incident and if plan changes are warranted that would reduce the impacts of any incidents.
- Create a **Communications Plan** to ensure that communication and collaboration regularly occurs with local businesses, residents, emergency services, schools and other stakeholders to inform them of traffic operations through the project area. This includes active community outreach to update project stakeholders involving construction activities. The Wagman team will communications plan will provide:
 - Advance notice and clear signing for both work zones and lane closures.
 - Regular updated information to VDOT for public notifications.

Of paramount importance and the determining factor above all else is to keep safety in mind throughout the development of all aspects of the TMP. We are aware that none of the Risk Mitigation Strategy components listed above are effective if they do not maintain the safest possible conditions for employees as well as the public. Keeping safety in the forefront of the TMP development process will create a situation where final decisions on other ideas will be better analyzed and therefore benefit all that are affected by the project.

Role of VDOT and Other Agencies:

We do not anticipate any additional role for VDOT unless unforeseen circumstances arise. VDOT's role in the Transportation Management process for this project will be simply one of oversight and approval, e.g., VDOT to post the provided Wagman Team Maintenance of Traffic activities through the use of their Traffic Management Center postings to 511 and their associated websites.

*Relevant Project Experience:
Bailey Bridge Road, Chesterfield County, VA*

Recently, Wagman completed a VDOT project that involved the reconstruction of an existing roadway while under traffic at all times. The limits of the project included a high school, middle school, elementary school, church with a pre-school, and three subdivision entrances. The TMP was vital in maintaining traffic flow while also allowing work to take place safely and in a productive manner. There were also a number of incidents where the TOP allowed us to react to emergency situations that occurred on the project which ultimately resulted in the inspection staff and Wagman employees receiving recognition for their efforts in properly handling the situation. The lessons learned on this project as well as others in moving high volumes of traffic through extremely tight construction limits will be integrated as part of our overall TMP approach.

Risk No. 2 – Constructability

Risk Identification:

Construction of the Temple Avenue project and roundabout while safely maintaining traffic on the existing roadway in the same location requires detailed evaluation of the constructability of the proposed design. The constructability will require a detailed evaluation of the following obstacles:

- Construction of the roundabout, which in essence is a “plate” with flat grades entering and exiting, on the existing Temple Avenue Roadway and existing bridges.
- Demolition of the existing Temple Avenue Roadway bridges over the old CSX Railroad while maintaining traffic on Temple Avenue and backfilling the old bridge foundation locations.
- Maintaining adequate number of travel lanes during Maintenance of Traffic and providing sufficient work zone area to efficiently and safely construct the project.
- Benching out fill slopes on steep terrain while avoiding impacts to existing streams.
- Early coordination for utility relocations required to be relocated out of widened fill areas in advance of construction.
- Coordination and timing of construction with planned development for the new Kroger site.



Why This Risk Is Critical and the impact the risk will have on the project:

The purpose of evaluating constructability of a project is to engage the Wagman construction professionals in the JMT design process from start to finish. Construction personnel provide unique insight to design decision by providing construction expertise that identifies obstacles before a project construction is actually started and thereby alleviate potential errors, delays and cost overruns. These reviews are of utmost importance to this project due to the constrained site conditions, high ADT and demolition requirements. If the proposed design conflicts with certain construction requirements and the conflict is not discovered until construction begins, the project schedule and safety of the workers and public could be put at risk.

Having a project that is not constructible as designed will impact the project schedule due to delays in resolving issues. This results in potential increases to project costs while potentially jeopardizing the safety of the traveling public.

Mitigation Strategies the Team may implement to address the risk:

- Perform constructability reviews early and continuously in the design process to engage construction staff to evaluate and identify constructability concerns.
- Design roundabout grades and superelevation transitions acknowledging the existing conditions (grades/cross slopes, etc.) and how the maintenance of traffic will have to utilize the proposed roundabout at some point in the sequence of construction.
- Conduct early coordination with all utility owners establish sequence of utility relocations and identify construction needs (i.e. fill / slope / bench widening) to facilitate relocation of utilities in their ultimate location.
- Evaluate temporary retaining structures to maximize available work zone area to enhance efficiency and safety of construction.

Role of VDOT and Other Agencies:

We do not anticipate any additional role for VDOT unless unforeseen circumstances arise. VDOT's role in the constructability review process for this project will be simply one of oversight and partnering to help identify any project related construction obstacles.

*Relevant Project Experience:**Fairfax County Parkway Phases 1, II, & IV, Fairfax County, VA*

The most significant constructability design change identified was the "Fullerton Flip". The original design depicted Fullerton Road crossing over Fairfax County Parkway. JMT was able to revise the profiles for both the Fairfax County Parkway and Fullerton Road to take the Parkway over Fullerton Road. The benefits that raising the grade of FCP brought to the project were:

- Reduced the amount of soil and rock excavation by also raising Boudinot Drive.
- Minimized the disturbance of contaminated material by placing embankment over the Central Motors site.
- Reduced the surplus material on the project.
- Resulted in a balanced earthwork project significantly reducing project cost.

Risk No. 3 – Utility Relocation and Coordination**Risk Identification:**

Multiple owners with numerous overhead and underground utilities are in conflict with the proposed work pose potential significant risks throughout the project:

- Potential impacts to a web of numerous underground fiber optic and communication lines (and their associated surface features) directly beneath proposed construction due to increased loads from fills and co-location with proposed curb lines.
- Potential impacts to gas lines in which the owner may require relocation.
- Sanitary sewer lines may be impacted by increased loads from widened fills and the requirement for multiple manhole adjustments.
- Potential conflicts with waterlines and appurtenances such as water valves, fire hydrants, etc. affected by the pavement widening.
- Numerous overhead telecommunication and overhead power distribution facilities will require relocation for the project's construction.
- All utilities must remain operational throughout the project duration.
- Definition of utility easements by third parties.

**Why This Risk Is Critical and the impact the risk will have on the project:**

Relocations and replacements for utilities would be on the critical path for the project and not under absolute control of the Design-Build Team. Many of the decisions regarding relocations or replacements are either unknown or are to be made by the third-party utility owners with little stake in a prompt resolution. Utility impacts could affect the project schedule due to delays from third party work, potential increases to project costs with no added transportation value, and overall safety during construction.

Mitigation Strategies the Team may implement to address the risk:

- Locate and designate precise locations of utilities using supplemental utility surveys by JMT's in-house Subsurface Utility Exploration capabilities.
- Investigate alternative designs to avoid or minimize impacts to existing utilities.
- Conduct early coordination with all utility owners including UT9 Forms, and the required Utility Field Inspection meeting(s).
- The Wagman Team will coordinate with utility owners to explore methods to expedite utility related plans and estimates (P&E) to advance the project schedule.

Role of VDOT and Other Agencies:

We do not anticipate any additional role for VDOT unless unforeseen circumstances arise. VDOT's role in the utility coordination process for this project will be simply one of oversight, e.g., should the utility companies fail to cooperate; we will request assistance from VDOT to mitigate.



Relevant Project Experience:

Telegraph Road Park and Ride and Roadway Improvements, Prince William County, VA

This project included widening of Telegraph Road from 2 lanes to a 4 lane divided roadway on a 6 lane ultimate right of way. Phased Sequence of Construction while utilities were being relocated, allowed advanced Advertisement and ultimately advancing the delivery of the completed project.

APPENDIX





ATTACHMENT 3.1.2 **SOQ CHECKLIST**

ATTACHMENT 3.1.2

Project: 0095-106-122

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Offerors shall furnish a copy of this Statement of Qualifications (SOQ) Checklist, with the page references added, with the Statement of Qualifications.

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

ATTACHMENT 3.1.2

Project: 0095-106-122

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

ATTACHMENT 3.1.2

Project: 0095-106-122

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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



ATTACHMENT 2.10 ACKNOWLEDGEMENT

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00085623DB74
PROJECT NO.: 0095-106-122

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

Acknowledgement shall be made of receipt of the Request for Qualifications (RFQ) and/or any and all revisions and/or addenda pertaining to the above designated project which are issued by the Department prior to the Statement of Qualifications (SOQ) submission date shown herein. Failure to include this acknowledgement in the SOQ may result in the rejection of your SOQ.

By signing this Attachment 2.10, the Offeror acknowledges receipt of the RFQ and/or following revisions and/or addenda to the RFQ for the above designated project which were issued under cover letter(s) of the date(s) shown hereon:

1. Cover letter of RFQ 10/15/2013
(Date)
2. Cover letter of Addendum #1 11/12/2013
(Date)
3. Cover letter of _____
(Date)



SIGNATURE

11/19/13

DATE



ATTACHMENT 3.2.6
LIST OF AFFILIATED AND SUBSIDIARY COMPANIES



ATTACHMENT 3.2.7(A)
PRIMARY DEBARMENT FORM

ATTACHMENT NO. 3.2.7(b)

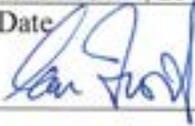
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-106-122

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

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

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

_____ Signature	November 14, 2013 Date	_____ President Title
EEE Consulting, Inc. Name of Firm		_____

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-106-122

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

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

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

Edward G. Draker November 13, 2013 Senior Vice President
Signature Date Title

Schnabel Engineering Consultants, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-106-122

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

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

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

	November 18, 2013	Vice President
Signature	Date	Title
T3 Design Corporation		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-106-122

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

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

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

Gayle F. Lee 11/19/2013 CONTRACTS MANAGER
Signature Date Title

CTI CONSULTANTS, INC.
Name of Firm

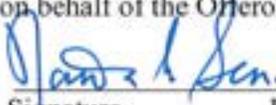
ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-106-122

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

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

	11/20/13	President
Signature	Date	Title
<hr/>		
EBA Engineering, Inc.		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-106-122

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

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

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

	11/19/2013	President
Signature	Date	Title

Froehling & Robertson, Inc.
Name of Firm



ATTACHMENT 3.2.7(B)
LOWER TIER DEBARMENT FORM

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-106-122

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

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

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

Robert Gallagher 11/25/13 Senior Vice President
Signature Date Title

Johnson Mirmiran & Thompson, Inc
Name of Firm



PREQUAL CERT DIVIDER

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

=====

W002

G. A. & F. C. WAGMAN, INC.
PREQ. EXP : 10/31/2014

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

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

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

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

=====



SURETY LETTER



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

November 5, 2013

Virginia Department of Transportation
Alternate Project Delivery Office
1401 East Broad Street
Richmond, VA 23219

Re: Design-Build Project
I-95 at Temple Avenue Interchange Improvements
0.041 Miles West of Hamilton Avenue to 0.069 miles East of
Exiting I-95 Ramp
State Project No: 0095-106-122
Federal Project No: NH-095-1(328)
Contract ID Number: C00085623DB74

To Whom It May Concern:

Please be advised a surety line of credit has been established for G.A. & F.C. Wagman, Inc. with Continental Casualty Company, a CNA Surety Company located at Three Radnor Corporate Center, 100 Matsonford Road, Suite 200, Pennsylvania with an "A" rating by A.M. Best Company and a financial strength rating of "XV". This surety credit relationship has existed since 1965.

