



Statement of Qualifications

A Design-Build Project

I-95 SOUTHBOUND CD LANES-RAPPAHANNOCK RIVER CROSSING

Stafford County/City of Fredericksburg, Virginia

FROM: Exit 130
TO: 0.66 Miles North of Exit 133

State Project Number: 0095-111-259
Federal Project Number: IM-5111(235)
Contract ID Number: C00101595DB94



3.2

Letter of Submittal



General Construction | Heavy Civil | Geotechnical

Wagman Heavy Civil, Inc.
26000 Simpson Road
North Dinwiddie, VA 23803-8943

February 7, 2017

Mr. Suril R. Shah,
Alternative Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

RE: **Statement of Qualifications (SOQ)**
I-95 Southbound CD Lanes – Rappahannock River Crossing
Stafford County/City of Fredericksburg, Virginia
A Design-Build (DB) Project
RFQ No: C00101595DB94

Dear Mr. Shah:

Wagman Heavy Civil, Inc. (Wagman) is pleased to submit our SOQ for the I-95 Southbound CD Lanes – Rappahannock River Crossing project in Stafford County/City of Fredericksburg, VA. In accordance with the Letter of Submittal requirements for Section 3.2 we offer the following additional information for review:

3.2.1/3.2.2 Authorized Representative/Point of Contact

David Lyle, Vice President, D-B/Major Pursuits
26000 Simpson Road, North Dinwiddie, VA 23803-8943
P. 804.631.0003 | F. 804.733.6281
Email. dwlyle@wagman.com

3.2.3 Principal Officer Information.

Greg Andricos, President/COO
3290 N. Susquehanna Trail, York, PA 17406-9754
P. 717.767.8292 | F. 717.767.5546
Email. gmandricos@wagman.com

3.2.4 Offeror's Structure, Financial Responsibility, and Bonding Approach. Wagman Heavy Civil, Inc. is a corporation and will take financial responsibility for this project; we have no liability limitations. A single 100% performance bond and 100% payment bond shall be provided for the total Design-Build contract value.

3.2.5 Full Legal Name of Lead Contractor is Wagman Heavy Civil, Inc. and **Lead Designer** is Johnson, Mirmiran & Thompson, Inc. (JMT).

3.2.6 Affiliated and Subsidiary Companies. The full legal name and address of all affiliated and/or subsidiary companies are provided on Attachment 3.2.6 in the Appendix.

3.2.7 Certificates Regarding Debarment. Certificates Regarding Debarment for the Primary firm (Attachment 3.2.7 (a)) and the Lower Tier firms (Attachment 3.2.7 (b)) are included in the Appendix.

3.2.8 VDOT Prequalification Certifications. Wagman's VDOT prequalification number is W002, and our status is active and in good standing; the prequalification and certifications are included in the Appendix.

3.2.9 Evidence of Obtaining Bonding. Evidence of a letter of surety is found in the Appendix stating Wagman is capable of obtaining a performance and payment bond based on the current estimated Design-Build contract value referenced. This bond will cover the project and any warranty period.

3.2.10 Compliance with Laws and Required Registration. Current SCC Certificates, DPOR licenses, and staff licenses are included in the Appendix.

3.2.11 Achieving a Ten Percent (10%) DBE Participation Goal. Wagman is committed to achieving a ten percent (10%) DBE participation goal for the entire value of the contract.

Wagman has a long and successful history serving Virginians on numerous projects. As a single, integrated Design-Build Team, we will design and construct I-95 Southbound CD Lanes – Rappahannock River Crossing Design-Build Project to ensure the greatest opportunity for success. We will create a transparent working relationship with VDOT and third party stakeholders to promote trust, confidence, and collaboration. Thank you for the opportunity to submit our Statement of Qualifications.

Respectfully,

Wagman Heavy Civil, Inc.

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

York, PA | Berryville, VA | Dinwiddie, VA

wagman.com

3.3

Offeror's Team Structure

The Wagman Team will provide the Virginia Department of Transportation (VDOT) with an experienced and integrated Design-Build Team (Wagman Team) for the I-95 Southbound CD Lanes – Rappahannock River Crossing Design-Build (DB) Project. Wagman has carefully selected individuals with relevant expertise from a number of regionally acclaimed firms and the respective individuals from these organizations to provide the most robust team for this Project. These individuals will ultimately report to executive management of Wagman throughout construction.

Our Team members have collaborated together on numerous projects developing cohesive working relationships that will provide the Virginia Department of Transportation tremendous value on this Project.

WAGMAN

Offeror / Legal Entity / Prime / General Contractor - Wagman, founded in 1902, continues today as a fourth generation, private family-owned heavy civil contractor specializing in transportation infrastructure and has grown to become a nationally recognized leader within the industry. Wagman is an experienced DB Contractor who has partnered to complete the design and construction of over \$1 Billion of transportation projects in the Mid-Atlantic Region.

In 2013, Wagman acquired Key Construction Company, Inc. (Key) and D.W. Lyle Corporation (D.W. Lyle). These acquisitions provided Wagman with an additional 50+ years of heavy construction experience in Virginia. Wagman retained the key personnel from these acquisitions whose knowledge, resources, and experience strengthen Wagman's Team. With the acquisition of Key and D.W. Lyle, both of whom have an extensive history as VDOT contractors, **Wagman fully integrated and has grown its presence in Virginia even more.** In February 2015 Wagman consolidated two Virginia offices into a new office in Dinwiddie, Virginia. **With innovative engineering experience and a large fleet of heavy equipment, we are well-positioned to manage this project and can ensure a successful end result.** This integration of D.W. Lyle Corp, Key Construction, and Wagman Heavy Civil, Inc. has allowed the completion of hundreds of VDOT projects in Virginia on time and within budget. Wagman's ability to self-perform roadway, bridge, drainage, geotechnical, foundation, latex overlay and grooving and grinding is unique in the industry.

Wagman is nationally recognized for our innovative programs to promote worker safety and health as core values of the transportation design and construction industry. In addition to numerous other awards, most recently, The American Road and Transportation Builders Association (ARTBA) awarded Wagman Heavy Civil, Inc. the **2016 Contractor Safety Award** as recognition for our outstanding safety programs and performance.

FAULCONER CONSTRUCTION COMPANY

Since 1946, Faulconer has been a mainstay of the central Virginia civil infrastructure construction industry, building some of the most challenging and prestigious projects throughout the mid-Atlantic region including DB interstate widening projects. Their on-the-ground experience in the region is vast, having successfully completed a multitude of projects for public and private clients including VDOT. Faulconer performed the majority of the grading, drainage, and utility work on the I-95/US 1 interchange (Exit 136, Centreport Parkway) and provided turn-key civil construction services on numerous projects in the Fredericksburg District.

JMT

Lead Designer / Project Management / Highway / Structural Design / Traffic Engineering / MOT / Environmental Permitting / Geotechnical / Hydraulics / Utilities / Surveying / SUE / Right-of-Way (VDOT Prequalified ROW Consultant)
- JMT is a multi-disciplined, A/E employee-owned company that offers a full array of consulting and technology services for infrastructure projects (including DB) throughout the United States. JMT is currently ranked No. 67 in *Engineering News-Record's (ENR) Top 500 Design Firms*. JMT has completed thousands of highway and bridge projects ranging in complexity from local intersection improvements to multiphase interstate projects. They have a documented reputation for the development of innovative solutions for DB projects, delivery of projects on-time and within budget for a variety of project delivery methods including DB and Public-Private-Partnerships (P3). JMT has been the Lead Designer or Quality Control Manager on several DB projects and one P3 project throughout Virginia with total design and construction dollars exceeding \$1 Billion.

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

Below is a list of hand-picked, highly-qualified subcontractors and subconsultants that are adept in their field of expertise that will assist the Wagman Team.

Construction Subcontractor and Subconsultants	
Faulconer Construction Company, Incorporated	Earthwork, roadway, storm sewer, and utility construction.
Quinn Consulting Services Incorporated	QA Management and Inspection DBE #626289
CES Consulting, LLC	QC Management and Inspection DBE #690040
Design Subconsultants	
Harris Miller Miller & Hanson Inc.	Noise Analysis SWaM/DBE#665488
Hassan Water Resources, LLC	Hydraulic/Hydrologic Analysis SWaM # 662801/MBE # DB2010-0337-2015
Schnabel Engineering, Inc.	Geotechnical Engineering

3.3.1 IDENTITY OF AND INFORMATION ABOUT THE KEY PERSONNEL

The DBT is led by qualified and capable professionals with local-area knowledge and strong DB experience. The DBT’s identified personnel have relevant experience on transportation projects (including DB) in roles similar to those proposed on this project team. The DBT structure employs best management practices, emphasizes intra-team communications, and empowers team members to solve issues at the most appropriate organizational level, similar to the organization we established on the **VDOT Odd Fellows Interchange and Route 61 Bridge Replacement Design-Build** projects. Our proposed key staff members consist of a **Design-Build Project Manager, Responsible Charge Engineer, Quality Assurance Manager, Design Manager, Construction Manager, and Lead Structural Engineer** with a combined total of 127 years of design and construction knowledge, which includes significant experience with VDOT and innovative project delivery methods.

The chart below introduces our Key Personnel who will remain on the team throughout the duration of procurement and construction for the Rappahannock River Crossing project. Resumes showcasing their individual experience are included in Attachments 3.3.1 of the Appendix. These staff members have the requisite experience to fulfill their individual responsibilities as outlined in Section 3.3 of the RFQ, and are employed full-time by their respective firms.

Key Personnel Name	Key Personnel Position	Company Name
David Lyle, DBIA	Design-Build Project Manager (DBPM)	Wagman Heavy Civil, Inc.
Larry Brown, PE	Responsible Charge Engineer (RCE)	Johnson, Mirmiran & Thompson, Inc.
John Vicinski, PE, DBIA	Quality Assurance Manager (QAM)	Quinn Consulting, Inc.
Rodney Hayzlett, PE	Design Manager (DM)	Johnson, Mirmiran & Thompson, Inc.
Carter Washington, PE	Construction Manager (CM)	Wagman Heavy Civil, Inc.
Trip Phaup, PE	Lead Structural Engineer (LSE)	Johnson, Mirmiran & Thompson, Inc.

3.3.2 ORGANIZATIONAL CHART

The organizational chart on the following page outlines the structure for the Wagman Team. The “chain of command” shown on the chart by solid lines represents the primary reporting relationships. Dashed lines represent communication relationships between major projects disciplines and participants.



Third Party Stakeholders

Businesses, educational institutions, EMS, Fredericksburg Area Metropolitan Planning Organization (FAMPO), Regional Transit Organizations, Commuter Services, Fredericksburg City and Stafford County Public Schools, National Park Service, Virginia Railway Express, Departments of Parks and Recreation and other Recreational groups, DMV, DEQ, Army Corps of Engineers, Traveling Public, Police, Fire and Rescue, Property Owners and Utility Companies

Other VDOT Projects in Area

I-95 Safety Improvements at Route 3 Design-Build
 Extension of I-95 Express Lanes to Route 17 (FREDEX)
 Project 3: I-95 Northbound CD lanes

VDOT Fredericksburg District
 Virginia Department of Transportation
Project Manager

DB Project Manager
 David Lyle, DBIA ●

Public Involvement/Relations Manager
 Elisabeth McCullum

Safety Manager
 C.J. Frum

Project Controls
 Randy Sprinkle

Survey Manager
 Scott Schuler

Project Resources Group
 Greg Andricos, PE **WAGMAN**
 Robert Gallagher, PE **JMT**

Responsible Charge Engineer
 Larry Brown, PE

Construction Manager
 Carter Washington, PE ◆

QA Manager
 John Vicinski, PE, DBIA (Q)

Design QA Manager
 Robert Reed, PE

Design QC Manager
 Independent Reviewers

Lead Structural Engineer
 Trip Phaup, PE

Structural Engineer
 Jay Utz, PE

Drainage/SWM/ESC
 Joshua Leibensperger, PE

Hydrologic and Hydraulic Analysis
 Pilar McClelland, PE
 Gamal Hassan, PE (HWR)

Survey/SUE
 Michael Zmuda, LS, PE

Right-of-Way
 Joe Sckinto, RWA

Design Manager
 Rodney Hayzlett, PE

Roadway Design
 Brian Curtis, PE

Traffic Engineering/MOT/ITS
 Randy Boice, PE

Environmental Permitting
 Ian Frost, CEP, AICP, LEED AP

Noise Analysis
 Walter Kulis, PE
 Christopher Bajdek (HMMH)

Geotechnical Engineer
 Michael Leffler, PE
 Ed Drahos, PE (S)

Utility Coordination/Design
 Dave Malinoski, PE

Project Superintendent
 Rich Turner ● ■

Structures Superintendent
 Wagman ● ■

Highway Superintendent
 Brad McClung ● ■

Highway Superintendent
 Falconer ● ■

Construction MOT Mgr.
 Wagman, ATTSA Cert.

Utility Coordination/Constr.
 Matt McLaughlin, CCM (CES)

QC Manager
 Julie Perkoski, PE (CES)

Senior QC Inspector
 Justin Liming (CES)

QC Staff Inspectors

AMRL/CCRL Lab. Testing

Project Engineer
 Matt Deacon

Subcontractors
 TBD

QA Inspector Structure and Bridge

Supporting QA Inspectors

AMRL/CCRL Lab. Testing

QA Inspector Roadway

LEGEND

- = Direct Report Line
- - - = Line of Communication
- = RLD
- = ESCCC
- ◆ = RLD & ESCCC Pending
- ◀ = Value Added Personnel
- 🔑 = Key Personnel

Wagman Heavy Civil, Inc.
 Johnson, Mirmiran & Thompson, Inc.
 Falconer Construction Company, Incorporated (F)
 Harris Miller Miller & Hanson, Inc. (HMMH)*
 Schnabel Engineering, LLC (S)
 CES Consulting, LLC (CES)*
 Hassan Water Resources, LLC (HWR)*
 Quinn Consulting Services Incorporated (Q)*
 *DBE and/or SWaM firm

DESIGN **CONSTRUCTION** **INDEP. QA/QC**

JMT **WAGMAN** **FAULCONER**

3.3.2 ORGANIZATIONAL CHART NARRATIVE

Reporting Relationships of Key Personnel - The DBT organizational structure is a successful, integrated team implemented by Wagman and JMT on previous DB projects optimized to present clear, logical, reporting relationships to manage the design and construction of the I-95 Southbound CD Lanes – Rappahannock River Crossing project. The project organization is structured to facilitate timely and effective communication among all personnel, regardless of position. Details of the roles of each of Key Personnel and reporting relationships are listed below:

Design-Build Project Manager (DBPM) - The DBT organizational chart starts with VDOT at the pinnacle of the hierarchy and VDOT's primary interface will be the **DBPM**. In accordance with sound management practices and VDOT guidance, the DBPM serves in the most crucial role, one that defines success for all aspects of the project. **Mr. David Lyle, DBIA** will institute and lead an integrated Wagman Team approach to collaboratively meet DBT obligations under the contract while avoiding and resolving any disputes. He is the principal conduit for communication with VDOT, and exercises direct control over the integrated DBT including design, construction, quality assurance, quality control, contract administration, safety and public outreach. The DM, the CM, the RCE and the QAM will support and report to the DBPM in their respective areas of expertise. The DBPM will rely on the DM, the CM, and the QAM to effectively coordinate their individual Team elements and will use these Key Personnel to communicate to all Team members during design and construction. The DM, CM, RCE, QA Manager, Public Relations Manager, Safety Manager, Survey Manager and Project Controls report directly to the DBPM.

Responsible Charge Engineer (RCE) – Mr. Larry Brown, PE will serve as the RCE for the project and will report directly to the DBPM with lines of communication with the DM, CM, and QAM. The RCE will be fully integrated in the Wagman Team and has the expertise and experience required to supervise design and construction. As shown in the organizational chart, the RCE will be fully integrated with all team members with the ability to answer questions/inquiries relevant to engineering, construction, and quality control and quality assurance. In addition the RCE will have lines of communication and will communicate regularly with VDOT and, through the direct reporting relationship with the DBPM, will have the ability to act on behalf of the DBPM to address construction issues when necessary.

Independent Quality Assurance Manager (QAM) – Mr. John Vicinski, PE is the independent QAM and will report directly to the DBPM. Direct reports include segment quality assurance inspectors, the off-site materials sampling and testing laboratory, and other QA staff. The QAM organization will, through the DBPM, establish communication paths to the construction quality control and construction organization to ensure that the QAM is apprised of activities and to ensure that corrective activities and remediations are implemented as quickly as possible.

Design Manager (DM) - The DBT organizational chart clearly defines that all design disciplines for the project will report to the **DM, Mr. Rodney Hayzlett, PE**. The approach to staffing these disciplines hinges on the concept of matching the requirements of this project to the experience and depth of knowledge of staff best suited to fulfill these specific requirements. During the design phase of the project, the DM will interface directly with each of the discipline leaders, whether that individual is a JMT staff member or a subconsultant contracted with JMT. Mr. Hayzlett will also establish and oversee the QA/QC program for design. The responsibilities of the Design QA/QC Team will be separated between QA and QC.

Construction Manager (CM) – Mr. Carter Washington, PE is the CM for the project and will be onsite during construction operations to oversee all major construction activities and will manage the Construction QC program, Project superintendents, Construction MOT Manager, Field Superintendents, Subcontractors, Construction Quality Control Manager (QCM) and Construction Engineering. Mr. Washington's responsibilities will include CPM schedule development and updating, resource planning and allocation, budgetary and cost control, subcontractor scheduling, MOT, ESC, and shop drawing review. The CM will have communication with the Design Manager during design development, the RCE during construction and the QA Manager throughout the project. Utility relocation and major subcontractors will report to the CM. The CM will report directly to the DBPM. Carter will be RLD and ESCCC certified prior to the start of construction. His current assignments will be complete prior to the start of construction.

Lead Structural Engineer (LSE) – Mr. Trip Phaup, PE will serve as the LSE for the project and will report directly to the DM. The LSE will be responsible for structural design of the bridges and retaining walls. In addition, the LSE will review designs, verify and modify designs, if necessary, based on field conditions and construction activities related to dismantling and removing portions of existing structures, installing foundations, handling and erecting girders, and making superstructure and substructure repairs.

VALUE ADDED PERSONNEL

To supplement the experience of our key personnel in mitigating risk and to provide the specialist experience required for the I-95 SB CD Lanes project, our Team is *exceeding the Statement of Qualifications (SOQ) requirements* by committing the *Value Added* personnel below to the Project. These individuals will play an important role in our ability to complete the work ahead of schedule, under budget, and in a safe, quality manner with minimal resource requirements from VDOT. Their responsibilities and reporting relationships are described in the narrative below.