Continental Casualty Company is licensed and authorized to issue bonds in the Commonwealth of Virginia. The existing parameters of their surety credit program are \$150,000,000 single project with an aggregate limit of \$400,000,000. At the current time, there is adequate reserve available to bind this proposed project.

Continental Casualty Company has reviewed the REOI and would welcome the opportunity of underwriting 100% Performance and 100% Labor & Materials Payment bonds for G.A. & F.C. Wagman, Inc. and/or a joint venture partnership involving G.A. & F.C. Wagman, Inc., should they be selected as the contractor/joint venture for this project. This commitment is contingent upon mutually acceptable contract terms, confirmation of financing for the total project and normal underwriting requirements of the surety at the time of contract award.

Sincerely,

By:


Eugene M. Fritz, Attorney-In-Fact

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

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

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

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

- In Unlimited Amounts -

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

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

In Witness Whereof, the CNA Companies have caused these presents to be signed by their Vice President and their corporate seals to be hereto affixed on this 15th day of August, 2013.



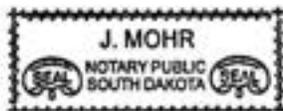
Continental Casualty Company
National Fire Insurance Company of Hartford
American Casualty Company of Reading, Pennsylvania

Paul T. Brufat

Paul T. Brufat Vice President

State of South Dakota, County of Minnehaha, ss:

On this 15th day of August, 2013, before me personally came Paul T. Brufat to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is a Vice President of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company described in and which executed the above instrument; that he knows the seals of said insurance companies; that the seals affixed to the said instrument are such corporate seals; that they were so affixed pursuant to authority given by the Boards of Directors of said insurance companies and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance companies.



My Commission Expires June 23, 2015

J. Mohr

J. Mohr Notary Public

CERTIFICATE

I, D. Bult, Assistant Secretary of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that the By-Law and Resolution of the Board of Directors of the insurance companies printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said insurance companies this 5th day of November, 2013.



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

D. Bult

D. Bult Assistant Secretary



SCC DPOR REGISTRATION DOCUMENTATION

ATTACHMENT 3.2.10

State Project No. 0095-106-122

SCC and DPOR Information

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

Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			DPOE Expiration Date
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	
G.A. & F.C. Wagman, Inc.	F01989-8	Foreign	Active	3290 North Susquehanna Trail, York, PA 17406	Class A Contractor	#2701 015887	1/31/2015
Johnson Mirmiran and Thompson, Inc.	F149901-3	Corporation	Active	9201 Arboretum Pkwy Suite 310 Richmond, VA 23236	ENG, LS	#0411 000029	02/28/14
Johnson Mirmiran and Thompson, Inc.	F149901-3	Corporation	Active	13921 Park Center Rd Herndon, VA 20171	ENG	#0411 000441	02/28/14
Johnson Mirmiran and Thompson, Inc.	F149901-3	Corporation	Active	272 Bendix Rd Suite 260 Virginia Beach, VA 23452	ENG, LS	#0411 000440	02/28/14
Johnson Mirmiran and Thompson, Inc.	F149901-3	Corporation	Active	72 Loveton Circle Sparks, MD 21152	ENG, L.A, ARC, LS	#0407 001314	12/31/13
EEE Consulting, Inc.	0504941-6	Corporation	Active	8525 Bell Creek Rd. Mechanicsville, VA 23116	ENG	#0407 003798	12/31/2013
Hassan Water Resources, PLC	S2293282	Limited Liability Company	Active	2255 Parkers Hill Drive, Maidens, VA 23102	ENG	#0413 000299	12/31/2013

ATTACHMENT 3.2.10

State Project No. 0095-106-122

SCC and DPOR Information

Schnabel Engineering Consultants, Inc.	07126741	Corporation	Active	One West Cary Street Richmond, VA 23220	ENG	#0411 000700	02-28-2014
T3 Design	0658539-2	S Corporation	Active	10340 Democracy Lane, Suite 305, Fairfax, VA 22030	ENG	#0405 001624	12/31/2013
CTI Consultants, Inc.	0252760-4	S Corp	Active	13500 East Boundary Road, Midlothian, VA 23112	ENG	#0411 000399	02/28/2015
CTI Consultants, Inc.	0252760-4	S Corp	Active	11038 Lakeridge Parkway, Ashland, VA 23005	ENG	#0407 002768	12/31/2013
EBA Engineering, Inc.	F123900	S	Active	311 North Madison Road Orange, VA 22960	ENG	#0411 001032	02/28/2014
Froehling and Robertson, Inc.	0027211-2	C	Active	Active	ENG	#0407 000098	12-31-2013

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)

Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Johnson Mirmiran and Thompson, Inc.	Rodney Nelson Hayzlett	Richmond, VA	5048 Long Creek Lane Chester, VA 23831	Professional Engineer	#0402 032936	1/31/2015

ATTACHMENT 3.2.10

State Project No. 0095-106-122

SCC and DPOR Information

EBA Engineering, Inc.	George Patton Romack	Orange, VA	311 N. Madison Road Orange, VA 22960	Professional Engineer	#0411 001032	2/28/2014
----------------------------------	-------------------------	------------	--	--------------------------	--------------	-----------



SECTION 3.2.10.1
FULL SIZE COPIES OF SCC REGISTRATION

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Commonwealth of Virginia
State Corporation Commission

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[Additional Services](#)

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

Business Entity Details

General
 SCC ID: F004988
 Entity Type: Foreign Corporation
 Jurisdiction of Formation: PA
 Date of Formation/Registration: 5/26/1967
 Status: Active
 Shares Authorized: 4000000

Principal Office
 3290 NORTH GUSQUIMANA TRAIL
 YORK PA17406

Registered Agent/Registered Office
 CORPORATION SERVICE COMPANY
 BANK OF AMERICA CENTER
 18TH FLOOR, 5115 EAST MAIN STREET
 RICHMOND VA 23219
 RICHMOND CITY 216
 Status: Active
 Effective Date: 5/11/2012

Select an action
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[Renew as registered agent](#)
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Commonwealth of Virginia
State Corporation Commission

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[Additional Services](#)

Johnson, Mumiran & Thompson, Inc.

Business Entity Details

General
 SCC ID: F3499013
 Entity Type: Foreign Corporation
 Jurisdiction of Formation: MD
 Date of Formation/Registration: 10/17/2006
 Status: Active
 Shares Authorized: 1000

Principal Office
 73 LOVETON CIRCLE
 SPARKS MD21152

Registered Agent/Registered Office
 ROBERT GALLAGHER
 4065 ARBORVIEW PAV STE 149
 RICHMOND VA 23236
 CHESTERFIELD COUNTY 126
 Status: Active
 Effective Date: 5/6/2007

Select an action
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Screen ID: e1006

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Business Entity Details

Johnson, Mirman & Thompson, Inc.

General

SCC ID: F1499013
Entity Type: Foreign Corporation
Jurisdiction of Formation: MD
Date of Formation/Registration: 10/17/2006
Status: Active
Shares Authorized: 2000

Principal Office

72 LOVELTON CIRCLE
SPARKS MD21157

Registered Agent/Registered Office

ROBERT GALLAGHER
3201 ARBORETUM PKY STE 140
RICHMOND VA 23236
CHESTERFIELD COUNTY 120
Status: Active
Effective Date: 8/9/2007

Select an action

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SCC eFile
Business Entity Details

Johnson, Mirman & Thompson, Inc.

General

SCC ID: F0499013
Entity Type: Foreign Corporation
Jurisdiction of Formation: MD
Date of Formation/Registration: 05/17/2006
Status: Active
Shares Authorized: 2000

Principal Office

72 LOVELTON CIRCLE
SPARKS MD21157

Registered Agent/Registered Office

ROBERT GALLAGHER
3201 ARBORETUM PKY STE 140
RICHMOND VA 23236
CHESTERFIELD COUNTY 120
Status: Active
Effective Date: 8/9/2007

Select an action

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Johnson, Mirman & Thompson, Inc.

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

Principal Office
 22 LONDON CIRCLE
 SPANIS RIDGE

Registered Agent/Registered Office
 ROBERT GALLAGHER
 5201 ARBORVIEW PKY STE 140
 RICHMOND VA 23236
 CHESTERFIELD COUNTY 130
 Status: Active
 Effective Date: 8/6/2007

Select an action
[File a registered agent change](#)
[File a registered office address change](#)
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Screen ID: e1000


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SCC eFile
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EEE Consulting, Inc.