- ◀ **Lead Roadway Engineer (Brian Curtis, PE)** reports directly to the Design Manager with over 21 years of experience and is responsible for the roadway design for the project. Mr. Curtis will provide VDOT with design plans, reports and other design documents for review and approval. He was instrumental in this role on the Odd Fellows Road Integrated Design-Build project with Wagman. Mr. Curtis has a long history working in this corridor, beginning with the **Outer Connector**. He was *responsible for developing the Route 17 Interchange modification concept for the I-95 Access Study* and then was *project manager on the I-95 Exit 133 to 130 IMR* setting up the SB and NB CD lanes projects for obtaining FHWA approval.
- ◀ **Lead Hydraulics Engineer (Joshua Leibensperger, PE)** reports directly to the Design Manager with over 11 years of experience and is responsible for drainage and stormwater management design. Mr. Leibensperger will integrate the stormwater management strategy to meet the project requirements and has successfully done this on the *VDOT Route 7 Widening project* incorporating 11 proposed stormwater management facilities in a tight urban environment.
- ◀ **Structural Engineer (Jay Utz, PE)** reports directly to the DM and will be responsible for the structural design of bridges and retaining walls. Mr. Utz will review designs and verify and modify designs based on field conditions. Mr. Utz has over 24 years of experience in all aspects of bridge and retaining wall design with over 8 years as a Structural Engineer with VDOT in the Central Office and the Richmond District. Mr. Utz is currently serving in the same role on the VDOT Odd Fellows Interchange DB project in the City of Lynchburg with Wagman with the same DBPM and DM.
- ◀ **Lead Environmental Manager (Ian Frost, CEP, AICP, LEED AP)** reports directly to the Design Manager and is responsible for the environmental coordination and permitting for the project. Mr. Frost has over 30 years of experience and was *formerly a VDOT Environmental Permit Manager and DEQ Program Manager* and has provided *expert testimony* on reauthorization of Clean Water Act and served as an *expert witness* involving NEPA and Section 404 permits. He will implement proactive environmental strategies to ensure the environmental permitting process is completed in the anticipated timeline. Mr. Frost will be instrumental in dealing with the TOY critical risk.
- ◀ **Lead Geotechnical Engineer (Ed Drahos, PE)** reports directly to the Design Manager and lead roadway and structural staff. Mr. Drahos will develop the geotechnical investigation plan to ensure borings are identified in accordance with the VDOT Manual of Instructions to provide recommendations for all project elements. Based on the potential geotechnical challenges associated with this project including the potential for acid-sulfate soils and low-plasticity lean clays.
- ◀ **Project Superintendent (Rich Turner)** reports directly to the CM. Rich has over 27 years of experience in the construction industry. He has provided oversight of construction activities for major transportation initiatives including the \$1.34 billion I-495 Capital Beltway Express (HOT) Lanes project and Route 340 over the Shenandoah River Bridge Project. His responsibilities include planning construction operations; oversight of field personnel and operations; developing daily and weekly schedules; scheduling subcontractors; equipment, material and subcontractors.
- ◀ **Quality Control Manager (Julie Perkoski, PE)** reports directly to the CM and has a significant amount of experience working with Quality Assurance and Quality Control on VDOT projects. Her experience as QAM on Design-Build projects and as Design Construction Services Manager on the \$2.1B Elizabeth River Tunnels Project bring invaluable experience to the integrated DBT.

3.4

Experience of Offeror's Team

(Per RFQ instructions, please find our Designer and Contractor Work History Forms in the Appendix)

3.5

Project Risks

The first step in managing risk is to identify the risks. The Wagman Team conducted a Risk Workshop modeled on the system utilized by VDOT to assess and assign risks. Although all viewpoints of risk were considered, the Wagman Team concentrated more on risks affecting the team’s ability to deliver the project on-time and within budget.

The Risk Workshop identified over 50 individual risks. These risks were evaluated by degree of impact (1 to 3) and probability of occurrence (1 to 3). A risk factor was calculated for each risk; (Risk factor = degree of impact multiplied by probability of occurrence) and ranged from 1 to 9. Of the over 50 individual risks, 14 received a risk factor of 6 or higher. These are shown with score in the table to the right:

Identified Risk	Risk Factor
River access for construction	9
Maintenance of traffic at Route 17	9
Stormwater management requirements within project footprint	9
Accommodating active and anticipated projects within the corridor	6
Matching bridge & roadway geometrics of the braided ramps at Route 17	6
Maintaining access and business parking at Route 17	6
Capturing vertical alignment impacts to I-95 associated with potential SB bridge reconstruction	6
Timely relocation of utilities at Route 17 interchange	6
Maintaining ITS during construction	6
Presence and consistency of rock	6
Ability to re-use existing pipes and culverts	6
Coordination with third party stakeholders	6
Availability of labor and materials with other ongoing VDOT advertisements in excess of \$3 Billion	6
Presence of Acid-sulfate and high plasticity soils	6

From our risk evaluation process, the following three risks were determined to be the most critical to the success of the I-95 SB CD Lanes - Rappahannock Crossing Project from the view point of the Wagman Team:

- (1) River Access for Construction,
- (2) Maintenance of Traffic at Route 17
- (3) Stormwater Management Requirements with Project Footprint

Risk mitigation strategies have been developed for these three most critical project risks and are presented later in this section of the SOQ.

However, when responding to the RFP, the Wagman Team will develop a risk management plan for the project that will include a risk register that includes all the risks identified during our workshop with a risk factor of 6 or higher. This plan will include strategies to respond to each of those risks, and the party or individual best responsible for managing the risk. This will allow the Wagman Team to create mitigation plans, build contingencies into the project or adjust the project schedule to manage the risk.



During delivery of the project, the Wagman Team’s DBPM will be responsible for managing the risk on the project. The diagram to the left shows the steps Mr. Lyle will follow throughout the length of the project to manage the risk. Risks will be reviewed and re-evaluated by the Wagman Team monthly until they have been mitigated or are no longer considered a risk. Mitigation strategies will be modified as necessary and new risks will be added to the register and tracked as they are identified.

Risk No. 1 | RIVER ACCESS FOR CONSTRUCTION

Risk Identification- As part of the I-95 Southbound CD Lanes – Rappahannock River Crossing project, the Wagman Team will be responsible for designing and constructing a bridge over the Rappahannock River. River access is critical to the success of the project and presents risk associated with schedule, budget, environmental restrictions, and construction activities.

Why the risk is critical- Working within a river is very challenging and is the most important risk to address on the project for reasons summarized below:

- Based on the Environmental Assessment/FONSI, Time of Year Restrictions (TOY) will be imposed by the environmental permits for in-stream work due to anadromous fish migration from February 15 to June 15 and potential in-stream TOY restrictions may be imposed for mussel species from March 15 to May 31 and August 15 to October 15.
- Construction activities will be impacted by river access due to ingress and egress to the work zone, the limited area to work, positioning of equipment and personnel, and major storm events, which can preclude river access. This may require removal of all equipment, material, and workforce from any causeway until the water recedes. Water levels fluctuate over the course of a normal year and will impact production and schedule. Any access such as causeway or trestle will impact the environmental resources such as wetlands, floodplains and the river and will require permits from regulatory agencies. The bridge construction will be the critical path of the project and to start the bridge construction, temporary works such as causeways and cofferdams must be constructed to allow new bridge construction.

If the river access/TOY restrictions delays a critical bridge construction activity or prevent repairs to a causeway or cofferdam thus delaying bridge completion, then the project completion could be delayed. This risk is magnified because of several outside factors that cannot be controlled by the Wagman Team:

- In-stream construction activities such as causeway installation or cofferdam installation must be scheduled around both the river access/TOY restrictions as well as periods of high flow. The unpredictability of storms adds to the scheduling challenge posed by the river access/TOY restrictions.
- The Wagman Team expects that the causeways and cofferdams could be damaged

Wagman’s Completed Major River Crossings	Length
Route 340 over Shenendoah River	1,910-ft
Route 61 over New River	1,141-ft
Chesterfield PowerBridge over Proctors Creek	1,040-ft
Route 360 over Dan River	2 @ 2,144-ft
Franklin Turnpike Ext over Fall Creek	2 @ 640-ft
US 58 over Nottoway River	1,200-ft
I-95 over Meherrin River	2 @ 540-ft
US 15 over Rivanna River	464-ft
US 1 over Nottoway River	481-ft & 321-ft
US 1 over Meherrin River	563-ft & 259-ft
I-83 over Susquehanna River	2 @ 3,315-ft
Choptank River Bridge	8,650-ft
Sunbury Bridge over Susquehanna River	2,844-ft
I-78 over Lehigh River	1,250-ft
SR 7 over Christian River	682-ft
Shickshinny Bridge over Susquehanna River	877-ft
I-695 over Bear Creek	3,870-ft
I95/395 Interchange over Patapsco River	2 @ 8,000-ft 2 @ 4,000-ft
Route 1 spur over Puncheon Run	2 @ 650-ft
Route 15 over Hammond Lake	1,510-ft
I-80 over Susquehanna River	1,151-ft
Route 50 over Wicomico River	2 @ 456-ft
Harvey Taylor Bridge over Susquehanna River	4,817-ft
Route 54 Causeway over Bay	6,627-ft
Youghioghenny River Crossing	1,545-ft
Susquehanna River Bridge	2 @ 5,600-ft
Route 52 Causeway over IC Waterway	2 @ 2,570-ft 2 @ 2,460-ft
NJ Parkway Bridge over Egg Harbor	3,840-ft 770-ft
ICC A over Rock Creek	2 @ 460-ft 2 @ 300-ft
ICC B over Paint Branch	6 @ 580-895-ft 2 @ 1,140-ft 2 @ 1,280-ft

from high flows and may need repair at some time during the construction. These repairs may require in-stream work and that may need to be completed during the river TOY restrictions. Without relief from the permitting agencies, the in-stream repairs could not be completed during the TOY restrictions.

Risk Impact on the Project- One of the significant risks for the project is the potential for schedule delays because of River Access challenges from the expected time of year restrictions for in-stream work and the potential for high flows in the river precluding access to the Rappahannock River for the bridge construction.



Foundation and Pier Construction from a Causeway
Route 61 over the New River

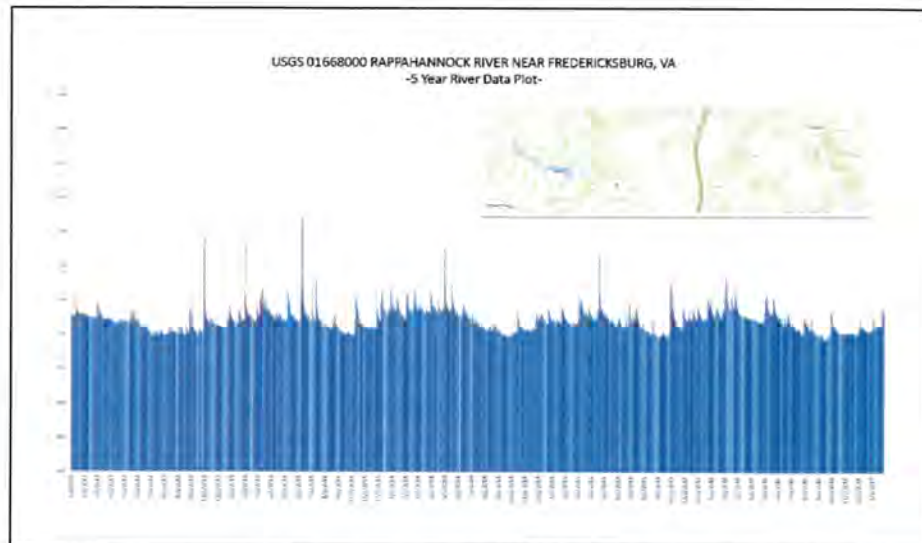


25-year Storm Event Presents Construction Challenge
Route 61 over the New River

Risk Mitigation Strategy – As shown in the table on the previous page, Wagman has successful experience with similar large bridge projects with river access challenges and has employed several successful strategies to mitigate this risk, including the following:

- Study the river patterns and the water elevation history to determine the optimum causeway height to minimize impacts to the work zone during rain events. Wagman established the optimum causeway height on several projects including the Susquehanna River Bridge, Chesterfield Power Plant causeway over Proctors Creek, and Route 61 over New River Bridge Replacement.
- Design the causeway to mitigate environmental impacts. Wagman was able to redesign causeways on I-80 in Milton PA and the Susquehanna River Bridge, making the footprint smaller, reducing the amount of material required and minimizing impacts to river, streams, and floodplains.
- Evaluate types of foundations that can be constructed with minimal impact to the river and with minimal or no need of cofferdams. Wagman and JMT selected drilled shafts on the Route 61 Narrows Bridge Replacement project in order to avoid constructing cofferdams subject to overtopping and minimize temporary impacts.
- Use temporary bridges within the causeway to allow increased water flow as Wagman did on Rt. 340 South fork of Shenandoah River and I-80 at the Susquehanna River Bridge.
- Transfer the causeway during low flow and outside of the TOY restrictions within the river working 24 hours a day, 7 days a week until the work is complete. Wagman relocated a 2500-ft long stone causeway within the banks of a river in 5 days using this approach.
- Create a comprehensive access plan to allow the flow of equipment, material and people. The Wagman Team will create a plan illustrating the access, causeway, new piers, existing piers, crane locations, cofferdams material storage and environmental resources.
- Store material outside of the flood plain and prefabricate and transport items such as rebar cages to the work area on the causeway mitigating a crowded work area. Wagman used this technique successfully on causeway projects such as the Route 61 over New River Bridge Replacement, Susquehanna River Bridge, Chesterfield Power Plant causeway over Proctors Creek, and I-80.

- Develop a detailed schedule for all in-stream activities that avoids the TOY restrictions and provides some schedule flexibility for lack of river access due to high flows
- Conduct mussel surveys (for the dwarf wedge mussel and possibly green floater using a certified individual) early in the project to determine if any protected mussel species are present in the river. If they are absent, request an exemption from the mussel TOY restriction. If they are present, then re-locate the individuals to a suitable location that will not be affected by the construction activities and request a waiver from the TOY restriction.
- If necessary due to conflicts with critical repairs or in-stream activities, coordinate with the agencies (DGIF, DCR, and NMFS and the permitting agencies) to secure relief from the TOY restrictions such as:
 - shaving time off the front end or back end of time of the anadromous fish TOY depending on the actual schedule of the fish migration for that particular year
 - secure an exemption for in-stream activities for short construction activities. Typically, this type of relief requires water quality monitoring to ensure that sedimentation and turbidity levels do not pose an adverse impact to anadromous fish or mussels



Data for River Flow Versus Time of Year
Used to Select Causeway Elevation for Maximum River Access
I-95 SB CD Lanes over Rappahannock River

Role of VDOT and other Agencies – VDOT could help with agency coordination including the permitting agencies and DGIF, NMFS, and DCR to expedite their review of requests for temporary relief from TOY restrictions. In addition, VDOT could allow the Wagman Team to use the Interagency Coordination Meeting (IACM) process for permit modifications as a way to expedite approval of temporary relief from the river access/TOY restrictions. The DEQ, USACE, VMRC, DGIF, DCR, and NMFS will also need to be consulted and permit any modification seeking relief from the TOY, should that be necessary.

Risk No. 2 | MAINTENANCE OF TRAFFIC AT ROUTE 17 INTERCHANGE

Risk Identification: A critical risk for this project is the successful maintenance of traffic (MOT) during the construction of the interchange modifications at I-95 and Route 17. In addition to high volumes of traffic on the general-purpose lanes, the temporary traffic control plan must maintain high volumes of traffic on the interchange ramps and adjacent service roads. The geometry for the braided ramps and the bid option for reconstructing the bridge carrying SB I-95 over Route 17 further complicate the interaction of design features with construction sequencing.

Why This Risk Is Critical: The interchange at I-95 and Route 17 serves as a critical connection providing a vital alternative route to the west of the heavily congested Northern Virginia region. The interchange also

serves as the key access point to developed areas of Stafford County just north of the Rappahannock River. Any disruption to this important interchange could have severe repercussions to travel and commerce throughout the region. The proposed interchange will require reconstruction of busy ramps within a tightly constrained physical area.

Separate components of the interchange are tightly and closely intertwined with each other:

- Western edges: Service roads and utilities border must be relocated prior to reconstruction of adjacent lanes. Construction of Ramp A could be delayed until utility relocations and ROW acquisition is completed.
- Route 17 Underpass: While maintaining existing traffic, Route 17 would be lowered as much as 5 feet. Bridge construction is closely linked to the roadway reconstruction.
- Ramps: The profiles of Loop A and Ramp A would be raised directly above active, existing ramps but traffic on the ramps must be maintained. Other existing ramps would be closed. All ramps termini must be coordinated with Route 17 reconstruction.
- SB CD lanes: The SB CD lanes would bridge over SB traffic entering the general-purpose lanes. The braided configuration (with flat intersection angles) requires high precision in mapping, design, and layout during construction. For example, a shift in just a foot for the SB CD lanes can move the intersection point at the bridge for the braided ramp by over 10 feet and necessary clearances at risk.. Temporary ramp connections to enter SB I-95 must be positioned to avoid the new bridge during construction.
- Unknowns: The southern terminus for the FREDX HOT lanes will occur somewhere in the Rt. 17 interchange location – the decision on the exact location could be critical and is an unknown. The replacement of the existing bridge for the I-95 SB general purpose lanes will be a bid option and different MOT phases and plans would be needed if this bridge is included.



Multiple short-term phases may be needed to move traffic through the construction zone. Each shift in traffic will required detailed design, planning, implementation, and monitoring.

Impacts: From a shared viewpoint safety, public convenience, and disruptions to travel and commerce in this highly congested area are at risk. From the DBT viewpoint, disruptions to material delivery and work operations not only impact safety and public opinion, but also affect the schedule. The impact of inadequately planning and communicating construction activities with the traveling public could have severe consequences as identified below:

- travel delays
- loss of public support for this Project
- amplified safety hazards for both the contractor and the traveling public
- increased response time for Emergency vehicles.

Wagman completed a high profile project on I-95 (200,000 adt) that had 47 separate construction phases impacting I-95 mainline and adjacent interchanges. The project won both MdQI awards for Partnering and overall project.

Risk Mitigation Strategy: The Wagman Team has implemented successful strategies, as identified below, to safely maintain traffic through work areas and keep safety and mobility the top priorities. We will strategize and mitigate the risk in the following stages:

Design Phase: An effective Transportation Management Plan (TMP) and strategies to minimize disruption to the traffic flow will be imperative to ensure that public perception of this important Project remain positive and supportive. Several of our team members are already certified in ATTSA Advanced MOT design or VDOT intermediate Traffic control for field implementation of MOT. The Wagman Team will be responsible for developing efficient construction phasing, determining safe and effective work zone

strategies (i.e. temporary traffic control plans), and ensuring proper traffic operations management in accordance with a detailed and approved TMP. Our Team has successfully delivered an integrated TMP (over 180,000 adt) on the Woodrow Wilson Bridge (WWB); JMT developed the TMP and Wagman executed the TMP for rebuilding two interchanges and creating local access roads.

During design, the entire team will have an essential role in defining construction sequences, locating detours, and addressing public safety and the safety of our workers. Based on our detailed understanding of the *Virginia Work Area Protection Manual* and the *Manual on Uniform Traffic Control Devices*, all MOT strategies will be designed based upon safe routes incorporating appropriate temporary traffic control, lighting, and adequate vehicle acceleration and deceleration lengths. Most work zones will be separated physically by temporary concrete barrier.

Wagman was nationally recognized as the winner of the 2016 ARTBA-TDF Safety Award. Public Safety will remain a priority for the duration of the project.

Critical construction activities located in the interchange areas will include earthwork movement, aggregate placement, drainage box culverts, storm water management facilities, noise barriers, concrete barriers, retaining walls, bridge construction, and asphalt paving. All these activities involve heavy machinery and trucks, making safe ingress and egress extremely critical. Hence, construction vehicles entering and exiting the work zones on the interstate will add to the risk to the traveling public.

Experienced construction personnel will be involved with the design team to ensure constructability, as Wagman and JMT have done on the new Odd Fellows Interchange in Lynchburg, VA and other projects. Wagman supervision has completed ATTSA Backer/Roller Training. Multi-phased construction sequencing must be detailed to a high level of precision to avoid design and operational conflicts. A basic tenet will be to separate work zones from the traveling public and allow safe and clear access to the construction zones. Concepts could include relocating ramp movements, shoulder widening to shift lanes, constructing extra width on bridges for shifted traffic. Work areas that don't require ROW acquisition or utility relocation can be started early in the construction sequence. Temporary ramp connections and acceleration lanes would be located to allow safe construction of the bridge for the braided ramps.