General
 SCC ID: 05649416
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 6/23/1990
 Status: Active
 Shares Authorized: 117000

Principal Office
 9525 BELL CREEK RD
 RICHMOND VA 23110

Registered Agent/Registered Office
 CT CORPORATION SYSTEM
 4701 COX ROAD, SUITE 200
 GLEN ALLEN VA 23060
 HENRICO COUNTY 142
 Status: Active
 Effective Date: 10/4/2013

Select an action
[File a registered agent change](#)
[File a registered office address change](#)
[Assign an registered agent](#)
[File an annual report](#)
[Pay annual registration fee](#)
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Screen ID: e1000

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SCC eFile Business Entity Details

Hassan Water Resources, PLC

General

SCC ID: 62961082
Entity Type: Limited Liability Company
Jurisdiction of Formation: VA
Date of Formation/Registration: 7/16/2007
Status: Active

Principal Office

2275 PARKERS HILL DR
HAZDEN VA 23102

Registered Agent/Registered Office

GARAL E HASSAN
2255 PARKERS HILL DR
HAZDEN VA 23103
GOOCHLAND COUNTY 137
Status: Active
Effective Date: 8/1/2010

Select an action

[File a registered agent change](#)
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[File a principal office address change](#)
[File annual registration fee](#)
[Order a certificate of fact of existence](#)
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State Corporation Commission

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SCC eFile Business Entity Details

T3 Design Corporation

General

SCC ID: 04553392
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 5/15/2006
Status: Active
Shares Authorized: 5000

Principal Office

3740 DEMOCRACY LANE STE 303
FAIRFAX VA 22030

Registered Agent/Registered Office

PATRICIA THORSON
3740 DEMOCRACY LANE STE 303
FAIRFAX VA 22030
FAIRFAX CITY (FILED IN FAIRFAX COUNTY)
303
Status: Active
Effective Date: 7/29/2013

Select an action

[File a registered agent change](#)
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[Remove a registered agent](#)
[File an annual report](#)
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SCC eFile Business Entity Details

C.T.J. Consultants, Inc.

General

SCC ID: 60327604
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 3/27/1984
 Status: Active
 Shares Authorized: 100000

Principal Office

13500 E BOUNDARY ROAD
 NHELOTHMAN VA23112

Registered Agent/Registered Office

ANDREW W SMITH
 UCLABRYAN & PROFESSIONAL CORPORATION
 951 E BYRD ST 8TH FL
 RICHMOND VA 23219
 RICHMOND CITY 234
 Status: Active
 Effective Date: 1/18/2011

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Screen ID: e1009


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SCC eFile Business Entity Details

C.T.J. Consultants, Inc.

General

SCC ID: 60327604
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 3/27/1984
 Status: Active
 Shares Authorized: 100000

Principal Office

13500 E BOUNDARY ROAD
 NHELOTHMAN VA23112

Registered Agent/Registered Office

ANDREW W SMITH
 UCLABRYAN & PROFESSIONAL CORPORATION
 951 E BYRD ST 8TH FL
 RICHMOND VA 23219
 RICHMOND CITY 234
 Status: Active
 Effective Date: 1/18/2011

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Screen ID: e1009

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EBA Engineering, Inc.

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Business Entity Details

General
 SCC ID: F12P905
 Entity Type: Foreign Corporation
 Jurisdiction of Formation: MD
 Date of Formation/Registration: 10/22/1997
 Status: Active
 Shares Authorized: 1000000

Principal Office
 4813 SETON DRIVE
 BALTIMORE MD21275

Registered Agent/Registered Office
 CT CORPORATION SYSTEM
 4705 COX ROAD, SUITE 205
 GLEN ALLEN VA 23060
 HENRICO COUNTY 143
 Status: Active
 Effective Date: 09/4/2013

Select an action
[File a registered agent change](#)
[File a registered office address change](#)
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FROENLING & ROBERTSON, INCORPORATED

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Business Entity Details

General
 SCC ID: 00273113
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 10/11/2004
 Status: Active
 Shares Authorized: 1100000

Principal Office
 3015 DUNBARTON ROAD
 HENRICO VA23228

Registered Agent/Registered Office
 WILLIAM H HOOPNAGLE III
 1900 ONE BARRS CENTER
 891 E GARY ST
 RICHMOND VA 23218
 RICHMOND CTY 216
 Status: Active
 Effective Date: 02/5/2003

Select an action
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[File annual registration fee](#)
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Screen ID: 41000



SECTION 3.2.10.2
FULL SIZE COPIES OF DPOR REGISTRATION
(OFFICES)

- [License Lookup](#)
- [Online Renewal & Services](#)
- [Boards](#)
- [Professions & Occupations](#)
- [Forms & Applications](#)
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Details of license number 2701015887

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

No Open Complaints

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

No Closed Complaints

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

To inquire about closed complaints, see the department's [Public Records Access](#) or contact the department's Information Management Section at (804) 367-8563 or publicrecords@dpor.virginia.gov.

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.



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Details of license number 0411000029

[print](#)

Name: JOHNSON MIRIRAH & THOMPSON LLC.
License Number: 0411000029
License Description: Business Entity Branch Office Registration
Business Name: JOHNSON MIRIRAH & THOMPSON LLC.
Business Type: CORP
Address: 9201 ARBORETUM PKWY SUITE 310
 RICHMOND, VA 23236
Initial Certification Date: 1992-03-24
Expiration Date: 2014-02-28

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402023016	GALLAGHER, ROBERT TAYLOR	Professional Engineer License	2014-01-31
0403002078	ZMUDA, MICHAEL WILLIAM	Land Surveyor License	2013-12-31

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No Open Complaints

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

No Closed Complaints

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

To inquire about closed complaints, see the department's [Public Records Access](#) or contact the department's Information Management Section at (804) 367-8583 or publicrecords@dpor.virginia.gov.

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Details of license number 0411000441

Name: JOHNSON MIRIRAH & THOMPSON LLC [print](#)
License Number: 0411000441
License Description: Business Entity Branch Office Registration
Business Name: JOHNSON MIRIRAH & THOMPSON LLC
Address: 13921 PARK CENTER RD
 HERNDON, VA 20171
Initial Certification Date: 2006-03-06
Expiration Date: 2014-02-28

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402030511	BOICE, RANNEY LAWRENCE	Professional Engineer License	2014-12-31
0402038265	KELLEHER, TIMOTHY JOHN	Professional Engineer License	2014-12-31
0403003184	WILLIAMS, SCOTT BRIDLEY	Land Surveyor License	2013-12-31

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No Open Complaints

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

No Closed Complaints

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

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Details of license number 0411000440

[print](#)

Name: JOHNSON MIRMIRAN & THOMPSON INC
License Number: 0411000440
License Description: Business Entity Branch Office Registration
Business Name: JOHNSON MIRMIRAN & THOMPSON INC
Address: 272 BENDIX ROAD SUITE 260
 VIRGINIA BEACH, VA 23452
Initial Certification Date: 2006-03-06
Expiration Date: 2014-02-28

Filter:

Related Licenses

License Number	^A License Holder Name	License Type	License Expiry
0402018688	TAYLOR, CHRISTOPHER ARMAND	Professional Engineer License	2014-07-31
0402019314	CAMPBELL, GARY DALE	Professional Engineer License	2015-02-28
0402021268	MOORE, WALTER MERRITT	Professional Engineer License	2014-07-31
0402031186	FOYLER, JOHN DUSTBI	Professional Engineer License	2014-02-28
0403001728	HASKETT, MARK ANTHONY	Land Surveyor License	2014-01-31
0403002234	STICKLES, CHARLES BRIAN	Land Surveyor License	2014-06-30

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No Open Complaints

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

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Details of license number 0407001314

Name: JOHNSON MIRIRAH & THOMPSON BIC [print](#)
License Number: 0407001314
License Description: Business Entity Registration
Address: 72 LOVETON CIRCLE
 SPARKS, MD 21152
Initial Certification Date: 1982-08-30
Expiration Date: 2013-12-31

Filter:

Related Licenses

License Number *	License Holder Name	License Type	License Expiry
0401014925	MILLER, BARRY ALAN	Architect License	2015-07-31
0402006350	MIRIRAH, F F	Professional Engineer License	2014-09-30
0402011046	BECKETT, T H	Professional Engineer License	2014-12-31
0402011047	BERRIGER, R M	Professional Engineer License	2015-03-31
0402020282	CHENG, DANIEL T	Professional Engineer License	2015-09-30
0402023730	CLEMENT, PAUL FRANKLIN	Professional Engineer License	2014-12-31
0402023760	WOLIRAK, MATTHEW J	Professional Engineer License	2014-12-31
0402032610	SMITH, JAMES WALTER	Professional Engineer License	2014-06-30
0403003034	STICKLES, DAVID KEITH	Land Surveyor License	2013-12-31
0406001444	COINIER, JON SCOTT	Landscape Architect License	2013-12-31

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Details of license number 0407003798

[print](#)

Name: EEE CONSULTING LLC
License Number: 0407003798
License Description: Business Entity Registration
Business Type: CORP
Address: 8525 BELL CREEK RD
MECHANICSVILLE, VA 23116
Initial Certification Date: 1998-08-24
Expiration Date: 2013-12-31

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402028379	WARD, ROSS A	Professional Engineer License	2014-12-31
0402042911	MUTUC, MARIA DIVINA MAIMLO	Professional Engineer License	2014-01-31
0402044520	HIXON, LEE FRANKLIN JR	Professional Engineer License	2015-01-31
0402047678	SYRANSON, CHRISTOPHER JAMES	Professional Engineer License	2015-06-30

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No Open Complaints

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

No Closed Complaints

"Closed Complaints" reflect complaints against regulators closed since 1990. Cases closed without

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Details of license number 0413000299

Name: HASSANI WATER RESOURCES PLC print
Doing Business As: HWR
License Number: 0413000299
License Description: Professional Limited Liability Company
Address: 2255 PARKERS HILL DRIVE
MAIDENS, VA 23102
Initial Certification Date: 2009-07-06
Expiration Date: 2013-12-31

Filter:

Related Licenses

License Number *	License Holder Name	License Type	License Expiry
0402033382	HASSANI, GAMAL ELDIRI	Professional Engineer License	2015-06-30

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No Open Complaints

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

No Closed Complaints

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

To inquire about closed complaints, see the department's [Public Records Access](#) or contact the department's Information Management Section at (804) 367-8583 or publicrecords@dpwr.virginia.gov.

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Details of license number 0411000700

Name: SCHMABEL ENGINEERING CONSULTANTS RIC
License Number: 0411000700
License Description: Business Entity Branch Office Registration
Business Name: SCHMABEL ENGINEERING CONSULTANTS RIC
Business Type: CORP
Address: ONE CARY STREET
RICHMOND, VA 23220
Initial Certification Date: 2010-01-05
Expiration Date: 2014-02-28

[print](#)

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402018670	DIGGS, PAUL EMMETT	Professional Engineer License	2015-02-28

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No Open Complaints

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

No Closed Complaints

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

To inquire about closed complaints, see the department's [Public Records Access](#) or contact the department's Information Management Section at (804) 367-8583 or publicrecords@dpor.virginia.gov.

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Details of license number 0405001624

[print](#)

Name: T3 DESIGN CORPORATION
License Number: 0405001624
License Description: Professional Corporation Registration
Business Type: PC
Address: 10340 DEMOCRACY LAKE SUITE 305
 FAIRFAX, VA 22030
Initial Certification Date: 2007-12-19
Expiration Date: 2013-12-31

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402037795	TIMBROOK-MCMULLAN, PATRICIA	Professional Engineer License	2015-06-30

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Details of license number 0411000399

Name:	CTI CONSULTANTS LLC	print
License Number:	0411000399	
License Description:	Business Entity Branch Office Registration	
Business Name:	CTI CONSULTANTS LLC	
Address:	13500 EAST BOUNDARY RD MIDDLEBURY, VA 23112	
Initial Certification Date:	2005-04-26	
Expiration Date:	2014-02-28	

No Open Complaints

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

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Details of license number 0407002768

[print](#)

Name: CTI CONSULTANTS BIC
 License Number: 0407002768
 License Description: Business Entity Registration
 Business Type: CORP
 Address: 11038 LAKERIDGE PKWY
 ASHLAND, VA 23005
 Expiration Date: 2013-12-31

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402034434	KHALF-ALLAH, TARIK ABDEL-AZIZ	Professional Engineer License	2015-07-31

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No Open Complaints

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Details of license number 0411001032

[print](#)

Name:	EBA ENGINEERING LLC
License Number:	0411001032
License Description:	Business Entity Branch Office Registration
Business Name:	EBA ENGINEERING LLC
Business Type:	CORP
Address:	311 NORTH MADISON RD ORANGE, VA 22960
Initial Certification Date:	2013-09-26
Expiration Date:	2014-02-28

Filter:

Related Licenses

License Number *	License Holder Name	License Type	License Expiry
0402040380	SHIRLEY, KERRIETH JAMES	Professional Engineer License	2014-08-31

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No Open Complaints

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Details of license number 0407000098

Name:	FROEHLING & ROBERTSON INC	print
License Number:	0407000098	
License Description:	Business Entity Registration	
Address:	3015 DUNBARTON ROAD RICHMOND, VA 23228	
Initial Certification Date:	1982-08-05	
Expiration Date:	2013-12-31	

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402008502	KIRBY, S H JR	Professional Engineer License	2015-05-31

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SECTION 3.2.10.3
FULL SIZE COPIES OF DPOR REGISTRATION
(KEY PERSONNEL)

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Details of license number 0402032936

Name:	HAYZLETT, RODNEY NELSON	print
License Number:	0402032936	
License Description:	Professional Engineer License	
Address:	CHESTER VA, 23811	
Initial Certification Date:	1999-01-25	
Expiration Date:	2015-01-31	

No Open Complaints

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Details of license number 0402041824

Item: ROMACK, GEORGE PATTON
License Number: 0402041824
License Description: Professional Engineer License
Address: FREDERICKSBURG VA, 22405
Initial Certification Date: 2006-02-02
Expiration Date: 2014-02-28

[print](#)

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0411000871	EBA ENGINEERING INC	Business Entity Branch Office Registration	TERMINATED

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KEY RESUMES

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	MICHAEL A. NAVECKY, PROJECT 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 <u>12</u> Years With Other Firms <u>22</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	<p><i>G.A. & F.C. Wagman, Inc. (2001-Present)</i></p> <p>Mike has been a G.A. & F.C. Wagman employee for twelve years and has over 30 years of experience in the construction industry. He has extensive highway construction, utility relocation, erosion and sediment controls, and schedule coordination experience. Mike has managed estimating efforts for design build projects for over nine years, and most recently served as the Project Manager on four of the five contracts that Wagman completed for the Woodrow Wilson Bridge on the Maryland side of the Potomac River. Under Mike's leadership, all four projects maintained an A rating for Erosion and Sedimentation control during construction, each project was completed on time and under budget, and Mike and his team achieved every possible interim milestone on the four projects. For his efforts on the Woodrow Wilson projects, Mike was given an S.H.A.R.E Award for excellent management of the submittal coordination process and partnering.</p> <p><i>Granite Construction (1996-2000)</i></p> <p>Prior to G.A. & F.C. Wagman, Inc. Mr. Navecky worked for Granite Construction as an estimator. Mr. Navecky's duties include but were not limited to estimating, project management, and handling administrative aspects of each project. He routinely developed and maintained critical path schedules, procured of materials, and managed subcontractors.</p>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Bachelor of science in Civil Engineering 1979, The Pennsylvania State University
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. 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.)	<p><i>Maryland SHA, Woodrow Wilson Bridge, I-95/I-495/I-295 Interchange Ramps E, E-1, F, R.</i></p> <p>As Project Manager on this \$45 million project, Mike was responsible for project coordination with the construction manager, field superintendents, the Owner, the GEC, and overall project management. The project involved ramp construction between I-95, I-495 and I-295 which included bridges over all three highways, retaining walls, roadway reconstruction, utility coordination, erosion and sedimentation control and traffic control.</p> <p><i>Company:</i> G.A. & F.C. Wagman, Inc. <i>Dates:</i> November 2001 – July 2005</p> <p><i>Maryland SHA, Woodrow Wilson Bridge, I-95/I-495/MD 210 Indian Head Highway Interchange Mainline and Ramp B.</i> This \$61 million project was the last phase of construction of the MD 210 interchange with I-95 and reconstruction of mainline I-95. As Project Manager, Mike was responsible for the entire construction team including construction manager, field superintendents, and subcontractors. Mike was responsible for schedule, subcontract coordination, major traffic switches and overall project management. Unique to this project was a Design-Build retaining wall, where Mike was responsible for the design and construction of a 1000-foot long</p>

retaining wall along the outer loop of the Washington Beltway. This Project received MDQI Award of Excellence.

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

Dates: January 2007-January 2009

Maryland SHA, Woodrow Wilson Bridge, I-95/I-495/I-295 Inner Loop Local and Inner Loop Express.

As Project Manager on this \$106 million project, Mike and his team completed one of the last contracts on the Maryland side of the Woodrow Wilson Bridge. This project tied the Washington Beltway into the main bridge over the Potomac River. A key element to the success of this project was the Design-Build/ Value Engineering of Bridge 29 over the beltway. With Mike's leadership, Wagman was able to re-design the Bridge 29 and save SHA over two million dollars. The Design-Build effort included piling, retaining walls, abutments and traffic control. In addition, his management team, which included designers and constructors, successfully designed and built a large permanent retaining wall along the outer loop of the Washington Beltway saving hundreds of thousands of dollars. Mike continued to prove himself as a quality Project Manager by completing this highway project on time for the main bridge opening.

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

Dates: March 2005 – November 2009

Maryland SHA, Woodrow Wilson Bridge, I-95/I-495/MD 210 (Indian Head Highway) Interchange.

This project was Phase 1 of the MD210 and I-95 interchange. As Project Manager on this \$18 million project, Mike performed his typical duties of project coordination with field superintendents, schedule, subcontract coordination, Owner relations, traffic switches, utility coordination, public outreach coordination, environmental coordination and overall project management. This project included a Design-Build retaining wall and Mike was integral in the design and construction of this complex highway element.

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

Dates: February 2004 – June 2006

Various Highway Projects, Maryland and Texas.