Construction Phase: Wagman has extensive experience working along the I-95 corridor (I-95 Ashland, I-95 Meherrin, WWB, I-95/I-695 Interchange, I-95/I-495 HOT lanes, I-95/I-395 Latex the following practices and resources helped our team execute a safe and timely project:

- MOT Manager with ATTSA and VDOT Intermediate Traffic Control
- Daily coordination meeting to discuss traffic switches, detours, lane closures, and other MOT issues.
- Three Week look-ahead schedule (updated weekly)
- Strategically plan deliveries of materials at off peak hours
- Develop emergency pull off areas for the traffic in our work zone, giving motorists a safe area for emergencies with minimal impact to traffic.
- Daily inspection of the work zone for MOT compliance

The Wagman Team is committed to support public outreach efforts to notify the public concerning maintenance of traffic issues and provide communication with Project Stakeholders and the traveling public. In addition to aiding VDOT with development of content for public distribution documents and various news media, we will use additional message boards for traveler's guidance, broadcast on the message boards major traffic switches or changes to the traffic pattern. We will limit hauling activities on local non-residential streets wherever possible, and schedule multiple "Pardon our Dust" meetings to provide construction and traffic shift updates. We will plan our major activities around the local school calendars, major events in Fredericksburg, etc. Wagman recently completed a very complex project on I-95 in Baltimore, with 47 unique traffic phases, where we coordinated with the Inner Harbor and both sports stadiums. We won the MdQI Gold Partnering award for this effort!

Incident Management Plan: The Wagman Team will prepare for unexpected and unplanned events such as disabled vehicles, accidents, emergencies, and other special occasions. We will develop incident management plan to provide the following:

- On-call towing service to quickly respond to disabled vehicles
 - Law enforcement, fire and ambulance access to work zone during incidents
 - Coordination with first responders and TOC
 - 24/7 contacts for emergency notification of an incident
 - Emergency detour routes and sign layout plan in addition to TMP signage
 - Agency/Stakeholder responsivity matrix
 - Pre-staged detour equipment and material needs
 - Pre-planned messages for various types of incidents
- Kick-off meeting with first responders in the area.

Role of VDOT and other Agencies: We anticipate VDOT’s role to be associated with review and approval of the Temporary Traffic Control Plans and TMP. We understand that the lane closure times and restriction will be identified in the RFP documents, and we will work with VDOT during final plan development to determine if those closure times are appropriate. Additionally, we will be coordinating all design and traffic plans with other adjacent projects being managed by VDOT such as FREDX, the Route 3 D-B project, Courthouse Road, etc. We also anticipate VDOT will remain closely involved in the public information and outreach process during design and construction. During construction, we anticipate VDOT will coordinate with VA Police, and will remain active on site, and will coordinate with our DBT to ensure a safe work site for motorists and construction personnel.

Risk No. 3 –STORMWATER MANAGEMENT REQUIREMENTS WITHIN PROJECT FOOTPRINT

Risk Identification. As part of the Project, the DBT is responsible for collecting, storing, treating, and releasing stormwater within the project limits in accordance with VDOT’s stormwater management (SWM) requirements and VDOT’s Drainage Manual. To successfully accomplish this task in a cost-effective manner, the Wagman Team will design a storm water system that relies on utilizing all or a majority of the existing storm sewer systems and culverts along and under I-95 to convey the stormwater runoff into and out of the proposed stormwater management facilities. The current plans have identified stormwater management pond locations in roadway cut sections and interchange gore areas mainly within the existing right-of-way and limited access limits with additional right-of-way and limited access being required for the grading in some locations. The ability to meet stormwater management requirements for the project within the existing and proposed right-of-way and limited access is considered a risk on this Project.

Why the Risk is Critical. The preliminary design appears to be based on technical criteria part II-C of the VDOT SWM Regulations. There are concerns as to whether the current conceptual stormwater management layout provides adequate treatment for the proposed improvements, and whether or not the layout accounts for maintenance access and the associated grading required for plan approval and long term operations of the facilities. In many locations, it appears that the proposed stormwater management ponds are identified to be following the proposed road profile grade (3%-4% grade) which exceeds the allowable longitudinal grading requirements for stormwater management ponds. Correcting or flattening the bottom slope of the proposed stormwater management ponds will increase the grading limits and ancillary impacts and will require special grading from the roadway typical section to accommodate the differential in grading. This could pose a risk if additional right-of-way is needed. The acquisition of additional right-of-way or easements required for additional stormwater management or potentially increasing the size of the current ponds could also impact the cost and schedule, because these potential right-of-way acquisitions do not appear to be accounted for in the project schedule or identified in the environmental documents currently being completed.

In addition, it needs to be confirmed that the proposed stormwater management pond locations are adequate to receive the project’s requirements for impervious runoff from the existing and proposed roadway accounting for the profile and superelevation criteria. Proposed drainage patterns will need to be confirmed to be adequate to meet the SWM regulations.

Another consideration with this risk is if the proposed stormwater management locations will adequately attenuate the runoff flows to utilize the existing infrastructure (drainage pipes) for the proposed condition for adequate outfalls accordingly.

Risk Impact on the Project. If the current proposed stormwater management ponds are determined to be inadequate or deficient for meeting the project requirements for technical criteria part II-C of VDOT’s SWM Regulations, the following impacts could be introduced to the project:

- **Need to Acquire Right-of-Way or Easements:** In many locations throughout the Project, the proposed stormwater management ponds are within the limits of existing right-of-way/limited access. However, if the conceptual stormwater management plan is found to be deficient, additional right-of-way or easements may be necessary to add additional stormwater management ponds or increase the size of the currently proposed ponds. Acquisition of right-of-way or easements could impact the project cost due to the addition of appraisals, right-of-way oversight and negotiations, and property values.
- **Additional Environmental Impacts:** It is our understanding that VDOT is currently finalizing the environmental document for the impacts identified on the RFQ plans. There could be additional environmental impacts that are not accounted for in the environmental document because of adding additional stormwater management ponds or increasing the size of the current proposed ponds. This could require additional coordination with the agencies and revision to the document to address the unaccounted-for impacts as well as avoidance and minimization measures; thereby potentially delaying construction.
- **Schedule Impacts:** Installation of additional stormwater management ponds or increasing the size of the current ponds will slow down the earth moving activities thereby affecting the scheduling of construction activities and potentially delaying the project completion. Additional submittals will also need to be approved. If additional right-of-way or easements are required, the overall project schedule could be impacted to account for the proper environmental coordination and right-of-way process.
- **Increased Construction Costs:** Installation of additional stormwater management ponds or increasing the size of the current ponds will be costlier for design and construction items for the ponds, maintenance of traffic, including the additional right-of-way and environmental efforts. One alternative to acquisition of additional right-of-way, would be to use retaining walls or gabion walls to limit the grading for the stormwater BMP and stay within the existing right-of-way; however, this alternative would add unaccounted-for project costs.
- **Maintenance of Traffic:** Additional MOT could be required for the additional stormwater management ponds, especially in the areas of the roadway where currently no construction activities are anticipated.

Risk Mitigation Strategy. The Wagman Team has a successful track record of dealing with similar stormwater management challenges on other Virginia projects using innovative stormwater solutions. The table below shows some of those examples.

Project	Proposed SWM Ponds	Use 1% Rule	Purchase Nutrient Credits	Minimize Footprint
Route 7 Widening	■	■	■	■
Fairfax County Parkway (DB)	■	■		■
Odd Fellows Road (DB)	■	■	■	■
Route 1 Featherstone	■	■	■	■
Route 360 Hull Street Road	■	■	■	■

The Wagman Team could use the following strategies to minimize or eliminate the risk to schedule and cost:

- Prepare a preliminary drainage analysis and stormwater management strategy for the project to verify the number, type, and size of stormwater management facilities required within the project limits to meet the requirements for technical criteria part II-C of the VDOT SWM Regulations.
- Evaluate whether the current proposed stormwater BMPs on the east side of the Northbound lanes could be relocated within the right-of-way limits of the southbound CD lanes, thereby avoiding the additional costs, access issues, and loss of efficiency from working on the opposite side of an interstate where otherwise were no planned construction activities.
- The Wagman Team will utilize the 1% rule for water quantity to the extent possible for all outfalls within the project limits that directly discharge to the Rappahannock River or any other large watershed in which the criteria can be utilized to eliminate the need for water quantity control at the appropriate outfalls.
- Maximize the potential for nutrient credits purchase to satisfy water quality requirements, especially at the outfall locations where the 1% rule is applicable to eliminate potential stormwater management facilities accordingly.
- Perform geotechnical investigations to identify proximity of groundwater and infiltration rates of existing soils so that basins can be located and sized appropriately.
- The results of the updated stormwater management strategy will be shared with VDOT, and where additional facilities or enlarging current facilities are required, we will determine the best approach so that schedule and cost impacts are minimized, and right-of-way and easement acquisitions avoided or minimized. For example, we could use innovative stormwater management techniques such as LID, retaining walls, gabion walls etc. that minimize the BMP and grading footprint
- Potential environmental impacts will be mitigated through early coordination with VDOT and the permitting agencies. Delineation of jurisdictional wetlands and streams will be completed early in the project, to refine the design to avoid impacts to the extent possible. Avoidance and minimization efforts will be documented to assist in permit approvals.
- Additional right-of-way staff will stand ready to assist if additional right-of-way or easements need to be acquired.



Role of VDOT and other Agencies: The role of VDOT concerning this risk item is to review and approve the stormwater management strategy for the project early in the process to confirm the use of the 1% rule, applicability of purchasing nutrient credits, and possible need for additional stormwater treatment for the project. It is anticipated that stormwater management facilities will be needed in addition to the potential to purchase nutrient credits to meet the project's requirements to satisfy technical criteria part II-C of the VDOT SWM Regulations. Once VDOT has concurred on the strategy and it has been incorporated into the final plan design, then VDOT would issue plan approval for construction.

We also anticipate that VDOT will identify how the proposed stormwater management facilities currently depicted on the RFQ plans are to be accounted for in the bidding phase of the project once the final RFP is released to the shortlisted offerors.



Appendix

Attachment 3.1.2

Statement of Qualifications Checklist and Contents

ATTACHMENT 3.1.2

Project: 0095-111-259

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 Attachment 3.1.1
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendix Attachment 2.10
Letter of Submittal (on Offeror's letterhead)				1
Authorized Representative's signature	NA	Section 3.2.1	yes	1
Offeror's point of contact information	NA	Section 3.2.2	yes	1
Principal officer information	NA	Section 3.2.3	yes	1
Offeror's Corporate Structure	NA	Section 3.2.4	yes	1
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	1
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendix Attachment 3.2.6
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendix Attachment 3.2.7 (a)

ATTACHMENT 3.1.2

Project: 0095-111-259

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Appendix Attachment 3.2.10
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	Appendix
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	1
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	3
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix Attachment 3.3.1
Key Personnel Resume – Responsible Charge Engineer	Attachment 3.3.1	Section 3.3.1.1	no	Appendix

ATTACHMENT 3.1.2

Project: 0095-111-259

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Attachment 3.3.1
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	Attachment 3.3.1
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.7	no	Appendix
Organizational chart	NA	Section 3.3.2	yes	4
Organizational chart narrative	NA	Section 3.3.2	yes	5-6
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix Attachment 3.4.1(a)
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix Attachment 3.4.1(b)
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	7-15

Attachment 2.10

Acknowledgement of RFQ, Revision and/or Addenda

ATTACHMENT 2.10**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**RFQ NO. C00101595DB94PROJECT NO.: 0095-111-259**ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA**

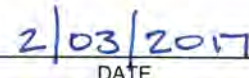
Acknowledgement shall be made of receipt of the Request for Qualifications (RFQ) and/or any and all revisions and/or addenda pertaining to the above designated project which are issued by the Department prior to the Statement of Qualifications (SOQ) submission date shown herein. Failure to include this 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 – November 1, 2016
(Date)
2. Cover letter of RFQ Addendum No.1 – December 19, 2016
(Date)
3. Cover letter of RFQ Addendum No.2 – January 23, 2017
(Date)



SIGNATURE



DATE

David W. Lyle

PRINTED NAME

Vice President,
Design-Build/Major Pursuits

TITLE

Attachment 3.2.6

Affiliated/Subsidiary Companies

ATTACHMENT 3.2.6

State Project No. 0095-111-259

Affiliated and Subsidiary Companies of the Offeror

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

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

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

Attachment 3.2.7(a) Debarment Forms - Primary

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0095-111-259

1) The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:

a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency.

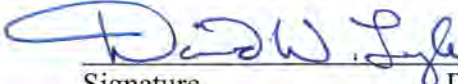
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; and have not been convicted of any violations of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification, or destruction of records, making false statements, or receiving stolen property;

c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph 1) b) of this certification; and

d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

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

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

 2/3/2017
Signature Date

Vice President,
Design-Build/Major Pursuits
Title

Wagman Heavy Civil, Inc.

Name of Firm

Attachment 3.2.7(b)

Debarment Forms – Lower Tier

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-111-259

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 Mallaghan 2/3/17
Signature Date

Senior Vice President
Title

Johnson, Mirmiran & Thompson, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

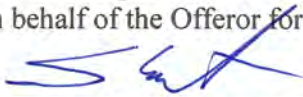
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-111-259

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

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

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

 1/30/2017 Director of Construction
Signature Date Title

CES Consulting, LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-111-259

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

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

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

David H. Galloway
Signature

01/27/2017
Date

Vice President
Title

Faulconer Construction Company, Incorporated
Name of Firm

ATTACHMENT NO. 3.2.7(b)

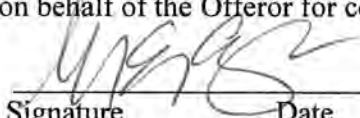
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-111-259

- 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.

 01/30/17 President & CEO
Signature Date Title

Harris Miller Miller & Hanson Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)


**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-111-259

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

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

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

	1/30/2017	President
Signature	Date	Title

Hassan Water Resources, PLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)


**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-111-259

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.

 February 1, 2017 President
Signature Date Title

Quinn Consulting Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-111-259

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. Drakos 01/30/2017

Signature

Date

Senior Vice President

Title

Schnabel Engineering, LLC

Name of Firm

Attachment 3.2.8

VDOT Prequalification Evidence

Vendor ID: W002
Vendor Name: WAGMAN HEAVY CIVIL, INC.
Prequal Exp: 10/31/2017

-- PREQ Address --

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

Work Classes (Listed But Not Limited To)

003 - MAJOR STRUCTURES
007 - MINOR STRUCTURES
011 - CLEARING AND GRUBBING
080 - DEMOLITION OF STRUCTURES
101 - EXCAVATING

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

-- DBE Information --

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

Attachment 3.2.9

Surety Letter



333 S. Wabash Avenue, Chicago, IL 60604

January 30, 2017

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


Re: A Design-Build Project
RFQ No.: C00101595DB94
I-95 Southbound CD Lanes – Rappahannock River Crossing
From : Exit 130 To: 0.66 Miles North of Exit 133
Stafford County/ City of Fredericksburg, Virginia
State Project No: 0095-111-259
Federal Project No : IM-5111(235)
Contract ID Number: C00101595DB94

Dear Sirs:

As surety for Wagman Heavy Civil, Inc., Western Surety Company , with A.M. Best Financial Strength Rating "A" and Financial Size Category "XV", is capable of obtaining 100% Performance and 100% Labor and Materials Payment Bonds in the amount of \$100,000,000 (estimated contract value) and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this Project.

Sincerely,

Western Surety Company

By: 

Patricia C. Robinson
Attorney-in-Fact

Western Surety Company

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That WESTERN SURETY COMPANY, a South Dakota corporation, is a duly organized and existing corporation having its principal office in the City of Sioux Falls, and State of South Dakota, and that it does by virtue of the signature and seal herein affixed hereby make, constitute and appoint

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

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

- In Unlimited Amounts -

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

This Power of Attorney is made and executed pursuant to and by authority of the By-Law printed on the reverse hereof, duly adopted, as indicated, by the shareholders of the corporation.

In Witness Whereof, WESTERN SURETY COMPANY has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 14th day of September, 2016.



WESTERN SURETY COMPANY

Paul T. Bruflat

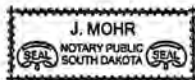
Paul T. Bruflat, Vice President

State of South Dakota }
County of Minnehaha } ss

On this 14th day of September, 2016, before me personally came Paul T. Bruflat, to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is the Vice President of WESTERN SURETY COMPANY described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said corporation and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said corporation.

My commission expires

June 23, 2021



J. Mohr

J. Mohr, Notary Public

CERTIFICATE

I, L. Nelson, Assistant Secretary of WESTERN SURETY COMPANY do hereby certify that the Power of Attorney hereinabove set forth is still in force, and further certify that the By-Law of the corporation 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 corporation this 30th day of January, 2017.



WESTERN SURETY COMPANY

L. Nelson

L. Nelson, Assistant Secretary

Authorizing By-Law

ADOPTED BY THE SHAREHOLDERS OF WESTERN SURETY COMPANY

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the shareholders of the Company.

Section 7. All bonds, policies, undertakings, Powers of Attorney, or other obligations of the corporation shall be executed in the corporate name of the Company by the President, Secretary, and Assistant Secretary, Treasurer, or any Vice President, or by such other officers as the Board of Directors may authorize. The President, any Vice President, Secretary, any Assistant Secretary, or the Treasurer may appoint Attorneys in Fact or agents who shall have authority to issue bonds, policies, or undertakings in the name of the Company. The corporate seal is not necessary for the validity of any bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation. The signature of any such officer and the corporate seal may be printed by facsimile.

Attachment 3.2.10

SCC and DPOR Information

ATTACHMENT 3.2.10

State Project No. 0095-111-259

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)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Wagman Heavy Civil, Inc.	F019898-8	Foreign Corporation	Active	3290 North Susquehanna Trail York, PA 17406	Class A Contractors	2701015887	01-31-2019
Johnson, Mirmiran & Thompson, Inc.	F149901-3	Foreign Corporation	Active	9201 Arboretum Pkwy. Suite 310 Richmond, VA 23236	ENG, LS	0411000029	02-28-2018
Johnson, Mirmiran & Thompson, Inc.	F149901-3	Foreign Corporation	Active	72 Loveton Circle Sparks, MD 21152	ENG, LA, ARC, LS	0407001314	12-31-2017
Johnson, Mirmiran & Thompson, Inc.	F149901-3	Foreign Corporation	Active	13921 Park Center Rd. Suite 140 Herndon, VA 20171	ENG, LS	0411000441	02-28-2018
Johnson, Mirmiran & Thompson, Inc.	F149901-3	Foreign Corporation	Active	272 Bendix Road Suite 260 Virginia Beach, VA 23452	ENG, LS	0411000440	02-28-2018
CES Consulting, LLC	S3416007	Limited Liability Company	Active	317 Office Square Lane, Suite 101A Virginia Beach, VA 23462	ENG	0411001331	02/28/2018
Faulconer Construction Company, Inc.	00706333	Corporation	Active	2496 Old Ivy Road, Charlottesville, VA 22903-4895	Class A Contractors	2701003330	05-31-18
Harris Miller Miller & Hanson Inc.	F1451857	Foreign Corporation	Active	N/A	N/A	N/A	N/A

ATTACHMENT 3.2.10

State Project No. 0095-111-259

SCC and DPOR Information

Hassan Water Resources, PLC	S2293282	Limited Liability Company	Active	2255 Parkers Hill Drive, Maidens, VA 23102-2244	Engineering	0413000299	12-31-2017
Quinn Consulting Services, Inc.	0492551-7	Corporation	Active	14160 Newbrook Drive, Suite 220 Chantilly, VA 20151	ENG	0407003733	12-31-2017
Schnabel Engineering, LLC	S0889123	Limited Liability Company	Active	9800 JEB Stuart Parkway, Suite 100 Glen Allen, VA 23059	ENG	0411000322	02-28-2018

ATTACHMENT 3.2.10


State Project No. 0095-111-259

SCC and DPOR Information


DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Johnson, Mirmiran & Thompson, Inc.	Lawrence Weir Brown	Richmond, VA	12213 Chiasso Way Chesterfield, VA 23838	Professional Engineer	0402047134	06-30-2018
Quinn Consulting Services, Inc.	John Kevin Vicinski	Chantilly, VA	4609 Marble Rock Ct. Chantilly, VA 20151	Professional Engineer	0402026380	08-31-2017
Johnson, Mirmiran & Thompson, Inc.	Rodney Nelson Hayzlett	Richmond, VA	5048 Long Creek Lane Chester, VA 23831	Professional Engineer	0402032936	01-31-2019
Johnson, Mirmiran & Thompson, Inc.	Arthelius Augustus Phaup, III	Richmond, VA	402 Waveny Road Richmond, VA 23229	Professional Engineer	0402023335	06-30-2018
Wagman Heavy Civil, Inc.	John Carter Washington	Mechanicsville, VA	7421 River Pine Drive Mechanicsville, VA 23111	Professional Engineer	0402035328	10-31-2017

SCC Documentation

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Wagman Heavy Civil, Inc.