Assistant Project Manager or Project Engineer on multiple multi-million dollar highway projects. Mike prepared and managed bids totaling up to \$1 billion including concrete take-off, earthwork take-off, all subcontractor quotes, and the pricing of traffic control items. He has also managed project start up including creation of the project schedule preparation and submission of shop drawings and submittals, and managing subcontractors and suppliers.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	GEORGE P. ROMACK, PE – Senior Construction Manager
b. Project Assignment:	QUALITY ASSURANCE MANAGER
c. Name of Firm with which you are now associated:	EBA ENGINEERING, INC.
	
d. Years experience: With this Firm <u>3</u> Years With Other Firms <u>40</u> Years	
Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	
<i>Senior Construction Manager – EBA Engineering, Inc. (August 2010 – present)</i>	
Senior Construction Manager pursuing construction engineering and inspection contracts and providing construction engineering/management services as needed.	
<i>District Construction Engineer –VDOT, Fredericksburg District (April 2006 – May 2010)</i>	
Managed the District's Materials Laboratory and contract administration program of maintenance and construction funded road and bridge contracts exceeding VDOT target delivery goals with 85% on time and 87% on budget for over 100 projects. Resolved challenges associated with traffic detours up to 3 miles in length, accommodating the needs of local businesses, addressing environmental issues , construction techniques, , and project schedules. Provided assistance to the Central Office and Office of the Attorney General to mitigate claims and litigate a lawsuit from a property owner. Projects included an 8-span bulb tee structure on Route 624 Cat Point Creek in Richmond County, a high-profile, congested roadway widening of Route 639 Bragg Road in Spotsylvania County, and the construction of a new location of Route 208 Courthouse Bypass in Spotsylvania County. He led the Quality Assurance program to ensure CQIP goals were met by using regular "pre-QIP" reviews, peer reviews, and OJT.	
<i>Area Construction Engineer – VDOT, Fredericksburg District (Jan. 2005 – April 2006)</i>	
Provided direct engineering management of one third of the District's contract administration program of maintenance and construction funded road and bridge contracts, interpreting contract specifications, resolving disputes, notice of intents and claims, reviewing CPM schedules and managing the Quality Assurance and quality control inspection and testing of materials. Performed the duties of a QAM ensuring contract compliance with plans, specifications and materials testing frequencies as a subset of his total duties as Area Construction Engineer on projects such as the reconstruction of two miles of the inadequate secondary road and two major drainage structures on Route 610 Indiantown Road in King George; the reconstruction of a deficient bridge to a triple box culvert of Route 615 Deep Run on the Stafford/Fauquier County line coordinating staffing from two VDOT Districts; and the recoating of 5 bridges crossing I-95 in Spotsylvania and Stafford Counties.	
<i>Senior Engineer/Program Manager – Federal Highway Administration (FHWA) (1993-2004)</i>	
Led the Federal Bridge and Tunnel Management Program nationwide, establishing standards of practice for inventory and maintenance activities associated with bridges and tunnels.	
<i>Structural Engineering Manager – FHWA (1989 – 1992)</i>	
Led a team of structural engineers in programmatic research of bridge joints, heated bridge deck technologies, rules and regulations for federal bridge program and underwater bridge inspection program.	
<i>Highway Structural Engineer – FHWA (1977 – 1988)</i>	
Highway Structural Engineer performing oversight of States' compliance with federal construction and maintenance procedures.	
<i>Structural Design Engineer – FHWA (1974-1977)</i>	
Reviewed federally funded project designs, preparing basic bridge designs and providing engineering recommendations to management and division staff. Responsible for bridge design projects on National Park Service roadways located on the Natchez Trace Parkway, and structures on Defense Department facility at Warner Robbins AFB. Developed standard plans for the bridges in Southern Region of National Forest Service. Prepared rehabilitation plans for numerous structures owned by the Park Service, including two aqueducts on the C&O Canal, and bridges in Acadia and Rock Creek National Park. Responsible for monitoring the construction QA/QC for structure rehab projects in the Washington, DC area. Provided detailed bridge safety inspections for structures on Eastern Federal Lands, namely Memorial Bridge, and Connecticut Avenue over Rock Creek Park.	
<i>Bridge Designer – VDOT (1970 – 1974)</i>	
Provided design services related to bridges and special culverts.	

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Virginia Polytechnic University & State University – Bachelor of Science 1968/Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
2006 Civil Engineering – Virginia #041824

- 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.)

Route 610 Indiantown Road, King George County, VA

VDOT Area Construction Engineer providing engineering services to ensure construction in accordance with the contract, plans, and specifications of two miles of an inadequate secondary road, and two major drainage structures. Managed the Quality Assurance inspection and materials testing, project staffing, budget, and schedule for this 1.541mile project worth \$1.6M finishing on time and under budget.

Company: Virginia Department of Transportation

Dates: 2005-2006

Route 208 Courthouse Bypass, Spotsylvania County, VA

VDOT District Construction Engineer resolving challenges associated with 3 miles of traffic detours, accommodating the needs of local businesses, addressing environmental issues, and providing assistance to the Office of the Attorney General to litigate a lawsuit from a property owner. He led his field staff in the management of the Quality Assurance inspection and materials testing, project staffing, budget, and schedule for this project 4.82km in length with a \$15.6M final cost.

Company: Virginia Department of Transportation

Dates: 2006-2009

DCE Route 624 Cat Point Creek, Richmond County, VA

VDOT District Construction Engineer resolving issues pertaining to access, construction techniques, field testing of high strength bolts, and project schedule associated with this bridge replacement project to build an 8-span bulb tee structure. He led his field staff in the management of the Quality Assurance inspection and materials testing, project staffing, budget, and schedule for this bridge replacement and approach project with a \$5.2M final cost delivering both on time and under budget.

Company: Virginia Department of Transportation

Dates: 2006-2008

DCE Route 639 Bragg Road, Spotsylvania County, VA

VDOT District Construction Engineer resolving numerous complaints and issues from business owners and residents along the road over access, dust, noise, etc. communicating regularly with inspection staff and the contractor to address the concerns, including meeting with the home owners onsite. Through effective oversight and involvement, the roadway widening project adding two signals and a noise abatement wall was finished 6 months early and within its \$6.4M budget.

Company: Virginia Department of Transportation

Dates: 2008-2010

DCE Route 630 Courthouse Road, Stafford County, VA

VDOT District Construction Engineer leading informational meetings to engage public stakeholders under daily inconvenience by the major improvements, realignment and resurfacing of 2 miles of roadway being constructed in place. He led his field staff in the management of the Quality Assurance inspection and materials testing, project staffing, budget, and schedule delivering both on time and on budget at \$3.2M.

Company: Virginia Department of Transportation

Dates: 2006-2008

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	RODNEY HAYZLETT, PE/VICE PRESIDENT
b. Project Assignment:	DESIGN MANAGER
c. Name of Firm with which you are now associated:	JOHNSON, MIRMIRAN & THOMPSON, INC. 
d. Years experience: With this Firm <u>11</u> Years With Other Firms <u>8</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	<p><i>Johnson Mirmiran & Thompson [Vice President/Chief Highway Engineer, December 2001 –Present]</i> Responsibilities: Chief Highway Engineer for JMT's Richmond Office. Responsible for managing and coordinating the major transportation disciplines of roadway, water resources, and traffic engineering design.</p> <p><i>Stantec Consulting, Inc. [Project Manager/Project Engineer, May 1994 –December 2001]</i> Responsibilities: Project Manager in charge of performing tasks and delegation of tasks for roadway improvement projects for VDOT and municipalities within the Commonwealth.</p>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	BS/1993/Civil Engineering (Virginia Polytechnic Institute and State University)
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	1999/Virginia Registered Professional Engineering No. 0402 32936
g. Document the extent and depth of your experience and qualifications relevant to the Project. 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.)	<p>Federal Highway Administration (FHWA) – Eastern Federal Lands Highway Division (EFLHD)/ Virginia Department of Transportation (VDOT) Fairfax County Parkway (FCP), Phases I/II & IV (Design-Build), Springfield, VA (\$112.5M) <i>Highway Design Manager.</i> Responsible for design of a new 4-lane divided limited access highway on new alignment. Duties included design of mainline geometrics and two new interchanges on Fairfax Co. Pkwy. at Boudinot Drive and at the new EPG access Road. The work also included bike path design, coordination of the design of three new bridges and one bridge widening, retaining walls, noise walls, box culvert and sign structure design, design of drainage, storm water management, erosion and sediment control, landscaping, traffic analysis, traffic simulation, traffic signal design, signing, dynamic message signing, lighting and pavement marking as well as maintenance of traffic plans for a complicated construction detouring scheme within an extremely aggressive schedule of 750 calendar days. Mr. Hayzlett was involved with the project coordination with vested stakeholders and adjacent projects such as: FHWA-EFLHD, VDOT, Fairfax County, USACE, Fort Belvoir, Virginia MEGA projects for the Forth Lane Widening and the HOT Lanes, and multiple BRAC projects. Mr. Hayzlett received "Star Partner" awards for their exceptional dedication, teamwork, and professionalism in support of the project's goals by the NGA and USACE.</p> <p>Relevant Attributes: Design-Build Project, Bridge and Road Design, Sensitive Utilities, Heavy Public Involvement, Geotechnical Challenges, Environmental Permits, Award Winning Project. Constructability review yielded our team as the best overall value by providing an alternative technical concept of the "Fullerton Flip" to minimize project risk and overall earthwork.</p> <p><i>Company:</i> Johnson Mirmiran and Thompson <i>Dates:</i> October 2008 / September 2010 (Phase I/II) / October 2008 / July 2011 (Phase IV)</p>
I-95/Lewistown Road-Bridge/Interchange Improvements, New Kent County, VA Design Contract Manager - responsible for preliminary design, VDOT and FHWA coordination and for the preparation of the Interchange Modification Report (IMR) for improvements to the I-95 / Lewistown Road Interchange in	

Hanover County to address traffic operations, improve sight distances and provide sufficient vertical clearance over I-95. The interchange improvements include preliminary design for widening the existing two lane Lewistown Road bridge and approaches over Interstate 95, improving sight distances and increasing the vertical clearance over I-95. The Northbound I-95 off ramp to Lewistown Road will be realigned eastward to improve access to the adjacent truck stop and improve traffic operations throughout the interchange. Air Park Road which parallels I-95 along to east will be relocated eastward to provide additional distance between the interchange and the first intersection and to improve traffic operations along Lewistown Road. Lewistown Road will be designed to accommodate two lanes in each direction with dedicated turning lanes to north and south bound I-95. The proposed alignment and grades will allow for the future widening of Lewistown Road by one additional lane in each direction and maintaining the desirable 16'6" clearance over I-95.

Relevant Attributes: Interchange Modification Report (IMR), Bridge and Road Design, Sensitive Utilities, Access Management Evaluation, Interchange Ramp Modifications (geometric revisions).