General

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

Principal Office

3290 NORTH SUSQUEHANNA TRAIL
 YORK PA17406

Registered Agent/Registered Office

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





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Johnson, Mirmiran & Thompson, Inc.

General

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

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Principal Office

72 LOVETON CIRCLE
SPARKS MD21152

Registered Agent/Registered Office

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

Screen ID: e1000


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Additional Services

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Business Entity Details

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CES Consulting, LLC

General

SCC ID: S3416007
 Entity Type: Limited Liability Company
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 10/14/2010
 Status: Active

Principal Office

23475 ROCK HAVEN WAY
 SUITE 255
 DULLES VA20166

Registered Agent/Registered Office

AVTAR SINGH
 6773 LEOPOLDS TRAIL
 HAYMARKET VA 20169
 PRINCE WILLIAM COUNTY 176
 Status: Active
 Effective Date: 5/18/2016

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General

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

Select an action

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Principal Office

2496 OLD IVY RD
 CHARLOTTESVILLE VA22903

Registered Agent/Registered Office

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

Screen ID: e1000

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Harris Miller Miller & Hanson Inc.

General

SCC ID: F1451857
 Entity Type: Foreign Corporation
 Jurisdiction of Formation: MA
 Date of Formation/Registration: 12/6/2000
 Status: Active
 Shares Authorized: 300000

Select an action

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Principal Office

77 SOUTH BEDFORD ST
BURLINGTON MA01803

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Registered Agent/Registered Office

C T CORPORATION SYSTEM
 4701 COX RD STE 285
 GLEN ALLEN VA 23060
 HENRICO COUNTY 143
 Status: Active
 Effective Date: 6/12/2015

Screen ID: e1000

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Hassan Water Resources, PLC

General

SCC ID: S2293282
 Entity Type: Limited Liability Company
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 7/16/2007
 Status: Active

Select an action

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Principal Office

2255 PARKERS HILL DR
 MAIDENS VA23102

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Registered Agent/Registered Office

GAMAL E HASSAN
 2255 PARKERS HILL DR
 MAIDENS VA 23102
 GOOCHLAND COUNTY 137
 Status: Active
 Effective Date: 5/4/2010

Screen ID: e1000


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QUINN CONSULTING SERVICES INCORPORATED

General

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

Select an action

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Principal Office





14160 NEWBROOK DRIVE
 SUITE 220
 CHANTILLY VA20151

Registered Agent/Registered Office

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

Screen ID: e1000

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Schnabel Engineering, LLC

General

SCC ID: S0889123
 Entity Type: Limited Liability Company
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 12/19/2002
 Status: Active

Select an action

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Principal Office

9800 JEB STUART PARKWAY
 SUITE 200
 GLEN ALLEN VA23059

Registered Agent/Registered Office

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

Screen ID: e1000

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DPOR Office Documentation

DPOR License Lookup License Number

2701015887

License Details

Name	WAGMAN HEAVY CIVIL INC
License Number	2701015887
License Description	Contractor
Firm Type	Corporation
Rank ¹	Class A
Address	3290 NORTH SUSQUEHANNA TRAIL, YORK, PA 17406
Specialties²	Highway / Heavy (H/H)
Initial Certification Date	1976-10-29
Expiration Date	2019-01-31

- 1 Refer to the Statutory Definitions (<http://law.lis.virginia.gov/vacode/title54.1/chapter11/section54.1-1100/>) for descriptions of the rank or class of license (A, B, or C) that determines the monetary limits on contracts/projects.
- 2 Refer to the Classification Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-20>) and Specialty Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-30>) for detailed definitions of these classifications and specialties.

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DPOR License Lookup License Number

0411000029

License Details

Name	JOHNSON, MIRMIRAN & THOMPSON, INC.
License Number	0411000029
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	9201 ARBORETUM PKWY SUITE 310, RICHMOND, VA 23236
Initial Certification Date	1992-03-24
Expiration Date	2018-02-28

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402023016	GALLAGHER, ROBERT TAYLOR	Professional Engineer License	Engineering	2018-01-31
0403002078	ZMUDA, MICHAEL WILLIAM	Land Surveyor License	Land Surveying	2017-12-31

Showing 1 to 2 of 2 entries

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DPOR License Lookup License Number

0407001314

License Details

Name	JOHNSON MIRMIRAN & THOMPSON INC
License Number	0407001314
License Description	Business Entity Registration
Rank	Business Entity
Address	72 LOVETON CIRCLE, SPARKS, MD 21152
Initial Certification Date	1982-08-30
Expiration Date	2017-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0401006089	RUBELING, ALBERT WILLIAM JR	Architect License	Architecture	2017-07-31
0402006350	MIRMIRAN, F F	Professional Engineer License	Engineering	2018-09-30
0402020282	CHENG, DANIEL T	Professional Engineer License	Engineering	2017-09-30
0402023730	CLEMENT, PAUL FRANKLIN	Professional Engineer License	Engineering	2018-12-31
0402023760	WOLNIAK, MATTHEW J	Professional Engineer License	Engineering	2018-12-31
0402032610	SMITH, JAMES WALTER	Professional Engineer License	Engineering	2018-06-30
0403003034	STICKLES, DAVID KEITH	Land Surveyor License	Land Surveying	2017-12-31
0406001444	CONNER, JON SCOTT	Landscape Architect License	Landscape Architecture	2017-12-31

Showing 1 to 8 of 8 entries

DPOR License Lookup License Number

0411000441

License Details

Name	JOHNSON MIRMIRAN & THOMPSON INC
License Number	0411000441
License Description	Business Entity Branch Office Registration
Rank	Business Entity Branch Office
Address	13921 PARK CENTER RD SUITE 140, HERNDON, VA 20171
Initial Certification Date	2006-03-06
Expiration Date	2018-02-28

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402030511	BOICE, RANDY LAWRENCE	Professional Engineer License	Engineering	2018-12-31
0402038265	KELLEHER, TIMOTHY JOHN	Professional Engineer License	Engineering	2018-12-31
0403003152	PACKETT, EUGENE DELANO	Land Surveyor License	Land Surveying	2018-06-30

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DPOR License Lookup License Number 0411000440

License Details

Name	JOHNSON MIRMIRAN & THOMPSON INC
License Number	0411000440
License Description	Business Entity Branch Office Registration
Rank	Business Entity Branch Office
Address	272 BENDIX ROAD SUITE 260, VIRGINIA BEACH, VA 23452
Initial Certification Date	2006-03-06
Expiration Date	2018-02-28

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402015764	LUNING, MICHAEL PERRY	Professional Engineer License	Engineering	2017-07-31
0402018688	TAYLOR, CHRISTOPHER ARMAND	Professional Engineer License	Engineering	2018-07-31
0402019314	CAMPBELL, GARY DALE	Professional Engineer License	Engineering	2019-02-28
0402021268	MOORE, WALTER MERRITT	Professional Engineer License	Engineering	2018-07-31
0402031186	FOWLER, JOHN DUSTIN	Professional Engineer License	Engineering	2018-02-28
0403001728	HASKETT, MARK ANTHONY	Land Surveyor License	Land Surveying	2018-01-31
0403002234	STICKLES, CHARLES BRIAN	Land Surveyor License	Land Surveying	2018-06-30

Showing 1 to 7 of 7 entries

DPOR License Lookup License Number

0411001331

License Details

Name	CES CONSULTING LLC
License Number	0411001331
License Description	Business Entity Branch Office Registration
Business Type	LLC - Limited Liability Company
Rank	Business Entity Branch Office
Address	317 OFFICE SQUARE LN STE 101A, VIRGINIA BEACH, VA 23462
Initial Certification Date	2016-12-06
Expiration Date	2018-02-28

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402026174	PERKOSKI, JULIANNE	Professional Engineer License	Engineering	2017-06-30

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DPOR License Lookup License Number 2701003330

License Details

Name	FAULCONER CONSTRUCTION COMPANY, INCORPORATED
License Number	2701003330
License Description	Contractor
Firm Type	Corporation
Rank ¹	Class A
Address	2496 OLD IVY ROAD, CHARLOTTESVILLE, VA 22903-4895
Specialties²	Highway / Heavy (H/H)
Initial Certification Date	1955-02-10
Expiration Date	2018-05-31

- 1 Refer to the Statutory Definitions (<http://law.lis.virginia.gov/vacode/title54.1/chapter11/section54.1-1100/>) for descriptions of the rank or class of license (A, B, or C) that determines the monetary limits on contracts/projects.
- 2 Refer to the Classification Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-20>) and Specialty Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-30>) for detailed definitions of these classifications and specialties.

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DPOR License Lookup License Number

0413000299

License Details

Name	HASSAN WATER RESOURCES PLC
DBA Name	HWR
License Number	0413000299
License Description	Professional Limited Liability Company
Rank	Professional Limited Liability Company
Address	2255 PARKERS HILL DRIVE, MAIDENS, VA 23102-2244
Initial Certification Date	2009-07-06
Expiration Date	2017-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402033382	HASSAN, GAMAL ELDIN	Professional Engineer License	Engineering	2017-06-30

Showing 1 to 1 of 1 entries

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DPOR License Lookup License Number 0407003733

License Details

Name	QUINN CONSULTING SERVICES INCORPORATED
License Number	0407003733
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	14160 NEWBROOK DR STE 220, CHANTILLY, VA 20151
Initial Certification Date	1998-03-05
Expiration Date	2017-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402026380	VICINSKI, JOHN KEVIN	Professional Engineer License	Engineering	2017-08-31

Showing 1 to 1 of 1 entries

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DPOR License Lookup License Number

0411000322

License Details

Name	SCHNABEL ENGINEERING, LLC
License Number	0411000322
License Description	Business Entity Branch Office Registration
Business Type	LLC - Limited Liability Company
Rank	Business Entity Branch Office
Address	9800 JEB STUART PKWY STE 100, GLEN ALLEN, VA 23059
Initial Certification Date	2003-04-16
Expiration Date	2018-02-28

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402018670	DIGGS, PAUL EMMETT	Professional Engineer License	Engineering	2019-02-28

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DPOR Key Personnel Documentation

DPOR License Lookup License Number 0402047134

License Details

Name	BROWN, LAWRENCE WEIR
License Number	0402047134
License Description	Professional Engineer License
Rank	Professional Engineer
Address	CHESTERFIELD, VA 23838
Initial Certification Date	2010-06-17
Expiration Date	2018-06-30

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9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

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06-30-2018

NUMBER

0402047134

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



LAWRENCE WEIR BROWN
12213 CHIASSO WAY
CHESTERFIELD, VA 23838



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

July W. DeBoer
July W. DeBoer Director

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DPOR-LIC (05/2015)

DPOR License Lookup License Number 0402026380

License Details

Name	VICINSKI, JOHN KEVIN
License Number	0402026380
License Description	Professional Engineer License
Rank	Professional Engineer
Address	CHANTILLY, VA 20151
Initial Certification Date	1995-08-10
Expiration Date	2017-08-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0407003733	QUINN CONSULTING SERVICES INCORPORATED	Business Entity Registration	Engineering	2017-12-31

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

NUMBER

0402026380

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AND LANDSCAPE ARCHITECTS
PROFESSIONAL ENGINEER LICENSE

JOHN KEVIN VICINSKI
4609 MARBLE ROCK CT
CHANTILLY, VA 20151



Jay W. DeBoer
Jay W. DeBoer, Director

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COMMONWEALTH OF VIRGINIA

BOARD FOR APESCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402026380 EXPIRES: 08-31-2017

JOHN KEVIN VICINSKI
4609 MARBLE ROCK CT
CHANTILLY, VA 20151



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9960 Mayland Dr., Suite 400, Richmond, VA 23233

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DPOR License Lookup License Number

0402032936

License Details

Name	HAYZLETT, RODNEY NELSON
License Number	0402032936
License Description	Professional Engineer License
Rank	Professional Engineer
Address	CHESTER, VA 23831
Initial Certification Date	1999-01-25
Expiration Date	2019-01-31

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Telephone: (804) 367-8500

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

RODNEY NELSON HAYZLETT
5048 LONG CREEK LANE
CHESTER, VA 23831



Jay W. DeBorja
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DPOR License Lookup License Number 0402023335

License Details

Name	PHAUP, ARTHELIUS AUGUSTUS III
License Number	0402023335
License Description	Professional Engineer License
Rank	Professional Engineer
Address	RICHMOND, VA 23229
Initial Certification Date	1992-06-25
Expiration Date	2018-06-30

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Telephone: (804) 367-8500

EXPIRES ON
06-30-2018

NUMBER
0402023335

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PROFESSIONAL ENGINEER LICENSE**



**ARTHELIUS AUGUSTUS PHAUP III
402 WAVENY ROAD
RICHMOND, VA 23229**



James W. DeBorja
JAMES W. DEBORJA, Director

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COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

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NUMBER: 0402023335 EXPIRES: 06-30-2018**



**ARTHELIUS AUGUSTUS PHAUP III
402 WAVENY ROAD
RICHMOND, VA 23229**

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DPOOR-PC (05/2015)

DPOOR-LIC (05/2015)
DPOOR-PC (05/2015)

DPOR License Lookup

 License Number
0402035328

License Details

Name	WASHINGTON, JOHN CARTER
License Number	0402035328
License Description	Professional Engineer License
Rank	Professional Engineer
Address	MECHANICSVILLE, VA 23111
Initial Certification Date	2001-01-18
Expiration Date	2017-10-31

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9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

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0402035328

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PROFESSIONAL ENGINEER LICENSE



JOHN CARTER WASHINGTON
7421 RIVER PINE DRIVE
MECHANICSVILLE, VA 23111



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Jan W. DeBoer
Jan W. DeBoer, Director

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DPOR-LIC (05/2015)

Attachment 3.3.1

Key Personnel Resumes

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: David Lyle, DBIA, Vice President Design-Build/Major Pursuits	
b. Project Assignment: Design-Build Project Manager (DBPM)	
c. Name of all Firms with which you are employed at the time of submitting SOQs. In addition, please denote the type of employment (Full time/Part time): Wagman Heavy Civil, Inc., Full time	
d. Employment History: With this Firm 3* Years With Other Firms 23 Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Wagman Heavy Civil, Inc., (Formerly G.A. & F.C. Wagman, Inc.) Start Date: June 2013 End Date: Present Position: <i>Vice President Design-Build/Major Pursuits</i> Responsibilities: Acquisition, management and operation of Design-Build Projects. * In June of 2013, G.A. & F.C. Wagman, Inc. acquired Key Construction Company, Inc. and D.W. Lyle Corporation. Both firms operated under the Wagman name for a period of time. Although Mr. Lyle has worked for Wagman Heavy Civil, Inc. for three years, he was with the acquired firms for 23 years. Key Construction Company, Inc. (Concurrent with D.W. Lyle Corporation as a subsidiary) Start Date: January 2006 End Date: June 2013 Position: <i>Vice President and President</i> Responsibilities: In January of 2006, D.W. Lyle Corporation became a subsidiary of Key Construction Company, Inc. Responsible for administration, estimating, safety and operations for 4 operating units; structures, foundations, roadway and utility. D.W. Lyle Corporation (Subsidiary of Key Construction Company, Inc.) Start Date: May, 1991 End Date: June 2013 Position: <i>Project Superintendent, Project Manager, VP Construction, Executive VP and President.</i> Responsible for administration, safety and operations for heavy highway construction company specializing and structures and roadways. Mr. Lyle is a third generation heavy/highway contractor and DBIA Professional who served the company in roles of progressive responsibility in operations, estimating, project management and administration. 26 years in Construction Management of structures, foundations and grading operations successfully delivering projects in 8 of VDOT's 9 construction districts. Those projects include 10 different Design-Build DOT projects. Currently serves on the VTCA Structure and Bridge Committee (1996-Present, Past Chairman, Vice Chairman 2014-present), VTCA Design Build Committee, (2014 to Present, Vice Chair 2016-present).. He received the VDOT Commissioner's Award for Outstanding Achievement in 2006 for work accomplished in the Richmond District.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, Blacksburg, VA/Bachelor of Science/1988/Building Construction	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: OSHA30 #16834351 9/5/16, DEQ Responsible Land Disturber #42581 Exp. 8/8/17 DBIA Certification, 2016	
g. Document the extent and depth of experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)	
VDOT - Odd Fellows Road over Route 29/460, Lynchburg, VA (Design-Build) - \$30M	
Name of Firm: Wagman Heavy Civil	Project Role: Design-Build Project Manager
Beginning Date: January 2015	End Date: Present
Specific Responsibilities: As Design-Build Project Manager, Mr. Lyle has been responsible for managing the pursuit, estimating, design, and coordination with VDOT, City of Lynchburg and adjacent contractors. Working with the JMT Design Team and Wagman's construction team to provide an integrated Design-Build project management approach to the design, permitting, utility relocation, Quality Assurance, Quality Control and construction to ensure	

safety, constructability, quality and accountability to achieve the project goals within schedule and budget requirements for both VDOT and Wagman. This effort has included project specific integrated Design-Build team efforts in Scope Validation, Design Validation, Design Alternatives, Value Engineering, betterments, and executing project construction. Significant Public Involvement and Outreach have been successfully accomplished and continues to have this project begin on time and scheduled to be complete within contract requirements. Mr. Lyle is the primary point of contact for VDOT and all Third Party stakeholders.

Similarities with the I-95 Southbound CD Lanes – Rappahannock River Crossing

Multiple Segments	Stormwater Management	Environmental Mitigation
Roadway Widening	Bridge Construction	Public Utility Impacts
Design-Build Management	Lighting/Landscaping	Innovative TMP to relieve Public Mobility Impacts

VDOT - Route 61 Bridge Replacement and Approaches over New River, Giles County, VA (Design-Build) - \$16.8M

Name of Firm: Wagman Heavy Civil	Project Role: Design-Build Project Manager
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Beginning Date: October 2010	End Date: November 2014
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Specific Responsibilities: As Design-Build Project Manager, Mr. Lyle managed the original SOQ and successful short-listing by VDOT. He managed the design team and estimating team to provide the winning Design-Build combination of Technical and Price Proposal. As the DBPM, he successfully instituted an integrated Design-Build approach with JMT, VDOT District Staff, Third Parties and Construction Team to deliver an economical and high quality project that won the 2016 ACEC Design Award. Mr. Lyle led the integrated Design-Build team to resolve difficult and highly variable geotechnical conditions using a variety of foundation options that included driven pile, large diameter drilled shafts, small diameter drilled shafts and rock socketed h-pile. Mr. Lyle also led the integrated Design-Build Team to meet or exceed Quality Assurance/Quality Control project requirements. The Design-Build Team, VDOT and third party stakeholders collaborated to provide ARRA funded project enhancements that included context sensitive solutions, increased user functionality with scenic overlooks and landscaped park-and-ride facility. This project executed significant utility relocation and coordination efforts to move power, water, sewer, gas, cable TV, fiber optic and telephone facilities without service interruption. The Design-Build Team worked with Town of Narrows, local emergency response, service authorities and the local school system to design and execute a Traffic Management Plan that met both project requirements and community needs. The Design-Build Team also designed and successfully executed an environmental/erosion prevention plan in one of the most pristine and historic riverine environments in the United States.

Similarities with the I-95 Southbound CD Lanes – Rappahannock River Crossing

Integrated Design-Build Management	Utility Relocations	TMP/MOT
Environmental Aspects	Utility Coordination	ROW Acquisition
Phased Construction	Geotechnical Solutions	Roadway & Storm Drainage
Bridge Access – Causeway	Caissons	Cofferdams

VDOT – Route 288 PPTA, Chesterfield, Goochland and Powhatan Counties, VA (Design-Build) – Project Value: \$200M+ (DWL Contract Value 19.9M)

Name of Firm: D.W. Lyle Corporation	Project Role: Contract Manager/Co-Coordinator
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Beginning Date: October 2000	End Date: June 2004
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Specific Responsibilities: Mr. Lyle served as Contract Manager/Co-Coordinator for D.W. Lyle Corporation and United Contractors, Inc. On behalf of that construction team (and similar to a DBPM role), Mr. Lyle participated in the integrated Design-Build Team’s (including current members of JMT Design Team) initial bridge and roadway scoping, bridge and roadway design reviews, constructability reviews, value engineering, estimating, project negotiation, project Q/C team, and project scheduling. Mr. Lyle also actively participated in a wide variety of innovative project solutions during design and construction. Examples of these were weak subgrade soils, slope failures, bridge approach fill settlement remediation and development of early work package approvals to achieve streamlined permitting and early construction activities. In addition to these integrated Design-Build Team responsibilities, Mr. Lyle managed the estimating, contract negotiation, budget and cost controls for D.W. Lyle Corporation. He supervised a work force of managers and craftsmen to complete 16 bridges, MSE retaining walls, and bridge approach fills and approximately eight lane miles of roadway excavation, grading and storm drainage. The excavation, grading and storm drainage work was associated with widening existing portions of Route 288 in Chesterfield and Goochland Counties. The project was completed ahead of time and under budget, including a project safety achievement of over one million man hours without a lost time incident.

Similarities with the I-95 Southbound CD Lanes – Rappahannock River Crossing

Integrated Design-Build	Storm Drainage	Innovative Geotechnical Solutions
Overall Project Management	In-stream Phased Construction	Interstate Type Roadway Widening
River Access	Cofferdams	Interchange Construction & Modification

* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Larry Brown, PE, Construction Manager
b. Project Assignment: Responsible Charge Engineer (RCE)
c. Name of all Firms with which you are employed at the time of submitting SOQs. In addition, please denote the type of employment (Full time/Part time): Johnson, Mirmiran & Thompson, Inc. (JMT), Full Time
a. Years experience: With this Firm <u>2</u> Years With Other Firms 10 Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): Johnson, Mirmiran & Thompson, Inc. Start Date: August 2014 End Date: Present Position: <i>Senior Associate, Construction Manager</i> Responsibilities: Mr. Brown is the Construction Management lead for JMT out of the Richmond office. In his two years with the firm Mr. Brown internally is regularly engaged with the various design sections to perform constructability reviews, is regularly asked to assist with the SOC, review special provisions for ambiguous language, utility coordination, review of schedules for time of year impacts and review project costs. Mr. Brown has fulfilled multiple task assignments for localities and VDOT including: Owner's representative for Chesterfield County on the Route 60 widening project, their first locally administered Design-Build project; VDOT's Richmond District Construction Manager has requested Larry to oversee a Design-Build project to widen I-64 from four lanes to six lanes, serve as the acting Area Construction Engineer in the Richmond District, north of the James River; and serve as the acting District Materials Engineer in the Richmond District. Currently, Mr. Brown is serving as the Quality Assurance Manager for the Midtown Tunnel P3 project connecting the cities of Portsmouth and Norfolk. Michael Baker, Jr., Inc. Start Date: October 2011 End Date: July 2014 Position: <i>Construction Manager</i> Responsibilities: Mr. Brown was assigned to the I-95 Bridges Rehabilitation project in Richmond. His duties included: scheduling/oversight of inspection staff; schedule and budget reviews; MOT coordinator; coordination with Public Affairs; reviewing and approving monthly estimates; providing engineering support to field staff; processing and tracking all RFI's, submittals and correspondence; interpreting contract ambiguities; ensuring contractor was abiding by contract, plans, specifications and standards; developing and prosecuting work orders; and facilitating project meetings as needed. NXL Construction Services, Inc. Start Date: March 2011 End Date: October 2011 Position: <i>Quality Assurance Manager (QAM)</i> Responsibilities: Mr. Brown worked statewide serving as the QAM on multiple VDOT DB projects including Route 36 Improvements in Hopewell and Prince George County, Route 60 Main Street Bridge Replacement in Clifton Forge, and Pacific Boulevard Extension in Loudon County. While serving as QAM, responsible for certifying the contractor was performing their role as outlined in the contract and materials. Also, worked in conformance with the contract, specs. and project controls performing constructability reviews and CPM schedules. Virginia Department of Transportation Start Date: May 2005 End Date: March 2011 Positions: <i>Multiple including Area Construction Engineer and CM</i> Responsibilities: Mr. Brown began his career with VDOT as a design engineer where he worked with the design team to ensure compliance with AASHTO and VDOT standards during development of horizontal and vertical alignments, perform constructability reviews, review TMPs and set up Project Cost Estimates. After two successful years of design, Larry moved to the field as a Construction Manager where he managed the administration of construction/maintenance contracts. Planned and conducted pre-construction conferences and progress meetings on contracts, monitored contract expenditures, reviewed work in progress and project records prepared by field forces to assure compliance with the contract documents, plans and environmental regulations set by all agencies. Managed, supervised and reviewed performance for inspection staff. Solved problems and communicated with various entities including public, contractors, landowners, and various agencies. Prepared reports, correspondence and documents and attended meetings for scheduling, safety, project progress, public information and field inspections. Larry was promoted to Area Construction Engineer and managed the CM/CI staff during project delivery for DB and DBB projects. Used Primavera for manpower planning and project critical path evaluations and approvals. Coordinated with project controls staff on constructability reviews, project durations, CEI budgets and project close out. Worked with FHWA representatives to ensure cost effective delivery of projects and compliance with safety and other federal/state standards. Coordinated quality assurance with the construction managers, inspection staff and material division. Provided oversight to locally administered projects and technical assistance to construction/design staff. Worked with various entities on problem resolution to avoid delays or NOIs.
d. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: NC State University, Raleigh, NC / ME / 2009 / Engineering (Concentration in Construction) University of Arizona, Tucson, AZ / BS / 1996 / Civil Engineering

e. Active Registration: Year First Registered/ Discipline/VA Registration #: 2010 / Professional Engineer / 0402 047134		
f. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> ((List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.))		
VDOT, Elizabeth River Tunnels, Downtown – Midtown Tunnel, and MLK Extension Project, Norfolk, VA (P3)		
Name of Firm: JMT	Project Role: Quality Assurance Manager	
Beginning Date: September 2012	End Date: Ongoing (planned end date May 2017)	
Specific Responsibilities: As Quality Assurance Manager for this \$1.5 Billion project, Mr. Brown's duties include verifying that the on-going quality assurance and quality control program is in accordance with the Quality Management System Plan (QMSP) developed for the project. Day to day activities include attending or facilitating meetings to coordinate design and construction efforts between contractor, Design Manager, VDOT and the P3 Entity - Elizabeth River Crossing; review and approval of monthly schedule and pay applications; attending outstanding work inspections, pre-inspection meetings, inspections of various assets and post inspection meetings; and closing out of punch list items once the assets have successfully reached interim substantial completion. Also responsible for review and approval of dispositions for non-compliance reports (NCR) and closing of NCRs as they are mitigated with appropriate stakeholders.		
Similarities with the I-95 Southbound CD Lanes – Rappahannock River Crossing		
VDOT P3 Project	Key Personnel Role – QAM	Construction Along High ADT Facilities
Extensive Bridge and Road Construction	Interchange Construction	Challenging MOT Requirements
Environmentally Sensitive Areas	Construction Over /Around Water	Heavy Public Involvement
VDOT, I-64 Widening and Route 623 Interchange Improvements, Richmond District, VA (Design-Build)		
Name of Firm: JMT	Project Role: Responsible Charge Engineer	
Beginning Date: August 2014	End Date: December 2015	
Mr. Brown was requested by VDOT's Richmond District to be their representative to oversee the construction efforts and overall program for this \$34 million DB project. The project scope was to widen I-64 approximately 3 miles to 6 lanes. Construction also involved the widening of two bridges, constructing additional acceleration and deceleration lanes at the two interchanges within the project limits, and installing CCTVs along the corridor. Responsible for coordinating inspector efforts to ensure QC and QA activities were in accordance with contract documents, reviewing project schedule submittals, reviewing and approving monthly estimates, reviewing and responding to non-compliance items, and attending weekly QC and monthly project progress meetings. Also worked with the contractor and QAM to resolve outstanding issues in both construction activities and documentation.		
Similarities with the I-95 Southbound CD Lanes – Rappahannock River Crossing		
VDOT Design-Build Project	Key Personnel Role – RCE	Construction Along High ADT Facilities
Interstate Road and Bridge Widening	Interchange Construction	Challenging MOT Requirements
Environmentally Sensitive Areas	Construction Over / Around Water	Heavy Public Involvement
ITS Facilities		
VDOT, I-95 Bridge Rehabilitation Project, Richmond District, VA		
Name of Firm: Michael Baker, Jr., Inc.	Project Role: Construction Manager	
Beginning Date: October 2011	End Date: August 2014	
As Construction Manager, Mr. Brown developed and managed the project control and document control systems, responded to contractor requests for information, and conducted change-order reviews. Other responsibilities included claims avoidance, utility coordination, developing health and safety plans, partnering, public involvement, scheduling of inspection staff, environmental compliance reviews, MOT coordination, and review and approval of pay estimates. The \$100+ million DBB project rehabilitated 11 major structures along the I-95 corridor in the City of Richmond and Henrico County. The project spanned approximately 7 miles along I-95 with approximately 150,000 vehicles traveling through the corridor each day. In 2015, Mr. Brown was received the <i>Commissioner's Award for Outstanding Achievement</i> for his efforts.		
Similarities with the I-95 Southbound CD Lanes – Rappahannock River Crossing		
VDOT Design-Bid-Build Project	Key Personnel Role – CM	Construction Along High ADT Facilities
Interstate Road Widening	Interstate Bridge Replacement	Accelerated Bridge Construction
Challenging MOT Requirements	Heavy Public Involvement	
g. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. Mr. Brown does not have any current project obligations and is committed to be on-site for the duration of construction.		

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: John K. Vicinski, P.E., DBIA, Quality Assurance Manager	
b. Project Assignment: Quality Assurance Manager	
c. Name of all Firms with which you are employed at the time of submitting SOQs. In addition, please denote the type of employment (Full time/Part time): Quinn Consulting Services, Inc., Full-Time	
<p>d. Employment History: With this Firm <u>8.5</u> Years With Other Firms <u>25</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):</p> <p><u>Quinn Consulting Services, Inc.</u> Start Date: July 2008 End Date: Present Position: <i>Vice President Design-Build Quality Assurance</i> Responsibilities: As the QAM on Design-Build Projects, John is responsible for the Quality Assurance and oversight of construction operations, including the QA testing technicians; determines/certifies to VDOT whether the materials and work complies with the contract; conducts preparatory inspection meetings prior to the start of new work; provides oversight and directs the independent QA testing and inspections; and compares the QA and QC tests to ensure they are within the tolerances established by VDOT's Minimum QA/QC Requirements Manual.</p> <p><u>Alpha Corporation</u> Start Date: January 1995 End Date: June 2008 Position: <i>Vice President and Director of Transportation Svcs.</i> Responsibilities: John is a registered PE in Virginia with more than 32 years' experience in the practice of engineering, with an emphasis on transportation systems, structures, utilities and construction methods. He has served as a Quality Assurance Manager (QAM), Inspector Coordinator and/or Project Director on 30 Design-Build projects, 15 VDOT district-wide and regional contracts, as well as 6 VDOT project specific jobs. He has managed a staff of up to 80 inspectors and engineers across 20+ contracts simultaneously where he has worked with clients to match staff skills and experience to project requirements. John started his career with large general highway/heavy contractors and has worked with engineering consultants since 1990 where he has held the positions of inspector, senior inspector, project engineer, project manager, inspector coordinator, project director, quality assurance manager, and vice president. His responsibilities included construction management, inspection, scheduling, claims analysis, utility coordination, bidding, subcontractor coordination, hiring and managing inspectors, work order processing, shop drawing review and surveying. He is knowledgeable of the Department's Construction Program, VDOT's Road and Bridge Specification and Standards, Site Manager, and the Virginia Work Area Protection Manual.</p>	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Pittsburgh at Johnstown /Bachelor of Science/1982/Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1992 Professional Engineer VA Registration #0402-026380 DBIA Certification, 2013	
<p>g. Document the extent and depth of experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> <i>Note whether experience is with current firm or with other firm.</i> <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <p>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</p>	
<u>VDOT - I-64 Capacity Improvements – Segment II (Design-Build) - \$185M</u>	
Name of Firm: Quinn Consulting Services, Inc.	Project Role: Quality Assurance Manager
Beginning Date: March 2016	End Date: Present
Specific Responsibilities: As Quality Assurance Manager, John is responsible for the Quality Assurance and oversight of construction operations for this project that widens the existing interstate to a 3-lane section from the point where the I-64 Segment I project ends to the west for approximately 7 miles. Improvements include: full-depth reconstruction of the existing lanes; addition of one 12-ft. wide travel lane and one 12-ft.wide paved shoulder in each direction; repair/widen nine bridges and six box culverts; and widen the roadway and bridges in the median of the existing interstate to avoid impacts to existing interchanges. Scope includes work to support design and construction, including: roadway;	

structures and bridges; environmental; traffic control devices; MOT; noise walls; ROW; utilities; landscaping; public involvement/relations; ITS; railroad coordination; third-party coordination; and construction engineering and inspection. John is responsible for QA inspection and testing of materials used and work performed, including monitoring contractor's QC program. He checks test reports, daily reports, safety reports, and environmental reports; he ensures work and materials, testing, and sampling conform with the contract documents and "approved for construction" plans/specs; conducts preparatory inspection meetings prior to the start of new work; oversees and directs the independent QA testing and inspections; and compares the QA and QC tests to ensure that they are within the tolerances established by VDOT's Minimum QA/QC Requirements Manual

Similarities with the I-95 Southbound CD Lanes – Rappahannock River Crossing

VDOT Design Build	Roadway	Structure and Bridge
Environmental	Geotechnical	Hydraulics
Traffic Control Devices	TMP	Public Utility Impacts
Public Involvement/Relations	QA/AC	Construction Engineering and Inspection

VDOT - Eastern Federal Highway, Route 1 Widening near Fort Belvoir, Fairfax County, VA (Design-Build) - \$185M

Name of Firm: Quinn Consulting Services, Inc.	Project Role: Quality Assurance Manager
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Beginning Date: March 2014	End Date: Present
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Specific Responsibilities: As **Quality Assurance Manager**, John is responsible for the Quality Assurance and oversight of the construction operations for this project where **The Corman/Wagman JV** which widens a 3.68 mile segment of US Route 1. The highway is widened from four to six through lanes, including adding left and right turn lanes at intersections and connecting roadways; and constructing a multi-use trail, pedestrian sidewalk, and on-road bicycle accommodations. There is construction of new bridges over the Accotink Creek. These enhancements improve traffic operations on Route 1 and provide access to the new Army Hospital located on Fort Belvoir. John is responsible for QA inspection and testing of materials used and work performed, including monitoring contractor's QC program. He checks test reports, daily reports, safety reports, and environmental reports; ensures work and materials, testing, and sampling conform with the contract documents and "approved for construction" plans/specification; conducts preparatory inspection meetings prior to the start of new work; oversees and directs the independent QA testing and inspections; and compares the QA and QC tests to ensure they are within the tolerances established by VDOT's Minimum QA/QC Requirements Manual. **QAM scope of services and Construction per current VDOT specifications.**

Similarities with the I-95 Southbound CD Lanes – Rappahannock River Crossing

VDOT Design Build	Roadway	Structure and Bridge
Environmental	Geotechnical	ROW
Traffic Control Devices	TMP	Surveying
Public Involvement/Relations	QA/QC	Construction Engineering and Inspection

VDOT – Route 50 Widening, Fairfax, VA (Design-Build) - \$58M

Name of Firm: Quinn Consulting Services, Inc.	Project Role: Quality Assurance Manager
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Beginning Date: September 2011	End Date: November 2015
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Specific Responsibilities: As **Quality Assurance Manager**, John was responsible for the Quality Assurance and oversight of the construction operations on this Project that widened Route 50 in Fairfax and Loudoun Counties between Rte. 742 (Poland Road) to Rte. 28 (Sully Road) from a four-lane divided highway to a six-lane divided highway. Major components of the project included relocating about a dozen utilities including miles of fiber optic cable; overhead electric lines; phone lines; cable TV; and water lines. He provided oversight of the QA team and worked closely with the Contractor's QC team to assure that the project adhered to the project specific QA/QC Plan and the Minimum Requirements for QA and QC as set forth in VDOT's Minimum Standards for QA/QC on Design-Build and PPTA projects. As the QAM, John was responsible for QA inspection and testing of materials used and work performed. He checked test reports, daily reports, safety reports, and environmental reports; he ensured work and materials, testing, and sampling conformed with the contract documents and "approved for construction" plans/specs; he conducted preparatory inspection meetings prior to the start of any new work; and compared the QA and QC tests to ensure that they were within the tolerances established by VDOT's Minimum QA/QC Requirements Manual.