Company: Johnson Mirmiran and Thompson

Dates: November 2010 – May 2012

Route 229 Roundabout Rixeyville Road, Town of Culpeper, VA

Project Engineer responsible for the design a two lane roundabout at the Route 229 and Route 29/15 intersection in the Town of Culpeper to replace the existing signalized intersection that can no longer handle the traffic demands with the geometric challenges that exist. JMT developed the SIDRA models which confirmed that a roundabout would provide a better LOS over a redesigned "T" intersection. Other services include an analysis of SWM, drainage design, phased E&S plans, temporary and permanent sign, signal (temporary signal during construction), pavement marking plans, lighting and a public hearing materials. Project required close coordination with two adjacent projects, one with VDOT for the widening of Route 229 to the north and the other with the Town of Culpeper for the Inner Western Loop. Included complex maintenance of traffic design to construct the proposed roundabout on top of the existing roadways made it a challenge dealing with the set grades within the proposed roundabout.

Relevant Attributes: Roundabout and Road Design, Public Involvement, Complex Maintenance of Traffic Design, Coordination with adjacent Projects, Sensitive Utilities.

Company: Johnson Mirmiran and Thompson

Dates: January 2010 – July 2013

North Area Roads Improvements, Washington Dulles International Airport, VA (MWAA)

Project Manager responsible for the design of new collector-distributor roads on the Dulles Access Highway including interchange and ramp modifications, as well as improvements to several internal airport roadways to accommodate the increasing traffic demand projected for 35 Million Annual Passengers (MAP). The 35 MAP design will consist of roads selected to resolve the immediate capacity deficiencies and safety concerns. Roadway improvements will include three (3) new bridges, two (2) bridge widenings, widened or new roadways, additional traffic lanes, signalized intersection improvements, lighting, 2 stormwater management facilities, storm drainage, phased erosion and sediment control, signing (including 9 overhead sign bridges), pavement marking, and extensive maintenance of traffic. Horizontal and vertical alignments were set to avoid any penetration into the 17' vertical clearance required to the FAA Part 77 Surfaces (surfaces that identify "obstructions to air navigation" and no objects natural or manmade may be built or allowed to penetrate them). Design includes building ultimate shoulder widths and additional rough grading for future phases to minimize impacts for future maintenance of traffic. Very detailed and complex maintenance of traffic plans to ensure that level of service was maintained for the airport to maintain the airport's economic vitality.

Relevant Attributes: Interchange and Primary Route widening, Bridge Design and Construction Services, Complex Maintenance of Traffic Plans.

Company: Johnson Mirmiran and Thompson

Dates: February 2000 – February 2010

Route 249/Route 612 Roundabout, New Kent County, VA

Project Manager for the design of a single lane roundabout at the Route 249/612 unsignalized intersection in New Kent County, Virginia. The project is utilizing a roundabout to replace the existing unsignalized intersection that can no longer handle the traffic demands to improve traffic operations and safety. The project is designed as a Rural Collector (GS-3). The 0.4 mile single lane rural design roundabout (included the roundabout and the approaches) will consist of 12 foot lanes on each approach, 8 foot shoulders along the approaches with 4 feet paved for bicycle accommodation, drainage improvements, and refuge areas in the splitter islands for pedestrian accommodation. Included complex maintenance of traffic design to construct the proposed roundabout on top of the existing roadways made it a challenge dealing with the set grades within the proposed roundabout. Other services include an analysis of SWM, drainage design, phased E&S plans, temporary and permanent sign, pavement marking plans, lighting and a public hearing materials.

Relevant Attributes: Roundabout and Road Design, Public Involvement, Complex Maintenance of Traffic Design, Sensitive Utilities.

Company: Johnson Mirmiran and Thompson

Dates: March 2011 – On-going

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	PAUL E. PHILLIPS, SENIOR PROJECT MANAGER
b. Project Assignment:	CONSTRUCTION MANAGER
c. Name of Firm with which you are now associated:	G.A. & F.C. WAGMAN, INC. 
d. Years experience: With this Firm <u>2</u> Years With Other Firms <u>16</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked: <i>March 2012 – Present:</i> Sr. Project Manager with G.A. & F.C. Wagman, Inc., manage grading operations, direct subcontractor efforts; create and maintain construction schedules . Oversee bidding of potential projects within the Mid-Atlantic region. <i>May 1995-March 2012:</i> Project Manager with English Construction Co., Inc.; Managed a number of projects for VDOT, NCDOT, and private work from 2001 through 2012; Project Superintendent from 1997 to 2001 for multiple VDOT projects as well as Federal Highway projects; Field Engineer from 1995 to 1997 with duties including but not limited to roadway and bridge layout, topographic surveys, underground utility layout, and building layout.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Virginia Polytechnic Institute & State University, Blacksburg, VA; Bachelor of Science Degree in 1993 Emphasis in Building Construction, Civil Engineering, Soil Mechanics & Structural Steel
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	2005 The Association of General Contractors of America – ID#200245922
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.) <i>APM Terminal Roadway Project in Portsmouth, VA</i> March 2005 to December 2006; Project Manager with English Construction; responsible for managing the \$7.2 million dollar grading portion of the VDOT Design/Build project that was completed by Tidewater SKANSKA; Responsibilities included execution of purchase orders, contracting/managing/scheduling of subcontractors, schedule & cost updates, and coordination with the bridge contractor. <i>Company:</i> English Construction Co., Inc. <i>Dates:</i> March 2005 to December 2006 <hr/> <i>Route 288/Interstate 64 Interchange in Goochland, VA</i> January 2003 to March 2004; Project Manager with English Construction; responsible for managing the \$7.9 million dollar grading porting of the Route 288 PPTA project from Route 250 up to and including the Interstate 64 ramps and acceleration/deceleration lanes; Responsibilities included subcontractor coordination & scheduling, schedule development & updating, resource acquisition, assistance in design changes, and manpower management. <i>Company:</i> English Construction Co., Inc. <i>Dates:</i> January 2003 to March 2004 <hr/> <i>Fox Club Parkway Extension Project in Chesterfield, VA</i> October 2005 to September 2007; Project Manager with English Construction; responsible for managing this \$4.2 million infrastructure development project which was part of an overall PPEA project with Chesterfield County Schools and VDOT. Project elements included construction of a new roadway system surrounding the school site and the addition of a new 4 way intersection with a crossover on Hull Street Road. Responsibilities included plan development starting with the design phase, property acquisition, execution of purchase orders & subcontracts, managing/scheduling of subcontractors,	

coordination with the school project, and working with VDOT to accept the new infrastructure into their state maintained system.

Company: English Construction Co., Inc.

Dates: October 2005 to September 2007

Route 210 Interchange in Madison Heights, VA

September 1998 to April of 2001; Project Superintendent with English Construction; responsibilities included overall construction of a \$9.1 million dollar project which involved the re-construction of an existing interchange with Route 29 while under traffic at all times, hiring and scheduling of personnel, scheduling of equipment, coordination of subcontractors, material acquisition, and implementation of traffic phasing.

Company: English Construction Co., Inc.

Dates: September 1998 to April 2001



ATTACHMENT 3.4.1(B)
LEAD DESIGNER WORK HISTORY FORM

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
I-95/LEWISTOWN ROAD-BRIDGE/INTERCHANGE IMPROVEMENTS Hanover County, VA	N/A	Virginia Department of Transportation 2430 Pine Forest Drive Colonial Heights, VA 23834 Janet Hedrick (804) 524-6146 janet.hedrick@vdot.va.gov	December 2017	December 2017	\$22,600	\$22,600	\$302

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

Relevant Scope of Work

- Preliminary Bridge Design
- Roadway Design
- Erosion and Sediment Controls
- Roadway Drainage Design
- Phased MOT Plans
- Traffic Engineering
- Signing and Striping Design
- Utility Relocations
- ROW
- QA/QC

PROJECT SCOPE

The Lewistown Road interchange is congested by insufficient through and turn lanes at the ramp termini. Future growth in the area is anticipated to make this condition worse. Lewistown Road is a two lane roadway crossing I-95 at a substandard diamond interchange with insufficient sight distance specifically at the Northbound I-95 off ramp at Lewistown Road and left turning traffic on Lewistown Road to the I-95 on ramps block the through traffic lanes. A truck stop entrance is located just to the east of the interchange ramps and is currently opposite Air Park Road. The close proximity of the I-95 ramps to the truck stop entrance creates problems due to the heavy movement of trucks making this movement. This project will replace the Lewistown Road Bridge Structure (Structure No. 6128) over I-95 including any necessary I-95 Ramp and Lewistown Road approach improvements to improve the vertical clearance over I-95.

PROJECT DESCRIPTION

JMT, as prime designer working out of their Richmond, Virginia office, JMT was responsible for preliminary design, VDOT and FHWA coordination and for the preparation of the Interchange Modification Report (IMR) for improvements to the I-95 / Lewistown Road Interchange in Hanover County to address traffic operations, improve sight distances and provide sufficient vertical clearance over I-95. The interchange improvements include preliminary design for widening the existing two lane Lewistown Road bridge and approaches over Interstate 95, improving sight distances and increasing the vertical clearance over I-95. The Interchange ramp alignments and intersections will be designed to match the proposed change in elevation and the widening of Lewistown Road. The northbound I-95 off ramp to Lewistown Road will be realigned eastward to improve access to the adjacent truck stop and improve traffic operations throughout the interchange. Air Park Road which parallels I-95 along to east will be relocated eastward to provide additional distance between the interchange and the first intersection and to improve traffic operations along Lewistown Road. Lewistown Road will be designed to accommodate two lanes in each direction with dedicated turning lanes to north and south bound I-95. The proposed alignment and grades will allow for the future widening of Lewistown Road by one additional lane in each direction and maintaining the desirable 16'6" clearance over I-95.

This project included these I-95 at Temple Avenue participants:

- Rodney Hayzlett, PE
- Jeff Cronin, PE
- Trip Phaup, PE
- Randy Boice, PE

PROJECT BACKGROUND

Hanover County development and growth along Lewistown Road and Lakeridge Road including the addition of the Bass Pro Shops near the Lewistown Road interchange have prioritized improvements to the Lewistown Road interchange to meet current and anticipated traffic demands.

PROJECT BENEFITS

- Improved vertical alignment profile along Lewistown Road to improve sight distance and improve vertical clearance over I-95.
- Improved auxiliary (left and right) turn lanes along Lewistown Road.
- Improved access management relocating Air Park Road away from the I-95 on and off ramps.
- Improved the I-95 Northbound off-ramp geometrics for deceleration, taper, and storage capacity.



Evidence of Performance

- Completion of Lewistown Road Preliminary Plans and the review and approval of the Interchange Modification Report for the interchange modifications and adjacent I-95 Northbound Off Ramp and Air Park Road relocations.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
ROUTE 229 RIXEYVILLE ROAD Town of Culpeper, VA	N/A	Virginia Department of Transportation Culpeper District 1601 Orange Road Culpeper, VA 22701 Mr. Brian Arnold 540-829-7557 brian.arnold@VDOT.virginia.gov	August 2015	August 2015	\$3,373	\$3,297	\$343

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

Relevant Scope of Work

- Roadway Design
- Roadway Drainage Design
- Erosion and Sediment Controls
- Traffic Analysis (Roundabout SIDRA)
- Traffic Engineering (Signing & Pavement Marking)
- Detour and Phased MOT Plans
- Lighting
- Retaining Walls
- Utility Relocations
- ROW
- QA/QC

PROJECT SCOPE

The project was fully funded in the SSYP. District L & D staff had completed plans through a Design Public Hearing (held in 1999) stage. Scope of the project involved reconstructing the existing rural 2-lane road to an urban 4-lane road with a shared-use path and sidewalk. The existing signalized intersection with Route 15/29 Business will be converted to a roundabout.

PROJECT DESCRIPTION

JMT designed a roundabout at the Route 229/ Route 15/29 Business intersection in the Town of Culpeper. The project was originally designed as a traditional "T" intersection in the VDOT L&D Public Hearing plans. The project went to a Public Hearing which resulted in the VDOT considering a roundabout at this location.

JMT provided an independent SIDRA analysis. The analysis confirmed the analysis previously done by VDOT which determined that a roundabout at this location was the best design alternative. The project is being designed in accordance with SIDRA traffic model, the 2004 AASHTO Guidelines for Modern Roundabouts and the Federal Highway Administration Publication No. FHWA-RD-00-067 Roundabouts: An Informational Guide. JMT was proactive in coordinating with the adjacent and on-going projects to incorporate items into the project's design to avoid costly revisions during construction. The roundabout project is one of three on-going projects that are connected; one being a project administered by the Town of Culpeper, the Western Inner Loop, which ties into the northern approach of the roundabout and the other project being administered by VDOT to widen Route 229 to 4 lanes from the end of the roundabout project out to Achievement Drive. The storm drainage system was upsized on the roundabout project to account for flows coming from the widening project and utilized the ultimate flows to determine outfall adequacy for the roundabout project. The roundabout project was confirmed to be "grandfathered" under the old SWM regulations and in fact ended up being exempt from requiring a SWM facility due to the overall reduction in impervious area. JMT developed complete right of way and construction plans. Services included; alignment and grade for the roundabout and the approach roadways, drainage, traffic engineering (sign and pavement marking plans), temporary traffic signal design, maintenance of traffic, lighting design and public involvement.

This project included these I-95 at Temple Avenue participants:

- Rodney Hayzlett, PE
- Jeff Cronin, PE
- Robert Wassum, PE
- Randy Boice, PE
- Barry Jones, PE
- Trip Phaup, PE

PROJECT BACKGROUND

Increase in traffic demands in the Town of Culpeper have necessitated improvements to the Route 229/Route 15/29 Business intersection. After performing traffic analysis of a traditional signalized intersection, it was determined that an alternative intersection was needed to handle the traffic volumes. In addition, a roundabout layout provides a solution to the challenging geometric configuration of the intersecting roadways. Originally designed as a 2-lane roundabout to meet the design year volumes, but was reconfigured to a 1-lane hybrid design to get users acclimated to the roundabout initially and to be converted to a 2-lane roundabout in the future once traffic demands require the additional lane.

PROJECT BENEFITS

- Performed traffic (SIDRA) analysis to determine geometric requirements of the roundabout design.
- Developed phased approach for introducing 1-lane hybrid roundabout to the public/users before transitioning to 2-lane roundabout which tend to be a little more challenging to navigate.
- "Grandfathered" project for stormwater management needs/criteria
- Complex/multiphased Maintenance of Traffic plans to construct roundabout on existing roadways while maintaining existing traffic movements in a heavily commercialized area.
- Proactive coordination with adjacent projects to limit conflicts at project interfaces.



Evidence of Performance

- VDOT decided to delay the Advertisement of the roundabout project to align with the Advertisement of the widening project and the Town's Western Inner Loop project to improve construction sequencing/phasing coordination between the projects and to improve the competitive bidding between the projects. The successful bidder on the roundabout project was slightly less than the engineer's estimate ensuring the project to keep moving forward into construction.
- JMT was flexible working with VDOT to obtain a solution for the 1-lane hybrid roundabout configuration after concern was raised with driver's confusion with navigating through 2-lane roundabouts. Now the project will be phased to progress to the 2-lane roundabout once traffic demands require it and the users have the ability to get acclimated to using the roundabout.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
B FAIRFAX COUNTY PARKWAY (ROUTE 7100) DESIGN BUILD Fairfax County, VA	Cherry Hill Construction, Inc.	Federal Highway Administration - Eastern Federal Lands Highway Division (703) 404-6217 Robert A. Morris, PE (703) 404-6302 robert.morris@dot.gov	Phases I/II December 2010 Phase IV July 2011	Phases I/II September 2010 (Actual) Phase IV July 2011 (Actual)	\$85,472	\$112,500 Increase due to addition of Phase IV	\$11,538

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

Relevant Scope of Work

- Bridge Design
- Roadway Design
- Stream Hydrology/Hydraulics
- Erosion and Sediment Controls
- Roadway Drainage Design
- Detour and Phased MOT Plans
- Environmental Permitting
- Utility Relocations
- ROW
- Hydrology & Hydraulic Design
- Bridge Rating
- QA/QC

PROJECT SCOPE

The project begins at the Rolling Road/Franconia-Springfield Parkway and proceeds southeastward on a new alignment for a distance of approximately 1.5 miles and ends just east of Fullerton Road tying into the existing FCP over I-95. It is recognized that the FCP project was much larger in Scope than the Walney Road project but contained many of the same design challenges that will be faced on the Walney Road project. These elements are shown in the Relevant Scope Box, and included extensive Hydrology/Hydraulics Analysis of the Accotink Creek to model the effects of three bridge crossings that successfully demonstrated to the review agencies that the crossing would not impact the water surface elevation.

PROJECT DESCRIPTION

JMT, as prime designer working out of their Richmond, Virginia office, was responsible for complete design of project including work in the following disciplines: highway, structural, water resources, traffic, multipurpose trail, lighting designs, surveys, utility designations, subsurface utility engineering, geotechnical engineering, environmental analysis and permitting. The 4-lane divided limited access highway on new location completes the missing connection of FCP to I-95. The project corridor begins at Rolling Road/Franconia-Springfield Parkway and proceeds southeastward on a new alignment and ends just east of Fullerton Road and includes new interchanges at Boudinot Drive and at the new Fort Belvoir Engineering Proving Ground (EPG) Access Road (Barta Road). The work involved in the parkway extension includes design of: highway and interchange ramps, bike paths, six new bridges and one bridge widening, retaining walls, noise walls, box culverts, sign structures, grading, drainage, storm water management, erosion and sediment control, landscaping, traffic analysis, traffic simulation, traffic signals, signing and striping, dynamic message signing, lighting and pavement marking as well as maintenance of traffic and a Type C Transportation Management Plan for a complicated construction detouring scheme. The project also included special

This project included these I-95 at Temple Avenue participants:

- Bob Reed, PE
- Rodney Hayzlett, PE
- Trip Phaup, PE
- Randy Boice, PE
- Ian Frost, CEP, AICP, LEED

coordination requirements with Fort Belvoir environmental staff due to the presence of contaminated soil/groundwater and the possibility of unexploded ordinance on the site as well as environmental permitting with the USACE for the Accotink Creek bridge construction. In addition, the project included widening of southbound I-95 to accommodate a new exit lane. The project had an extremely aggressive 750 calendar day schedule to design, permit and complete construction. During the bidding process, JMT prepared alternate technical concepts that improved the overall project design and reduced the cost. The JMT/Cherry Hill Construction team was selected based on the alternate technical concepts prepared by JMT and the overall best value that our team's proposal offered to EFLHD and VDOT. The most significant change identified was the "Fullerton Flip". The original design depicted Fullerton Road crossing over Fairfax County Parkway. JMT was able to revise the profiles for both the Fairfax County Parkway and Fullerton Road to take the Parkway over Fullerton Road. The benefits that raising the grade of FCP brought to the project were:

- Reduced the amount of soil and rock excavation by also raising Boudinot Drive.
- Minimized the disturbance of contaminated material by placing embankment over the Central Motors site.
- Reduced the surplus material on the project.
- Resulted in a balanced earthwork project significantly reducing project cost.

JMT also identified areas on the project where the remaining surplus material could be disposed which eliminated the need to dispose material off site and eliminated the numerous truck trips on the local roads.

PROJECT BACKGROUND

Beginning in September 2011, the U.S. Army began relocating nearly 8,500 jobs to the National Geospatial-Intelligence Agency (NGA) Campus East at Fort Belvoir North Area in Virginia, as part of the Base Realignment and Closure (BRAC). These jobs brought a substantial increase in traffic on area roads and the Fairfax County Parkway (FCP) project was designed to address the increased demand on the areas roadway network.