Similarities with the I-95 Southbound CD Lanes – Rappahannock River Crossing

VDOT Design Build	Roadway	Structure and Bridge
Environmental	Geotechnical	ROW
Traffic Control Devices	TMP	Utility Impacts
Public Involvement/Relations	QA/AC	Construction Engineering and Inspection

* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

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

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 (DM)	
c. Name of all Firms with which you are employed at the time of submitting SOQs. In addition, please denote the type of employment (Full time/Part time): Johnson, Mirmiran & Thompson, Inc. (JMT), Full Time	
d. Employment History: With this Firm 15 Years With Other Firms 8 Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Johnson, Mirmiran & Thompson, Inc. Start Date: December 2001 End Date: Present Position: <i>Vice President</i> Responsibilities: Mr. Hayzlett was promoted to Vice President in March of 2013 and serves as the Section Head for Virginia Highways Group. He has been instrumental in the successful management and design of many VDOT, Federal, county and municipal transportation projects including Design-Build procurements. Project responsibilities include signing and sealing plans for ROW acquisition and construction; management of design sub-consultants; internal coordination between discipline leaders; implementation and monitoring of the design QA/QC process; and coordination with construction staff and QA/QC staff. Also serves as a single point of contact between the client and DBPM during design and construction of DB projects, and oversees the construction support services provided by engineering staff.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Tech, Blacksburg, VA / Bachelor of Science / 1993 / Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1999 / Professional Engineer / 0402 032936	
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> ((List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)	
VDOT, Odd Fellows Road Interchange at US Route 29/460 and Road Improvements, City of Lynchburg, VA (Design-Build)	
Name of Firm: JMT	Project Role: Design Manager
Beginning Date: November 2015	End Date: August 2018
Specific Responsibilities: As Design Manager, Mr. Hayzlett was responsible for the professional engineering services to upgrade and extend Odd Fellows Road to US 460/29 in Lynchburg, VA a Design-Build Project with an approximate \$29.5 million contract value. JMT is teamed with Wagman Heavy Civil, Inc. construction firm and serving as the prime design firm on the project. The project includes the design/construction of a new tight diamond interchange between Odd Fellows Road and US 460/29; widening and reconstruction of 1.5 miles of Odd Fellows Road to a three-lane typical section with a two-way left turn lane, curb and gutter, sidewalk and a 10-foot shared use path; reconstruction and widening of a bridge over the Norfolk Southern Railroad; and construction of three roundabouts along Odd Fellows Road. The project included a combination of 3 proposed stormwater management basins and the purchase of nutrient credits to meet VDOT SWM Requirements. The project is being designed under a very aggressive design-build schedule, which requires the close weekly coordination between VDOT, the City, FHWA, and Wagman Heavy Civil, Inc. He coordinated with adjacent construction projects that required modification and integration of the adjacent work zones into the project's TMP plan to develop one cohesive work zone for the safety of workers and traveling public. The project had significant environmental impacts to jurisdictional streams and wetlands and required an Individual Permit from the ACOE and DEQ for the project. He was responsible for signing and sealing plans for ROW acquisition and construction; management of design sub-consultants; internal coordination between discipline leaders; implementation and monitoring of the design QA/QC process; and coordination with construction staff and QA/QC staff.	
Similarities with the I-95 Southbound CD Lanes – Rappahannock River Crossing	
Heavily Traveled Limited Access Highway	Phased Construction
Safety of Traveling Public	Utility Coordination/Relocation
Traffic Management Plans	ROW Coordination
	Quality Control
	Overall Project Management
	Roadway Widening
FHWA-EFLHD/VDOT, Fairfax County Parkway Extension, Springfield, VA (Design-Build)	
Name of Firm: JMT	Project Role: Highway Design Manager
Beginning Date: October 2008	End Date: July 2011

Specific Responsibilities: As Highway Design Manager, Mr. Hayzlett was responsible for the design and roadway construction of a \$112 million segment of the Parkway between Rolling Road (Route 638) on the north and Fullerton Road on the south including feasibility studies and 30% design for a commuter parking lot. This project was the final segment required to complete the Parkway, and included construction of a four-lane divided, limited access highway, designed to facilitate future widening to 6 lanes within the project right-of way. Oversaw the multi-disciplined design effort using over 75 engineers with multiple design firms for geotechnical investigations/analysis/engineering per VDOT MOI, **environmental mitigation for hazardous materials, permitting**, roadway and structural design, traffic engineering, SWM, drainage, ESC, shared use path, lighting, utility relocations/coord., ROW plat development, public coordination including Citizen Information/Pardon-Our-Dust meetings and in depth stakeholder coordination with USACE BRAC Integration office, Fort Belvoir DPW, ENRD and Fairfax County. The FCP project had an **extremely aggressive schedule** of 750 calendar days to design, permit, relocate utilities, and construct the parkway. The critical portion, Segments I & II of the mainline FCP, was opened to traffic **two months ahead** of schedule while Segment IV was opened to traffic **one month ahead** of schedule.

He managed: the widening of I-95 to accommodate a new exit Ramp to NGA; relocated portions of Rolling Road and reconstruction of Fullerton Road, both heavily traveled local roadways; Structural design of 7 bridges one of which included a bridge widening of a highly skewed bridge on I-95 off Ramp H over Backlick Road, CIP and MSE retaining walls, extensions of 8'x 8' box culvert, and sound walls; traffic design that addressed safety concerns in and around long-term work zone closures and temporary lane closures through the development of an **extensive TMP** and participated in a public outreach program. He initiated **early meetings with utility owners** and provided design assistance in the development of their plan/estimate submittals. He directed adjustments that minimize relocation of 20" water and 8" gas lines along Barta Road and coordinated utility relocations with U.S. Army owned/maintained facilities. There were no project delays related to utility relocations. He successfully coordinated with other contracts along I-95 and at NGA for MOT and design ties for geometric alignments, lighting and the NGA secured gate facility.

Mr. Hayzlett received a "Star Partner" award for his exceptional dedication, teamwork, and professionalism in support of the project's goals by the NGA & USACE. In addition to the NGA Star Partnering Award, this project has received the DBIA National/Merit Award; DBIA Mid-Atlantic/Transportation Award; ACEC-MW/Honor Award for Excellence; VTCA/Transportation Engineering Award; ACEC-MD/Honor Award; and the ACEC-VA/Merit Award.

Similarities with the I-95 Southbound CD Lanes – Rappahannock River Crossing

Heavily Traveled Limited Access Highway	Phased Construction	Quality Control
Stormwater Management Design	Utility Coordination/Relocation	Overall Project Management
Traffic Management Plans	ROW Coordination	Roadway Widening

VDOT, Route 7 (Leesburg Pike), 0007-029-128, PE-102, Fairfax County, VA

Name of Firm: JMT	Project Role: Project Manager
Beginning Date: October 2008	End Date: Late 2025 (DB Contract)

Specific Responsibilities: As Project Manager, Mr. Hayzlett led the JMT design team in delivery of public hearing plans to increase capacity, safety and mobility to the congested Route 7 corridor between Reston Avenue and Jarrett Valley Drive in Fairfax County; a 6.9 mile approximately \$240 million construction project. The project includes widening the roadway from a four to six lane divided facility with a 28' raised grass median on the western half and 16' raised median on the eastern half of the project, and adds 10' shared use paths on both sides of the roadway to enhance mobility for cyclists and pedestrians. Project included improvements to 10 signalized intersections and all unsignalized full access intersections. **Access management** techniques were implemented to either provide a left turn in / right in / right out or simply a right in / right out access promoting Median U-Turns to improve safety at the unsignalized access points. All intersections included improvements to auxiliary turn lanes for the added capacity for left and right turning movements.

The presented design included the numerous commitments that VDOT agreed to during an **aggressive and robust public involvement Program** with local civic associations, elected officials, and impacted landowners. Mr. Hayzlett was the key presenter to elected officials and home owner associations (over 80 meetings) and the general public in dealing with issues on neighborhood access, difficult hydraulic design, sound walls and opposed **stormwater management basins**. Numerous alternatives were evaluated to address the public's concerns and requests. The project includes **11 proposed stormwater management basins to meet VDOT SWM Requirements for water quality / water quantity** where we invoked the use of the **1% rule** for water quantity where applicable, maximized purchase of **nutrient credits**, and **minimized the footprint** by utilizing gabion walls in the design to offset community concerns.

There are 3 proposed bridge structures; one for the partial interchange at Baron Cameron, and two new bridge structures at the Difficult Run crossing where the roadway alignment has been shifted to the south to allow construction of the proposed Route 7 EB bridge in the clear to allow for all 4 lanes of Route 7 to be shifted to the new structure during the maintenance of traffic. The shifted alignment accommodates a 5' raise in vertical profile to pass the design year storm to prevent routine flooding events that occur today. As a result of the alignment shift, approximately 1750 LF of Colvin Run is being relocated with natural stream channel design. Mr. Hayzlett assisted VDOT with **early coordination with ACOE, DEQ, and EPA by walking the agencies through the teams efforts on avoidance and minimization of the impacts that resulted in getting concurrence on the proposed solution.**

He will continue to lead the JMT team in finalizing these plans as RFP plans for the upcoming design build procurement.

Similarities with the I-95 Southbound CD Lanes – Rappahannock River Crossing

Heavily Traveled Highway	Phased Construction	Quality Control
Safety of Traveling Public	Utility Coordination/Relocation	Stormwater Management Design
Traffic Management Plans	ROW Coordination	Roadway Widening

* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

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

ATTACHMENT 4.4.2

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: J. Carter Washington, PE / Construction Manager
b. Project Assignment: Construction Manager
c. Name of all Firms with which you are employed at the time of submitting SOQs. In addition, please denote the type of employment (Full time/Part time): Wagman Heavy Civil, Inc., Full-Time
d. Employment History: With this Firm <u><1</u> Years With Other Firms <u>20</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): <u>Wagman Heavy Civil</u> Start Date: 2016 End Date: Present Position: <i>Project Manager.</i> Responsibilities: Mr. Washington, a licensed PE in Virginia, serves as a Project Manager at Wagman Heavy Civil and has 18 years of experience in the management of heavy civil construction projects ranging from \$11 to \$125M. He is responsible for estimating, project schedules, financial, cost control, proposal preparation, subcontractor management, safety, quality control (QC), and management on various projects in the Mid-Atlantic region. He manages complex transportation infrastructure projects, provides strategic project planning and implementation, leads a team of project and construction managers, and works with design and construction teams on innovative techniques and processes to successfully execute projects. His experience ranges from project design and permitting to construction engineering/project management. He is skilled in engineering design, construction means and methods, cost controls and forecasting, estimating, surveying, CPM scheduling, and contract administration. <u>Archer Western Contractors</u> Start Date: 2010 End Date: 2016 Position: <i>Project Manager & Assistant Project Manager</i> Responsibilities: As Project Manager, Mr. Washington was responsible for the development of innovative construction means and methods, coordination and oversight of work performed by third-party consulting engineering firms, supervision of contractor personnel, and management of self-performed work and work performed by subcontractors on major projects for VDOT and MWAA. He also served as liaison to and coordinated with private stakeholders on project design- and construction-related issues. <u>Curtis Contracting, Inc.</u> Start Date: 2007 End Date: 2010 Position: <i>Project Manager</i> Responsibilities: As Project Manager, Mr. Washington was responsible for the management of every aspect of the construction projects under his purview. His duties included serving as Point of Contact for various project owners, overseeing the work of architectural and engineering firms on DB projects, and managing self-performed and subcontracted work as well as being responsible for construction means and methods, cost controls, safety, schedule, and quality. In this role, Mr. Washington also served as QC Manager on a U.S. Army Corps of Engineers (USACE) DB project at Fort Eustis and ensured that the quality, safety, schedule, and cost (design and construction) of the project were in compliance with USACE contract requirements. <u>Archer Western Contractors</u> Start Date: 2002 End Date: 2007 Position: <i>Project Manager/Project Engineer</i> Responsibilities: As Project Manager, Mr. Washington was responsible for the overall management of various projects including staff, equipment, subcontractors, means and methods, cost, safety, schedule, and quality. As Project Engineer, he was responsible for project scheduling, development/ analysis of construction means and methods, design of concrete formwork and falsework, and day-to-day administrative activities including letter composition, RFIs, submittals, pay estimates, change order proposals, and production reports. <u>Condotte America, Inc.</u> Start Date: 2001 End Date: 2002 Position: <i>Project Engineer and Field/Office Engineer</i> Responsibilities: As Project Engineer, Mr. Washington was responsible for various construction operations including concrete bridge segment geometry and alignment during casting and erection, QC during post-tensioning and grouting, concrete formwork and falsework design, analysis of crane positioning/rigging for critical lifts, project scheduling, and daily administrative activities including letter composition, RFIs, submittals, pay estimates, and change order proposals. As Field/Office Engineer, he was responsible for providing engineering support for contractor's self-performed construction operations, ordering equipment and materials to support construction activities, coordinating the work of specialty subcontractors, and managing contractor submittals, RFIs, correspondence, and subcontractor pay estimates.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Florida, Gainesville, FL / MSCE / 1998 / Construction Management University of Florida, Gainesville, FL / BSCE / 1995 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2001 / Professional Engineer / # 0402 035328 Registered Land Disturber (RLD) Certification will be acquired before start of construction. VDOT Erosion and Sediment Control Contractor Certification will be acquired before start of construction.

- g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. Note your role, responsibility, and specific job duties for each project, not those of the firm.
 2. Note whether experience is with current firm or with other firm.
 3. Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.

(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

VDOT - Replacement of Bridges on I-95 over Meherrin River

Name of Firm: Wagman Heavy Civil, Inc.	Project Role: Project Manager
Beginning Date: January 2016	End Date: Present

Specific Responsibilities. As Project Manager, Mr. Washington is managing the demolition and replacement of twin 5-span bridges on mainline I-95 over the Meherrin River in Emporia, VA. The work includes pile driving, drilled shaft caissons, cofferdams, mass concrete, precast concrete girder erection, rammed aggregate piers, storm drain construction, potable water utilities, cement-treated aggregate base, and bridge approach widening and paving. Mr. Washington's responsibilities include VDOT and third-party stakeholder relations & coordination, contract administration, management of self-performed work, subcontractor management, project scheduling, the supervision of project administrative staff, project cost management, and the promotion of project quality & safety programs.

Similarities with the I-95 Southbound CD Lanes – Rappahannock River Crossing

Structure/Bridge	Causeway Construction	Rock Foundations
Utility Relocation	Interstate MOT (I-95)	Caissons
Drainage	SWM & E&S	Dewatering
River Crossing	Interchange coordination with mainline project	Rock Cofferdams

VDOT - I-95 Bridge Replacement

Name of Firm: Archer Western Contractors	Project Role: Project Manager & Assistant PM
Beginning Date: September 2010	End Date: June 2014

Specific Responsibilities. As Project Manager, Mr. Washington managed the casting and erection of 20 individual interstate pre-cast bridges on mainline I-95 in Richmond, Va. During this accelerated delivery project, Mr. Washington closely coordinated with design engineers to develop innovative means and methods for casting, transporting, and erecting pre-cast bridge superstructure units. This involved the creation of bridge geometry control methods during casting, analysis of proposed bridge transport units and haul routes, and analysis of both new and existing bridge structures subject to a myriad of substantial erection load combinations. Mr. Washington was instrumental in the development and approval of the erection plans required by CSX prior to the lifting of bridge units over active tracks spanned by the Lombardy Street Bridge. He also coordinated with DVP to raise a critical power transmission line to facilitate bridge construction work at the Lombardy Street Bridge. In addition, Mr. Washington was responsible for the development of complex bridge demolition and erection plans constrained by limited overnight work shifts within I-95's high-volume MOT environment through the City of Richmond. During the course of the project, he successfully planned and executed the superstructure demolition and replacement of an entire three-span bridge in a single-weekend work shift. His leadership and expertise proved instrumental to the on-time, on-budget delivery of this major project for VDOT.

Similarities with the I-95 Southbound CD Lanes – Rappahannock River Crossing

Design-Build	Interstate MOT (I-95)	On-time, on-budget delivery
Structure/Bridge	Beam Erection	Coordination with adjacent Interchanges
Development of Access Plans		

VDOT - Downtown Expressway Bridge Deck Rehabilitation Project for Richmond Metro Transit Authority

Name of Firm: Wagman Heavy Civil, Inc.	Project Role: Project Manager
Period of Performance: February 2016	End Date: October 2016

Specific Responsibilities. As Project Manager, Mr. Washington managed the rehabilitation of seven bridges on the Downtown Expressway at the Interchange of the Downtown Expressway with I-95 in Richmond, VA. The primary purpose of the project was to rehabilitate the surface of the existing bridge deck concrete by replacing the top 2" of existing bridge deck concrete with 2" of new rapid-set latex-modified concrete (LMC). Due to maintenance of traffic limitations, the placement of new LMC had to be performed during 16 individual weekend bridge closures when the workforce had to work around the clock to have the bridge open by Monday. The project included bridge deck grooving, pavement markings, and parapet wall painting. Mr. Washington's responsibilities included Owner relations, contract administration, management of self-performed work, subcontractor management, material procurement, project scheduling, project cost management, and the promotion of project quality & safety programs. Mr. Washington was assigned to this project, because of the major risks and potential Liquidated Damages that could be assessed if the bridges were not open on time.

Similarities with the I-95 Southbound CD Lanes – Rappahannock River Crossing

Structure/Bridge	Interstate MOT (I-95)	On-time, on-budget delivery
Interchange MOT	Public Outreach (closures/detours)	

- h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. **Southgate Connector Interchange**, Blacksburg, VA. Project Manager for Wagman Heavy Civil, Inc. foundations, building bridges and pedestrian tunnels. This project will be complete by August, 2017. **I-95 over Meherrin River Bridge Replacements**. Emporia, VA. Project Manager. This project is scheduled to be completed ahead of schedule and Carter will be available Full Time at I-95 SB CD Lanes - Rappahannock River Crossing for the start of construction activities as required by the contract documents.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Trip Phaup, PE, Vice President
b. Project Assignment: Lead Structural Engineer (LSE)
c. Name of all Firms with which you are employed at the time of submitting SOQs. In addition, please denote the type of employment (Full time/Part time): Johnson, Mirmiran & Thompson, Inc. (JMT), Full Time
d. Employment History: With this Firm 8 Years With Other Firms 20 Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Johnson, Mirmiran & Thompson, Inc. Start Date: March 2009 End Date: Present Position: <i>Vice President</i> Responsibilities: Serves as Vice President responsible for business development, strategic growth, operations, and staff development in the Transportation service line of JMT's Virginia offices. Major responsibilities focus on growing JMT's bridge and structure capabilities and clients including the Virginia Department of Transportation and Virginia localities. Currently oversees a staff of six (6) bridge engineers and technicians and serves as Project Manager on a VDOT Structure and Bridge Division Statewide Task Order Contract and a City of Hampton Bridge Inspection Contract for 39 bridges and culverts. Serves as Lead Structural Engineer (LSE) for bridge and structure design on other JMT's Design-Build, task order, and project specific contracts. Accountable for the quality, schedule, and budget on assigned road and bridge projects. Performs structural design and quality control reviews of structural design of highway and miscellaneous structures including preparing design calculations, plan details, construction cost estimates, and special provisions. Provides construction engineering design services for contractors including sheeting and shoring, cofferdam, and other temporary structure design, and value engineering redesigns of awarded projects. CH2M Hill Start Date: June 2008 End Date: February 2009 Position: <i>Group Leader/Project Manager</i> Responsibilities: Served as Group Leader overseeing the performance and development of a staff of transportation engineers and technicians. Served as Project Manager accountable for the quality, schedule, and budget on numerous transportation projects. Performed structural design and quality control reviews of structural design of highway and miscellaneous structures including preparing design calculations, plan details, construction cost estimates, and special provisions. Performed quality assurance reviews of construction plans for bridges and structures for VDOT under a General Engineering Consultant contract. STV/Ralph Whitehead Associates Start Date: September 2003 End Date: May 2008 Position: <i>Group Leader/Project Manager/Senior Engineer</i> Responsibilities: Served as Group Leader overseeing the performance and development of a staff of structural engineers and technicians. Served as Project Manager accountable for the quality, schedule, and budget on numerous bridge and structures projects. Performed structural design and quality control reviews of structural design of highway, railway, and miscellaneous structures including preparing design calculations, plan details, construction cost estimates, and special provisions. Reviewed shop drawings and provided consultation during construction. Provided construction engineering design services for contractors including sheeting and shoring, cofferdam, and other temporary structure design, and value engineering redesigns of awarded projects. Earth Tech Start Date: December 1999 End Date: August 2003 Position: <i>Group Leader/Project Manager/Senior Engineer</i> Responsibilities: Served as Group Leader overseeing the performance and development of a staff of structural engineers and technicians. Served as Project Manager accountable for the quality, schedule, and budget on numerous bridge and structures projects including Design-Build projects. Performed structural design and quality control reviews of structural design of highway and miscellaneous structures including preparing design calculations, plan details, construction cost estimates, and special provisions. Reviewed shop drawings and provided consultation during construction.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Commonwealth University, Richmond, VA / Masters of Business Administration / 2002 / Business Virginia Tech, Blacksburg, VA / Masters of Science / 1988 / Civil Engineering emphasis in Structures Virginia Tech, Blacksburg, VA / Bachelors of Science / 1987 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1992 / Professional Engineer / 0402 023335
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i>

((List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

VDOT, Route 61 (MacArthur Avenue) over the New River, Route 460, and Old Virginia Avenue Bridge Replacement, Town of Narrows, VA (Design Build)

Name of Firm: JMT **Project Role:** Design Manager / Lead Structural Engineer

Beginning Date: January 2011 **End Date:** August 2014

Specific Responsibilities: As Design Manager and Lead Structural Engineer, Mr. Phaup, was responsible for the Route 61 Bridge Replacement Design-Build project in the Town of Narrows, VA. The \$16.8 million project replaced the existing, structurally deficient bridge that crosses the New River, Route 460, and Old Virginia Avenue with a new, 1141', two-lane bridge with sidewalks and included reconstruction of the roadway approaches at both ends of the proposed structure. The design scope of services included survey, subsurface utility engineering, road design, bridge design, drainage and stormwater management design, hydrologic and hydraulic analysis, geotechnical engineering, environmental permit acquisition, utility coordination and relocations, right-of-way acquisition, signing and marking, and public involvement. In addition, Mr. Phaup was responsible for all structural design activities for the bridge and retaining walls and provided engineering oversight during construction including reviewing shop drawings and submissions, responding to Requests For Information, and verifying and modifying designs based on field conditions. *The project was recognized with a VTCA Transportation Engineering Award in 2016 and an ACEC Virginia Engineering Excellence Award in 2017.*

Similarities with the I-95 Southbound CD Lanes – Rappahannock River Crossing

VDOT Design-Build Project	Lead Structural Engineer Role	Wagman Contractor – David Lyle, DBPM
Long Bridge (1141')	Long Bulb Tee Spans (133')	Jointless Bridge - VA Alt Abutments
Crosses Major River	Bridge Construction from Causeways	Challenging Geology – Drilled Shafts

VDOT, Odd Fellows Road Interchange at US Route 29/460 and Road Improvements, City of Lynchburg, VA (Design Build)

Name of Firm: JMT **Project Role:** Lead Structural Engineer

Beginning Date: November 2015 **End Date:** August 2018

Specific Responsibilities: As Lead Structural Engineer, Mr. Phaup was responsible for the structural design of the bridges and retaining walls on a \$29.5 million Design Build project to upgrade and extend Odd Fellows Road to US Route 460/29 in the City of Lynchburg, VA. The project includes the design and construction of a new tight diamond interchange between Odd Fellows Road and US Route 460/29 including a 274' long bridge over US Route 460/29. The project also includes the design of a 244' long replacement bridge on Odd Fellows Road over the Norfolk Southern Railroad. Mr. Phaup provided senior engineering oversight for structural engineers working on the project, coordinated with road engineers on project geometry and geotechnical engineers on bridge and retaining wall foundations. The project is currently under construction and Mr. Phaup is providing engineering oversight during construction including reviewing shop drawings and submissions, responding to Requests For Information, and verifying and modifying designs based on field conditions.