PROJECT BENEFITS

- Coordinated the mitigation and processing of design waivers and exceptions from previously approved CTB plans, allowing the project to remain within boundaries established by the MOA between project stakeholders (VDOT, EFLHD, US Army, and Fairfax County) and keeping the commitments of the ROD.
- Designed significant profile revisions to minimize surplus material, thereby avoiding impacts to HAZMAT and UXO's, and reducing construction traffic on the local road network.
- Conducted extensive coordination process to satisfy the varying and diverse needs of the major stakeholders.
- Extensive Public Relations Campaign and Partnering Approach to Project was Key to Successful Implementation of a Year Long Detour of Existing Ramp
- Rapidly accommodated multiple owner options into the plans while maintaining the design and construction schedules.



Evidence of Performance

- To facilitate feedback from the public, the team established a Web site through which public comments could be submitted. One comment reflects the efforts made by all who were associated with the project. "I am amazed at the pace of the Fairfax County Parkway Extension project, and to all those who are involved in any aspect of this project, I want to thank you for all you are doing!" J. Thompson
- The project was recognized by ACEC/VA, ACEC/MD and ACEC/MW with "Awards of Excellence" and was the VTCA Winning Project for VDOT projects greater than \$10M. In addition key staff members of JMT received "Star Partner" awards for their exceptional dedication, teamwork, and professionalism in support of the project's goals by the National Geospatial-Intelligence Agency (NGA) and USACE.



ATTACHMENT 3.4.1(A)
LEAD CONTRACTOR WORK HISTORY FORM

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
I-95/I-495/I-295 Interchange, Inner Loop Local & Inner Loop Express Location: Prince George's County, Maryland	oint venture of Johnson, Mirmiran & Thompson and Whitman, Requardt and Associates, LLP	Maryland SHA 301-513-7300 Shirlene Cleveland 301-513-7367 scleveland@sha.state.md.us	05/2009	11/2009	\$ 93,187	\$ 105,839	\$ 105,839

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly.

Relevant Scope of Work

- Utility Relocation
- Phased Maintenance of Traffic
- Erosion and Sediment Control
- Roadway Construction
- Right of Way
- Construction Quality Control

PROJECT SCOPE

Reconstruction of 1.34 miles of I-95/I-495 Inner Loop Local, 1.34 miles of I-95/I-495 Inner Loop Express, 1.21 miles of I-95/I-495 Outer Loop Express, portions of I-295 northbound and southbound and construction of 11 associated ramps. Constructed 8 bridges which included bot steel girder and concrete girder bridges. 11 retaining walls that included CIP walls, MSE walls and wire walls with a CIP veneer. 440,000 CY roadway excavation. Settlement and consolidation was an issue so over 561,000 LF of wick drains were installed, geotechnical instrumentation installed and monitored, 5 month waiting period for consolidation and placement of lightweight foam concrete for backfill. 16,800 LF storm drainage. 131,500 LF steel piles were driven. 17,000 SF temporary support of excavation installed. Temporary bridge (contractor design) installed for haul road access using temporary geosynthetic walls at the abutments. Extensive traffic control needed to reconstruct Mainline I-95/I-495/I-295. No utility work on the project. Project included extensive landscaping, irrigation, signing, lighting and ITS work. Erosion & sediment control work was critical with work being performed adjacent to the Potomac River along with environmental sensitivity due to bald eagle nesting area. Value engineering used to save the contractor and the owner \$1.2 million each. Extensive contractor coordination with the Woodrow Wilson Bridge contractor. Partnering was an integral part of project. Project won

the MDQi "Award of Excellence, Partnering Bronze Award". Seven milestones (one with an incentive) were part of the project. All were met and maximum incentive achieved. This is one of the projects that contributed to Wagman receiving the "Northern Virginia Transportation Alliance Award". Contract date extended 6 months due to large amount of extra work added to the project.

EVIDENCE OF PERFORMANCE

This highly coordinated project, which was part of the large Woodrow Wilson Bridge Project crossing the Potomac River, required aggressive planning and coordination to reconstruct The Washington Beltway and tie into the new bridge structure. The project was successful in meeting all milestones required to open to traffic and minimize impacts to the travelling public.



LESSONS LEARNED

- Re-designed the foundation of a structure to save the owner over 1 million dollars.
- Required continuous and effective communications and coordination with all stakeholders – Maryland SHA, VDOT, Local officials, utility owners, adjacent contractors and the general public
- Reconstructing a heavily travelled Interstate and interchange to local road and Interstates.
- Managed construction in environmentally sensitive area and maintained the highest possible rating for Erosion and sediment control
- Managed major traffic switches efficiently and on schedule



BRIDGING GENERATIONS - SINCE 1902

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
I-95/I-495/MD 210 Interchange, Mainline & Ramp B Prince George's County, Maryland	KCI Technologies	Maryland SHA 301-513-7300 Project Manager: Shirlene Cleveland Phone: 301-513-7367 Email: scleveland@sha.state.md.us	09/2008	01/2009	\$ 59,469	\$ 61,564	\$ 61,564

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly.

Relevant Scope of Work

- Utility Relocation
- Maintenance of Traffic
- Erosion and Sediment Control
- Roadway Construction
- Right of Way
- Construction Quality Control

PROJECT SCOPE

Reconstruction of 7,400 LF of Mainline I-95/I-495. Improvements to seven ramps on the I-95/I-495/MD 210 Interchange. 310,000 CY roadway excavation. 10,300 LF storm drainage. 35,000 SF noise barrier. Six retaining walls consisting of 16,000 SF MSE Walls, 19,000 SF CIP walls and a 37,000 SF contractor designed top down soldier pile and lagging wall with a CIP concrete face. Two bridge structures. One bridge was 1,160 LF that included a post-tension pier cap. The second bridge was a mainline structure that required 3 phases of construction. 81,500 LF steel pile were driven. Extensive traffic control needed to reconstruct Mainline I-95/I-495. Project included landscaping, signing, lighting and ITS work. Won the *Maryland Quality Initiative (MdQI) "Award of Excellence*, Major Roadway Over \$10 Million. One of the projects that were included in Wagman receiving the "*Northern Virginia Transportation Alliance Award*".

LESSONS LEARNED

- Coordinated with multiple contractors to meet overall project milestones.
- Traffic coordination to reconstruct and open interchange ramps to allow the least impact to the travelling public.
- Coordination with all stakeholders – Maryland SHA, VDOT, Local officials, utility owners, adjacent contractors and the general public
- Coordination with multiple subcontractors to minimize impacts to the travelling public during reconstruction of the Washington Beltway and local roads
- Effective safety program across multiple contracts

EVIDENCE OF PERFORMANCE

A highly visible project that was integral to the success of the Woodrow Wilson Bridge Project. Located in very sensitive Potomac watershed, the project required cooperative efforts between Wagman, Maryland SHA, VDOT, private utility companies, local governmental agencies, adjacent contractors and the motoring public. The project was successful in meeting or exceeding the public's expectations.

PROJECT BENEFITS

Mike Navecky was the project manager and received the highest possible rating for Erosion and Sediment.

Acquired excellent rating from MD SHA



ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
I-95/I-495/I-295 Interchange, Bald Eagle Rd. Bridge, Forest Hts. Noise Walls Ramps F, F-1 & G Prince George's County, Maryland	KCI Technologies	Maryland SHA 301-513-7300 Shirlene Cleveland 301-513-7367 scleveland@sha.state.md.us	04/2006	06/2006	\$ 18,733	\$ 18,070	\$ 18,070

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly.

<p>Relevant Scope of Work</p> <ul style="list-style-type: none"> • Utility Relocation • Maintenance of Traffic • Erosion and Sediment Control • Roadway Construction • Right of Way • Construction Quality Control 	<p>PROJECT SCOPE</p> <p>Construction of three bridges including two ramp bridges and demolition and replacement of Bald Eagle Road Bridge over I-95/I-495. I-95/I-495/MD 210 interchange improvements including three ramps. 60,500 SF noise barrier system. Eight retaining walls including construction of MSE, CIP, soldier pile and lagging and secant pile walls. One wall was contractor designed 43,000 LF steel piles were driven. 17,000 SF temporary support of excavation installed. 2,100 LF storm drainage. 200 LF water line relocation. Some work performed next to residential neighborhoods. Erosion & sediment control work was critical with work being performed adjacent to the Potomac River. Contractor coordination with adjacent contractors. Partnering an integral part of project. This is one of the projects that contributed to Wagman receiving the "Northern Virginia Transportation Alliance Award". Contract date extended 52 days due to utility conflicts.</p>
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EVIDENCE OF PERFORMANCE

This highly visible project, located in very sensitive Potomac watershed, required the best cooperative efforts between Wagman, Maryland SHA, VDOT, private utility companies, local governmental agencies, adjacent contractors and the motoring public to deliver a successful job. The project was successful in meeting an interim milestone and achieving the overall project completion milestone. Through our stated lessons learned, the recognition of our project manager, Mike Navecky and helping Wagman receive the "Northern Virginia Transportation Alliance Award", this project performed among one of the best in our extended design build portfolio.

PROJECT BENEFITS

Mike Navecky was the PM and received the highest possible rating for Erosion and Sediment. Also achieved an excellent rating from MD SHA.



LESSONS LEARNED

- Developed more structured subcontractor selection process
- Required continuous and effective communications and coordination with all stakeholders – Maryland SHA, VDOT, Local officials, utility owners, adjacent contractors and the general public
- Reconstructing a heavily travelled Interchange of local roads and Interstates
- Managed construction in and around sensitive environmental and public recreation features
- Multiple Retaining wall types
- DB element – Contractor design of a 1000-foot long permanent retaining wall





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