Similarities with the I-95 Southbound CD Lanes – Rappahannock River Crossing

VDOT Design-Build Project	Lead Structural Engineer Role	Wagman Contractor – David Lyle, DBPM
Long Bulb Tee Spans (137')	Jointless Bridge – Integral Abutments	Construction Adjacent to High Volume Arterial

VDOT, Route 288 Widening and Extension, Goochland, Powhatan, and Chesterfield Counties, VA (Public Private Transportation Act – Design Build)

Name of Firm: Earth Tech **Project Role:** Lead Structural Engineer

Beginning Date: June 2000 **End Date:** June 2003

Specific Responsibilities: As Lead Structural Engineer, Mr. Phaup was responsible for the design and plan preparation of 4 bridges on VDOT's Route 288 Widening and Extension PPTA – Design Build project in VDOT's Richmond District. Mr. Phaup worked closely with the Design Build Bridge Contractor to develop economical bridge designs that met the contract requirements. Incorporated similar value engineering solutions into the design for each bridge to provide economies of scale during manufacturing and construction, including prestressed concrete bulb tee beams, laminated elastomeric bearing pads, and MSE retaining walls. Used similar geometry for cast-in-place concrete elements to enhance efficiencies in construction, including deck slab overhang widths; pier cap, column, and footing sizes; abutment cap sizes; and drilled shaft sizes and details. In addition, Mr. Phaup served as Field Engineer during construction of 25 bridges on the project. Reviewed material and shop drawings for conformance with the plans and specifications, responded to Contractor submitted request for information, resolved field issues during construction, and assisted bridge inspection staff. Required close coordination and interaction with other Design-Build Team members including roadway, geotechnical, traffic, hydraulic, and utility engineers; construction managers, superintendents, and foremen; and quality assurance/quality control staff.

Similarities with the I-95 Southbound CD Lanes – Rappahannock River Crossing

VDOT Design-Build / PPTA Project	Lead Structural Engineer Role	Bridge Contractor – David Lyle, PM
Steel Plate Girders and PS Concrete Beams	Challenging Geology–Drilled Shafts, Piles, Spread Footings	
Construction Adjacent to Interstate		

* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

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

Attachment 3.4.1(a)

Contractor Work History Forms

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client 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	
Name: Route 61 (MacArthur Avenue) Bridge Repl. over New River, Route 460 and Old Virginia Avenue (DB) SINGLE CONTRACT* Location: Town of Narrows, VA	Name: Johnson, Mirmiran & Thompson, Inc.	Name of Client/ Owner: Virginia Department of Transportation Phone: 540-381-7195 Project Manager: M. Duane Mann, PE Phone: 540-381-7195 Email: M.Mann@VDOT.Virginia.gov	08/2013	09/2014 (Actual) (Due to change orders and Owner-granted time extensions)	\$15,582	\$16,660 (Final) (Due to Owner-directed changes in scope)	\$16,660 General Contractor Entire Contract

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.



SCOPE/PROJECT DESCRIPTION. The Wagman/Design-Build Team designed and constructed this Design-Build project that involved replacing a 1,200-foot long bridge and roadway approaches over the New River and Route 460 with a wider, jointless bridge for VDOT. The bridge used various deep foundation techniques including driven H-Pile and Drilled Shafts (caissons). Construction access while maintaining traffic was a unique challenge for this project. We designed and constructed a causeway and other access roads allowing the project to meet the project schedule and keep the traveling public safe during construction. The superstructure consisted of 100 feet to 134 feet pre-stressed, pre-cast Bulb T concrete girders. The Design-Build project's scope included preliminary and final design for bridge, road, storm drainage and utilities; acquisition of all environmental permits and approvals; QA/QC for design and construction; acquisition of all required permanent/temporary ROW; and multi-phase MOT and overall project management. The Wagman Design-Build Team worked with VDOT post award to provide significant value added features into the project. Numerous aesthetic/context-sensitive solutions including aesthetic form liners at abutments and retaining walls, bridge scenic overlooks on the river, a park-and-ride facility, a bio-retention facility, sidewalks, bike lanes and street lighting.

The project required extensive utility relocation and coordination with bridge construction, as the majority were attached to the structure. The Design-Build Team worked with several public utility providers, local service authorities and governmental agencies to plan, coordinate, and execute utility installations on the new bridge structures. A waterline, sewer line, telephone conduits, power conduits, lighting conduits, gas line and fiber optic lines were all successfully transferred from the old bridge and roadway to the new bridge and roadway with no mishaps or loss of service.

The project split the Town of Narrows, VA requiring close coordination with the traveling public and third party stakeholders in addition to the previously mentioned utilities. The Design-Build Team coordinated with the Giles County School System, Town of Narrows, Giles County Emergency Services (Fire & Rescue), and the Town

of Narrows Christmas Parade and Christmas Lights Committee to provide appropriate access and levels of service throughout the project.

Maintenance of Traffic and Complex Traffic Shifts were required on Route 61 and Route 460 for construction phasing and sequencing. The Design-Build Team coordinated with VDOT Salem District, VDOT Traffic Operations Control and third party stakeholders to plan, notify and execute all Maintenance of Traffic Operations even when encountering significant winter storm and flood events.

This project provided the Design-Build Team with several significant karst geotechnical challenges. We encountered and successfully designed and constructed the project while encountering paleo-sinkholes, significant variations in rock quality, mud seams and voids. The Design-Build Team self-performed pile driving, temporary shoring, temporary wire walls, MSE walls, 36" dia. drilled shafts, 6'-0" dia. drilled shafts, drilled H-Pile, and permanent pile-panel retaining wall. The existing structure was demolished after the new structure was completed. Roadway approaches were re-aligned and reconstructed.

RELEVANT AND VERIFIABLE EVIDENCE OF GOOD PERFORMANCE. Project Substantial Completion and Final Completion were completed within contract requirements including owner directed additional scope and betterments. Utility Owners, Town of Narrows and VDOT Salem District Staff are all complimentary of the project and view the project as a resounding success. Numerous context sensitive solutions make this project visually pleasing to both local and traveling public.

This project won the following awards:

2016 Transportation Engineering Awards, Projects Larger than \$10 Million, Design Build - Virginia Transportation Construction Alliance (VTCA) (Submitted by JMT)

2017 Engineering Excellence Merit Awards - American Council of Engineering Companies of Virginia (ACEC) (Submitted by JMT)

**Both Key Construction Co., Inc. and D.W. Lyle Corporation were acquired by Wagman Heavy Civil, Inc. (formerly G.A. & F.C. Wagman, Inc.) in 2013. These strategic acquisitions supplement our construction capabilities in Virginia and other southern states. Wagman Heavy Civil retained the key personnel from these acquisitions whose knowledge, resources, and experience strengthen Wagman Heavy Civil's overall capabilities. Wagman Heavy Civil is justified in utilizing a Key Construction Co./D.W. Lyle Corporation work history to satisfy the relevant project experience on this project due to the retention of the acquired firms' personnel and resources. Our past experience and combined resources will allow us to successfully deliver the I-95 Southbound CD Lanes – Rappahannock River Crossing project. This project became a Wagman contract after acquisition of Key Construction and D.W. Lyle Corporation.*

SIMILARITIES AS I-95 Southbound CD Lanes – Rappahannock River Crossing

Design-Build Construction QC Quality Assurance Replacing a structure over Waters of the US Maintaining traffic on a major arterial route Deep foundations Karst geologic features overcome by in-house versatility in geotechnical construction	Survey Bridge construction over an existing roadway & river Public outreach coordination effort to keep all stakeholders informed during design and construction maintaining traffic Utility Relocations Maintenance of Traffic and Complex Traffic Shifts Roadway Widening & Reconstruction
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SIMILAR RISKS AS I-95 Southbound CD Lanes – Rappahannock River Crossing

Risk 1 – Mobility: Developed detailed MOT and TMP plans Rt. 61 and Rt. 460. Coordinated with VDOT and third parties including emergency service providers.

Risk 2 – River Access. Wagman scheduled causeway installation and removal as well as installation of drilled shaft outer casings so that project schedule would not conflict with Time of Year Restrictions. Daily vigilance and planning maintained safe working conditions in adverse weather and high flow conditions.

Risk 3 – SWM. The project modified existing storm sewers on both river approaches as well as used biofilters and enlarged storm drainage facilities to provide additional storm water management.

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 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	
Name: Intercounty Connector, Contract B (DB) SINGLE CONTRACT Location: Montgomery & Prince George's Counties, MD	Name: Parsons Transportation Group Additional Designer: Coordinated with JMT on adjacent DB Project. Schnabel Engineering was the geotechnical engineer	Name of Client/ Owner: Maryland State Highway Administration Phone: 410-838-7788 Project Manager: Melinda Peters* (currently RK&K's Senior Director) Phone: 410-728-2900 Email: mpeters@rkk.com *Formerly MD SHA Administrator	11/2011	11/2011 (Actual)	\$545,092	\$578,000 (Final) (Due to Owner-directed changes in scope)	Wagman was a 20% equity partner in the Intercounty Constructors Joint Venture entity that was contractually responsible for the delivery of this \$578,000 Design Build Project. Proposed Lead Contractor Wagman's Value \$115,600.

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

SCOPE/PROJECT DESCRIPTION. ICC, Contract B was a \$578M Design-Build, Best Value Transportation project extending from MD 97 to MD 29. Wagman was an equity member of a fully integrated construction joint venture, so we were joint and severable with each partner and financially responsible for the entire project. Contract B involved 7.5 miles of new controlled access, six-lane, tolled roadway with two interchanges; MD 650 New Hampshire Avenue and MD 182 Layhill Road. Existing cross roads were widened to upgrade the facilities due to increased traffic volume. The work included 2.5 million yards of excavation, drainage, temporary detours for cross roads, utility relocations, 13 bridges, 300,000 SF of noisewalls, 500,00 sy asphalt paving and retaining walls. 10 major waterway crossings were constructed using causeways, temporary bridges and engineered access roads. New underground stormwater management structures were constructed to allow the new basins to be constructed within limited ROW. Wagman reconstructed several existing stormwater management (SWM) facilities



to handle the new stormwater run-off and new SWM regulations; SWM facilities such as bio-swales, underground basins, grass swales and redundant Erosion and Sedimentation features were incorporated. The Project Team was co-located (DB, Owner, Designer, environmental, QC, QA, & Public Outreach). The project included ITS to inform the travelling public and open road tolling to collect tolls that included hardwired and cellular connections. The ITS and ETC system had to be integrated with the existing system maintained by the State. Quality Control was the responsibility of the Design-Builder. The ICC project was an extremely environmentally and community sensitive project and extensive measures were planned by the Design-Build team to minimize the environmental impact of this project and to coordinate with third party stakeholders. Team member, Schnabel Engineering designed roadway, paving and structure foundations. Wagman utilized many Alternate Technical Concepts (ATC) and other innovations to reduce cost, improve schedule or improve environmental performance. For one ATC, we worked closely with Schnabel engineering to construct caissons in lieu of spread footings to minimize permanent impacts to wetlands and flood plains. Other ATCs were underground stormwater management facilities to minimize the thermal impact to fresh water streams after a rain event and adjustment of vertical alignment to reduce excavation and waste. Wagman's internal geotechnical engineers and our geotechnical engineer Schnabel Engineering, worked closely together to design foundations and address unsuitable soils on the project. Alternate pier locations were developed to minimize impacts with wetlands, streams and underground utilities. Our survey team utilized three dimensional modeling to increase production of the bulk excavating. Working with the model and adjusting vertical and horizontal alignment, Wagman reduced excavation elements, eliminated excess material to be hauled off site and reduced height of noisewalls; thus reducing cost. Existing side roads and new interchanges were constructed, widening the existing road and upgrading shoulders. Engineered slopes or retaining walls were used to reduce ROW impacts. ICC Contract B was completely independent project and contract but we had to coordinate with Contract C (JMT was the designer) to tie into the adjacent contract and noisewall construction.



RELEVANT AND VERIFIABLE EVIDENCE OF GOOD PERFORMANCE. This project won the following awards:
 2013 Award of Excellence, Partnering Silver Award – Maryland Quality Initiative (MDQI)
 2012 National Design-Build Award – Design-Build Institute of America (DBIA)
 2012 Exemplary Ecosystem Initiatives Award - Federal Highway Administration (FHWA)
 2012 Best Transportation Project – Mid Atlantic – Engineering News Record (ENR)
 2012 America's Transportation Award Top 10 Finalist – American Assoc. of State Highway Transp. Officials (AASHTO)
 2012 Alliance Award - Northern Virginia Transportation Alliance (NVTA)
 2012 Globe Award for Environmental Excellence – American Road & Transportation Builders Assoc. (ARTBA)
 Project achieved 9 of 10 quarterly E&S incentives
 Project reduced environmental impacts to streams, wetland, buffers and floodplains by 10% from the EIS

SIMILARITIES AS I-95 Southbound CD Lanes – Rappahannock River Crossing

Design-Build	Relocate Existing Utilities
Major waterway crossings	Abundance of Noise Walls
Phased Structural Construction	Contractor led Environmental Compliance
Geotechnical Solutions	Public Outreach
Complicated Transportation Management	Contractor led QC Program
Engineered slopes & Retaining walls	Unsuitable Soils
	Bio-swales, SWM within existing ROW
	Assistance with ROW Acquisition
	Extensive Asphalt Paving

SIMILAR RISKS AS I-95 Southbound CD Lanes – Rappahannock River Crossing

Risk 1 – MOT – Developed an extensive Transportation Management Plan to handle cross traffic, interchange traffic and the opening of the overall project from I-95 to I-370.
Risk 2 – River Crossing – 10 bridges were constructed over existing waterways, utilizing stone causeways. Bridge lengths BR-28 (E&W) = 580-ft, BR-29 (E&W) = 895-ft, BR-30 (E&W) = 1140-ft, BR-33 (E&W) = 590-ft, BR-34 (E&W) = 1280-ft
Risk 3 – SWM – A project wide Environmental compliance plan was developed. Underground SWM basins to alleviate thermal impact and to accommodate ROW restrictions. Redundant E&S devices were utilized in sensitive areas such as the water crossings and floodplains. Bio-swales and other best management practices for water quality and quantity were implemented.

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 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	
Name: Pennsylvania Turnpike Bridge over the Susquehanna River (DBB) SINGLE CONTRACT* Location: York and Dauphin Counties, PA	Name: Figg Engineering (Bridge) JMT (Roadway) Michael Baker (CM)	Name of Client/ Owner: Pennsylvania Turnpike Commission Phone: 717-939-9551 Project Manager: John Ozimok Phone: 717-939-9551, Ext. 5501 Email: jozimok@paturnpike.com	05/2007	05/2007 (Actual)	\$82,423	\$85,388 (Final) (Owner directed change orders)	50/50 JV \$85,388

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. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

SCOPE/PROJECT DESCRIPTION. The Pennsylvania Turnpike Commission awarded the \$82 million project to the joint venture partnership of Wagman and Edward Kraemer & Sons, Inc. This project involved constructing twin bridges, providing six lanes of traffic across the Susquehanna River on the Pennsylvania Turnpike; replacing the existing bridge which was originally built in 1950 and had four lanes of traffic. The new dual bridge is 5,700 feet long across the Susquehanna River which is 5000-ft bank to bank. The project included construction of 78 new piers and 180 drilled shafts from a stone causeway within the Susquehanna River. All work had to be planned and executed to comply with Time of Year Restrictions and fluctuating water levels of the River. The piers varied in height from 35 to 90 feet and Wagman utilized a form system that we helped design to allow construction of hollow and solid piers. Prior to construction Wagman met with ACOE and PA DEP to redesign the causeway. The redesign reduced environmental impacts within the river and wetlands, and avoided impacts to Native American artifacts on an island in the middle of the river. The redesigned causeway included temporary bridges to allow more river water to pass through the causeway; reducing the anticipated increased height to the river elevation. Due to river flow and TOYR restrictions, Wagman constructed the initial causeway halfway across the river; constructed the half of the piers for both structures of the new bridge. This section of the Susquehanna River is solid rock along the entire river bottom. The rock varied in strength from 25,000 psi up to 55,000 psi. Wagman developed techniques to construct cofferdams with very little "toe" into rock. To relocate the causeway, Wagman worked a 24-hour 7 day a week operation to "flip" the causeway over five days; allowing access to the other half of the river bridge. Many of the piers were hollow to allow bridge movement and the form system Wagman developed was a mechanical form system with hydraulics to allow stripping of the formwork. The hydraulic system was also designed to assist with advancing the form system to the next vertical lift. Creating additional access considerations was an active Amtrak line on the eastern shore requiring protection and maintenance of train traffic for the length of the project. The new twin bridges were built north of the original structure to accommodate high traffic volumes on the existing bridge. The existing Interstate has existing ITS and Electronic tolling that could not be interrupted. Access to the new bridge construction had to be constructed down steep hills to reach the river banks with extensive clearing. The Bridge replacement was part of an overall Owner initiative to widen the entire highway. Wagman coordinated with adjacent contractors to relocate the causeway. This structure was the first large pre-cast, post-tensioned segmental bridge project built in Pennsylvania.. The segmental concrete elements were produced in a casting yard adjacent to the project. Wagman placed the concrete deck, parapet and steel rail along the entire length of both bridge structures. An aluminum barrier was constructed over the Amtrak Line. Native American artifacts were found on the islands in the Susquehanna River and the archaeological dig had to be accommodated within the overall project schedule. This project marked Wagman's 17th bridge crossing over the Susquehanna River.

RELEVANT AND VERIFIABLE EVIDENCE OF GOOD PERFORMANCE.

Reduced environmental impacts with contractor designed causeway.
Project was completed on time and under budget.

Maintained free flow of traffic on mainline interstate during construction



SIMILARITIES AS I-95 Southbound CD Lanes – Rappahannock River Crossing

Major River Crossing River Access - Causeway Relocate causeway within TOYR restriction Rock Foundations Adjacent to active traffic Temporary Bridges	Public Outreach Widening of existing Interstate Maintenance of Interstate Traffic Quality Control Dewatering of Foundations Coordination of MOT with Interchanges on both side of the river. Rock cofferdams
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SIMILAR RISKS AS I-95 Southbound CD Lanes – Rappahannock River Crossing

Risk 1 – River Access - Wagman constructed both bridges over three seasons, 2 seasons within the river banks on a Wagman designed causeway with temporary bridges, cofferdams on a rock river bottom. Major storms overtopped the causeway several times. Wagman's designed causeway was able to withstand the storms without impact to the project schedule.

Risk 2 – MOT The Project was built adjacent to the existing PA Turnpike (I-76). MOT had to be coordinated with adjacent interchanges on each side of the river that were being reconstructed.

Risk 3 – SWM – Wagman developed a temporary SWM dewatering basin to be used on the causeway. The basins were so successful that PennDOT adopted the design on future projects

Attachment 3.4.1(b)

Designer Work History Forms

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Route 61 (MacArthur Avenue) over the New River, Route 460, and Old Virginia Avenue Bridge Replacement (VDOT Design Build) Location: Town of Narrows, VA	Name: Wagman Heavy Civil, Inc.	Name of Client: Virginia Department of Transportation Phone: 540-381-7195 Project Manager: M. Duane Mann, PE Phone: 540-381-7195 Email: M.Mann@VDOT.Virginia.gov	12/2010	09/2014 (Actual) (Due to change orders and Owner-granted time extensions)	\$15,582	\$16,660 (Actual) (Due to Owner-directed changes in scope)	\$1,302

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. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

(LEAD AND PRIME DESIGNER – JMT / OFFICE LOCATIONS INVOLVED IN DESIGN: RICHMOND, VA; VIRGINIA BEACH, VA; AND SPARKS, MD)



SCOPE/PROJECT DESCRIPTION: VDOT selected Johnson, Mirmiran & Thompson, Inc. (JMT), Lead Designer and Wagman Heavy Civil, Inc.(Wagman), Lead Contractor for this challenging, \$15.6 million, American Recovery and Reinvestment Act (ARRA) funded, Route 61 Bridge Replacement Design-Build project located in the Town of Narrows, Virginia.

The purpose of the project was to replace the existing structurally deficient bridge crossing the New River, Route 460, and Old Virginia Avenue with a new two-lane bridge with sidewalks and bicycle lanes on both sides, along with the reconstruction of the roadway approaches at both ends of the proposed structure. The total project length is approximately 2270 feet or 0.4 miles. JMT's scope of work included: performing preliminary and final design for bridge, road, and utilities; acquiring all environmental permits and approvals; performing a detailed hydrologic and hydraulic analysis of the river crossing; providing quality assurance and quality control for

design; acquiring all required permanent and temporary right-of-way; developing plans for maintaining traffic; and providing overall design project management.

The project involved designing a nine (9) span, 1,141 foot long replacement bridge over a waterway and providing approach roadway geometric design at each end of the bridge. The bridge superstructure consists of prestressed concrete bulb tee beams 69 inches deep, with maximum spans of 133 feet, and a 49'-8" wide cast-in-place concrete deck. The entire 9 span superstructure was designed to be continuous for live load to eliminate joints in the deck. The piers consist of two columns supporting a cap with each column founded on a large diameter drilled shaft. Abutments consist of conventional abutments founded on drilled shafts at one location and driven steel piles at the other. Joints were eliminated at all pier locations and VDOT's Virginia Alternate Abutment details using steel tooth joints were used at both abutments.

Local residents were very interested in the project and JMT met with Town officials and stakeholders a number of times to discuss the proposed project improvements. As a result of these meetings, JMT gained an understanding of the public's needs and incorporated a number of aesthetic, context sensitive solutions, into the project including concrete surfaces with ashlar stone finish, overlooks on the bridge over the river, a park and ride facility with passenger shelter, a stormwater bioretention facility, sidewalks and bicycle lanes on the bridge, and street lighting along the entire length of the project.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE: The JMT and Wagman worked closely together and completed a very challenging project that addressed both VDOT's and the Public's needs. *The project was recognized with a VTCA Transportation Engineering Award in 2016 and an ACEC Virginia Engineering Excellence Award in 2017.*

SIMILAR ELEMENTS AS I-95 Southbound CD Lanes – Rappahannock River Crossing

The Route 61 Bridge Replacement project shares the following key similar elements with the I-95 Southbound CD Lanes project providing the Wagman and JMT Team with relevant experience to successfully deliver the project including -

- VDOT Design-Build Project design and constructed by Wagman / JMT Team
- DBPM, DM, and LSE roles filled by same Wagman / JMT staff members
- Long bridge > 1,000' over major waterway (New River)
- Construction access by causeways in river
- Utility relocations with staged construction requirements

SIMILAR RISKS AS I-95 Southbound CD Lanes – Rappahannock River Crossing

The Route 61 Bridge Replacement project shares the following similar risks with the I-95 Southbound CD Lanes project providing the Wagman and JMT Team with relevant experience to successfully manage these risks including -

Risk 1 – Bridge substructure in a riverine environment - Constructing bridge piers in an active river with varying water elevations always presents a challenge to the Contractor. A number of different foundation types and pier configurations were evaluated to select a design that met contract requirements and satisfied aesthetic considerations. In addition, the final design needed to be economical and constructable. Working with the Contactor, drilled shaft foundations were selected to avoid costly cofferdams and to limit river impacts.

Risk 2 – Bridge foundations in a challenging geologic environment – One of the major challenges was designing and constructing the bridge foundations in an active karst environment. Usually located in areas of limestone susceptible to weathering, karst environments include sinks, underground streams, caverns, and voids. JMT conducted extensive geotechnical investigations and selected a drilled shaft foundation type to allow adjustments in the bottom of shaft elevation based on field conditions.

Risk 3 – Relocating Utilities - Described by VDOT as a “utility relocation project with a bridge on it”, the project also included relocation of water, sewer, gas, telecommunications, and electrical lines serving the Town. Initiated early and proactive communication with multiple public and private utility companies and the Town of Narrows to sequence work and determine feasible areas for relocation. Met with the Town to coordinate placement and spacing of light poles on the bridge to accommodate the City's existing “Christmas Lights” that are strung across both sides of the entire bridge during the Holidays.

Risk 4 – Maintenance of Traffic - The project also required phased construction to maintain two lanes of traffic and pedestrian access across the bridge during construction. Developed detailed MOT and TMP plans for Route 61 and Route 460. Coordinated with VDOT, Town, and 3rd party stakeholders including emergency service providers.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. 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)	
Name: Fairfax County Parkway (FCP – Route 286) Ext. (DB) SINGLE CONTRACT Location: Springfield, VA	Name: Cherry Hill Construction, Inc.	Name of Client/ Owner: Eastern Federal Land Highways Division Phone:703-440-9086 Project Manager: Mr. Timothy Brown Phone: 703-440-9086 Email: timothy.brown@dot.gov	4/2008	07/2011 (Actual)	\$73,756	\$112,416 (Actual) <i>(Received a significant contract modification adding the DB Segment IV, which increased the scope by 25%)</i>	\$11,538 JMT Design Fee

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, elements, and/or contract listed will be evaluated.

(LEAD/PRIME DESIGNER – JMT / OFFICE LOCATIONS INVOLVED IN DESIGN: RICHMOND, VA; HERNDON, VA; VIRGINIA BEACH, VA; AND SPARKS, MD)



FCP (Route 286)/DAR Interchange

SCOPE/PROJECT DESCRIPTION - The U.S. Army was relocating 8,500 jobs to the National Geospatial-Intelligence Agency (NGA) Campus East at Fort Belvoir North Area in VA as part of BRAC in 2011. The extension of Fairfax County Parkway (FCP) to I-95 near Fort Belvoir was needed to mitigate the expected traffic impacts.

The design included a new interchange at FCP and Barta Road for access to the NGA facility interior roadway network. This project was the final segment required to complete the Parkway, and included construction of a four-lane divided, limited access highway, designed to facilitate future widening to 6 lanes within the project right-of way. Included three bridge structures over the Accotink Creek. The FCP project also included widening of I-95 to accommodate a new exit lane and ramp designed as a certified Defense Access Road to provide direct access to the NGA. Segment IV included completion of two additional bridges and the Boudinot Dr. Interchange.

Structure work included seven new bridges including a bridge widening of a severely skewed bridge on I-95 off-ramp H over Backlick Road, upstream/downstream extensions of an 8' x 8' reinforced concrete box culvert, multiple sound walls, cast in place and MSE retaining walls.

The FCP work included: surveys, SUE, grading, drainage, SWM, pavement design, shared use paths, lighting, traffic signals, landscaping, signing/stripping, geotechnical engineering / exploration/ stability analyses, utility relocations/coordination, ROW plans/plats and extensive environmental services, including permitting and compliance monitoring.

Our team initiated early meetings with utility owners and provided assistance in the development of their plan/estimate submittals by providing design plans and profiles in CAD for them to design their relocations against. The team adjusted roadway to minimize relocation of 20" water line and 8" gas line along Barta Road that avoided delays to construction schedule. Completed relocations of 1,420 LF of water mains and several 8" sewer along Fullerton Road, and coordinated utility relocations with several other utility owners.

The Design-Build Team hosted numerous public outreach events ("Citizen Information" and "Pardon-Our-Dust" meetings) and accommodated public involvement during the course of the project. We developed and implemented a web site that provided weekly update notifications of traffic shifts and scheduled phasing activities/shifts.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

The FCP project had an extremely aggressive schedule of 750 calendar days to design, permit, relocate utilities, and construct the parkway. The critical portion, Segments I & II of the mainline FCP, was opened to traffic two months ahead of schedule while Segment IV was opened to traffic one month ahead of schedule.

This project was recognized with several awards: National DBIA– Merit Award; DBIA Mid-Atlantic Region – Transportation Award; VTCA – Transportation Engineering Awards for VDOT Projects Greater than \$10M; ACEC/VA – Merit Award; ACEC/MW – Honor Award for Excellence; and the ACEC/MD – Honor Award.

Rodney Hayzlett was one of several JMT employees who received a "Star Partner" award for their exceptional dedication, teamwork, and professionalism in support of the project's goals by the NGA and USACE.

SIMILAR ELEMENT AS I-95 Southbound CD Lanes – Rappahannock Crossing

The Fairfax County Parkway Extension project shares the following key elements with the I-95 SB CD lanes project providing the Wagman Team with relevant experience to successfully deliver the project.

- Large Design-Build Project: >\$112 Million
- Utility Relocations and ROW and easement acquisitions
- I-95 Widening and ramp junction improvements: New exit lane and ramp to NGA.
- Complex interchange design for high volume traffic flows: FCP/Barta Rd and FCP/Boudinot Dr interchanges
- Comprehensive SWM plan that included for potential future widening of Parkway to 6 lane facility
- Extensive public outreach and engagement: Multiple outreach events and website
- Construction of multiple bridges and MSE walls (including three bridge structures approx.. 425' each over Accotink Creek)
- Designed project around environmental constraints: See risk mitigation below avoiding hazardous material sites and Small Whorled Pogonia
- Phased construction with multiphase MOT plans

SIMILAR RISKS AS I-95 Southbound CD Lanes – Rappahannock Crossing

The Fairfax County Parkway Extension project shares the following risks with the I-95 SB CD lanes project providing the Wagman Team with relevant experience to successfully manage these risks.

Risk 1 – Significant Environmental Constraints and Regulations: The alignment traversed through the Fort Belvoir and crossed five former firing ranges and testing sites including three RCRA sites that had significant groundwater/soil contamination, and stringent Land Use Controls required by an EPA Consent Order. Design services included a comprehensive in-situ waste characterization study to determine the nature and extent of the contamination on several areas and groundwater modeling. The models successfully demonstrated to the U.S. EPA and the VA DEQ that the migration of the contaminant plumes would not be exacerbated by construction of the project. The team's comprehensive Hazardous Materials Management Plan was approved by the DEQ and EPA. The project maintained full compliance with environmental permits and constraints which also included roadway realignment to avoid a Small Whorled Pogonia protected area and buffer.

Risk 2 – Addressing SWM Regulations within Project Footprint: Both water quantity and water quality was handled with the proposed SWM basins provided on the project. Extensive coordination with the regulators was required as noted above with the existence of on-site hazardous materials in which the fate and transport model was used to confirm no migration of hazardous materials into the proposed SWM facilities. The 1% rule as utilized for the watersheds that outfall directly to Accotink Creek to eliminate water quantity requirements at those locations. The system was designed around the hazardous material locations.

Risk 3 – TMP/MOT Plans with Phased Construction and/or High Volumes: Project included MOT on I-95 with traffic volumes over 100,000 vpd. TMP/MOT plans were in accordance with MUTCD and VDOT WAPM. Modeling of MOT phasing impacts using Synchro and SimTraffic were used to provide acceptable LOS. A detour was provided to allow construction of the grade separation for Fullerton Road to improve efficiencies in construction and promote safety for the workers and traveling public.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: 11th Street Corridor Bridges over the Anacostia River and Interchanges (Design-Build) Location: Washington, DC	Name: Skanska USA Civil Southeast Inc./Facchina Construction Company A Joint Venture	Name of Client: District Department of Transportation (DDOT) Phone: 202-673-6813 Project Manager: Mr. Joseph Dorsey Phone: 202-671-4605 Email: Joseph.Dorsey@dc.gov	12/2009	11/2015 (Actual)	\$260,000 (Original)	\$375,079 (Actual) (Owner issued a significant change that increased scope and construction value.)	\$17,300

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. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.



(LEAD AND PRIME DESIGNER – JMT / OFFICE LOCATIONS INVOLVED IN DESIGN: RICHMOND, VA; HERNDON, VA; WASHINGTON, DC; AND SPARKS, MD)

SCOPE/PROJECT DESCRIPTION - Without direct access between the Southeast Freeway (I-695) and the northern segment of the Anacostia Freeway (DC 295/I-295) congestion along the 11th Street Bridges near Capitol Hill in the District had long been a problem for local/regional traffic alike. The primary goals of the 11th Street Bridges project were to complete all freeway connections to accommodate thousands of daily commuters and to replace structurally-deficient bridges along the 11th Street corridor. Undertaking the largest construction job in the history of DDOT and also the first transportation project administered by DDOT to be delivered by the DB-to-Budget procurement method, the DB Team provided three new major continuous steel multi-girder bridge crossings of the Anacostia River and two complex interchanges with the Southeast Freeway and the Anacostia Freeway. The major structures included a 5 span, 866-foot-long bridge, a 5 span, 926-foot-long bridge, and a 10 span, 1,650-foot-long bridge. Spans ranged up to 234 feet for the main span over the Anacostia River. In total, the project included 18 bridges and 25 retaining walls. In addition, innovative design techniques that reduced environmental and community impacts were utilized to work within budget constraints. **With a total design and construction cost of \$375M, DDOT saved a total of approximately \$85M from the original engineer's estimate.**

As lead designer, JMT provided technical services which included: highway and structural design; subsurface utility investigations; geotechnical engineering; traffic analysis and complex MOT plans for various phases of construction; utility coordination; design of utility relocations; drainage, ESC/SWM; environmental permitting including Section 404 and 401 of the Clean Water Act, Section 10 of the Rivers and Harbors Act, U.S. Coast Guard, and National Park Service permitting; environmental monitoring, compliance, and training programs; hazardous materials and other environmental investigations; landscaping design; field surveys and visual quality control. A challenge to this project, posed by the clients as part of the DB-to-Budget procurement, was how to maximize construction of crucial project elements including rehabilitation or replacement of existing bridges and providing interchange connectivity.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

Through strong partnerships among owner, contractor, and designer; innovations in design that helped save \$85M; and by exceeding the expectations of other agencies and the public; the 11th Street Bridges project shines as few projects of its size can claim. The new bridges connect freeways, enable better accessibility to DC neighborhoods, enhance safety for residents, and improve regional connections. All work was completed while maintaining environmental compliance throughout construction over a major waterway. Furthermore, the project promotes job growth and economic stimulus to the area as part of the Greater Anacostia Waterfront Initiative. This project continues to receive both national and local award recognition and is truly a project example of a "Design-Build Done Right."

"The team impressed me with their technical expertise, can-do attitude, and insistence on excellence in all facets throughout the project." - Joseph Dorsey, PE, DDOT Civil Engineering Project Manager, 11th Street Bridges D-B
"I have worked with a lot of firms and JMT has been a firm very easy to work with, there is never any issues or any problems. JMT understands the Design-Build process." - Bjarne Gudmundsen, Skanska USA Design-Build Manager

SIMILAR ELEMENTS AS I-95 Southbound CD Lanes – Rappahannock Crossing

The 11th Street Bridge project shares the following key elements with the I-95 SB CD lanes project providing the Wagman Team with relevant experience to successfully deliver the project.

- **Large Design-Build Project:** The 11th Street Bridge project was \$375 million and included:
 - providing design and environmental services
 - right of way acquisition
 - utility relocations coordination: There were no project delays related to utility relocations.
 - public involvement
 - construction related services
 - third party coordination: US Navy, USACE, US Coast Guard, National Park Service, and EPA
- **Long Bridges over River Crossing:** The major structures included a 5 span, 866-foot-long bridge, a 5 span, 926-foot-long bridge, and a 10 span, 1,650-foot-long bridge. Spans ranged up to 234 feet for the main span over the Anacostia River.
- **Complex Interchanges and Retaining Walls:** Project included two complex interchanges with the Southeast Freeway and the Anacostia Freeway and 25 retaining walls.
 - **Phased Construction:** Our design and sequencing was accomplished with minimal phases and constructed in significantly less time than the original planning document allowed for.

SIMILAR RISKS AS I-95 Southbound CD Lanes – Rappahannock Crossing

The 11th Street Bridge project shares the following risks with the I-95 SB CD lanes project.

- Risk 1 – River Access and Environmental Challenges:** JMT secured a waiver for Time of Year restrictions in the Anacostia River related to sturgeon and anadromous fish by using trestles, switching to hollow stem piles that reduced underwater noise levels, and with water quality monitoring during in-stream activities, which reduced the construction schedule. JMT completed environmental permitting including Section 404/401, Section 10, U.S. Coast Guard, and National Park Service; environmental monitoring, compliance, and training.
- Risk 2 – Addressing SWM Regulations:** Stormwater management was challenging because of limited right-of way and extensive areas of contaminated soils and groundwater which limited the BMP locations.
- Risk 3 – TMP/MOT Plans with Phase Construction and/or High Volumes:** Project required complex MOT plans for various phases of construction. As a major commuter route within the nation's capital, this project impacts hundreds of thousands of commuters every day and is part of a major emergency route. The DB Team provided innovative solutions that allowed for 70 percent of the project to be constructed with minimal impact to the existing road network because traffic was moved from existing to final alignment with one traffic shift performed outside of peak hours on nights and weekends.



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