Statement of Qualifications

A DESIGN-BUILD PROJECT

VDOT Virginia Department of Transportation

Military Highway

Continuous Flow Intersection

From: 0.023 Miles South of Lowery Rd.

To: 0.230 Miles North of Interstate 64

Norfolk, Virginia

City of Norfolk, Virginia

January 29, 2015

WAGMAN JMT A DESIGN-BUILD TEAM

Contract ID No: C00001765DB81
State Project No: 0165-122-V04
Federal Project No.: STP-5403

VDOT
Virginia Department of Transportation

3.2
Letter of Submittal

WAGMAN JMT
A DESIGN-BUILD TEAM

WAGMAN

BRIDGING GENERATIONS · SINCE 1902

January 29, 2015

Mr. Bryan W. Stevenson, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation (VDOT)
1401 East Broad Street
Richmond, Virginia 23219

RE: **Statement of Qualifications (SOQ)**
Military Highway Continuous Flow Intersection
Norfolk, VA; A Design-Build (DB) Project
Contract ID No: C00001765DB81
State Project No.:0165-122-V04

Dear Mr. Stevenson:

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

3.2.1 This Submittal is signed in ink by an authorized representative of G.A. & F.C. Wagman, Inc.

3.2.2 Offeror's Point of Contact Information:
Mr. David W. Lyle, V.P., Design-Build/Major Pursuits
G.A. & F.C. Wagman, Inc.
5911 Nena Grove Lane, Chester, VA 23831
T 804-778-4444 / F 804-778-4929
M 804-731-3707 / dwlyle@wagman.com

3.2.3 Principal Officer Information:
Mr. Greg M. Andricos, PE, Exec. V.P., Principal
G.A. & F.C. Wagman, Inc.
3290 N. Susquehanna Trail, York, PA 17406
T 717-764-8521 x292 / F 717-764-2799
M 717-825-8688 / gmandricos@wagman.com.

3.2.4 Offeror's Corporate Structure: G.A. & F.C. Wagman, Inc. is an active, registered Corporation (SCC Corp ID: F019898-8) in Virginia and will take financial responsibility for this project. A single 100% performance bond and payment bond will be provided for the total contract value and time period. There are no liability limitations on behalf of G.A. & F.C. Wagman, Inc.

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

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

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

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

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

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

3.2.11 DBE Statement (12% Commitment): The DBT is committed to achieving the 12% DBE participation goal during the design and construction of this road improvements project.

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

Very truly yours,

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

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

3.3
Offeror's Team Structure

A DESIGN-BUILD TEAM

G.A. & F.C. Wagman, Inc. (Wagman) will be the Lead Contractor and is the Offeror who will have the overall authority on the project. Wagman is an experienced Design-Build (DB) Contractor who has partnered to complete the design and construction of over $1B of transportation projects in the Mid-Atlantic Region. Wagman, founded in 1902, continues today as a fourth generation, private family-owned general contracting business, headquartered in York, PA. Wagman is a heavy civil contractor with offices in Virginia, specializing in transportation infrastructure, and has grown to become a nationally-recognized leader within the industry. Wagman's core competencies include DB, highway, bridges and structures, utilities, excavation, drainage, modified concrete, and geotechnical construction services including self-performing the design and installation of complex support of excavation systems adjacent to existing infrastructure. Wagman builds and rehabilitates highways, intersections, bridges, cut and cover tunnels, retaining walls, noise walls, interchanges and other structures including work around and over railroads.

In 2013, Wagman acquired Key Construction Company, Inc. (Key) and D.W. Lyle Corporation (D.W. Lyle). These acquisitions provided Wagman with an additional 25+ 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 has fully integrated its presence in Virginia.

Wagman has selected **Johnson, Mirmiran & Thompson, Inc. (JMT)** as our lead designer to provide all engineering services for this project. 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. 94 in *Engineering News-Record* Top 500 Design Firms (No. 6 in the Mid-Atlantic) and has completed thousands of highway/bridge projects ranging in complexity from local intersection improvements to the most multiphase interstate projects.

More than 85% of the Wagman/JMT DB Team's (DBT) current work is being performed for repeat clients, illustrating our lasting ability to deliver a safe, quality, and cost-effective project to our customers. The DBT takes pride in our total commitment to schedule and budget goals, particularly our ability to offer creative and innovative solutions to any design and/or construction obstacle. Assisting the DBT is a hand-picked group of highly-qualified subconsultants that are adept in their field of expertise.

The Wagman/JMT DB Team			
WAGMAN	**G.A. & F.C. Wagman, Inc.** Offeror and Lead Contractor *VDOT Prequalified Vendors No. W002*	JMT	**Johnson, Mirmiran & Thompson, Inc.** Lead Designer *VDOT Prequalified ROW Consultant*
QCS	**Quinn Consulting Services, Inc.** QA Management and Inspection *DBE/SWaM Cert. No. 626289*	nxl	**NXL Construction Company, Inc. DBA: NXL Construction Services, Inc.** QC Management and Inspection *DBE/SWaM Cert. No. 626437*
3e	**EEE Consulting, Inc.** Environmental and Permitting *SWaM Cert. No. 7052*	E&A	**Eden & Associates, PC** Drainage Engineering *DBE/SWaM Cert. No. 686804*
ETS	**Engineering & Testing Services, Inc.** Geotechnical and Materials Testing *DBE/SWaM Cert. No. 650066*	gai consultants	**GAI Consultants, Inc.** Traffic and Drainage Engineering
	Dominion Realty Advisors, Inc. Fee Appraisals *(VDOT Prequalified)*	Appraisal Review Specialists	**Appraisal Review Specialist, LLC** Review Appraisals *(VDOT Prequalified)*
	Athdel Ventures, Inc. DBA: The Miles Agency Public Relations/Communications/Marketing		*DBE/SWaM Cert. No. 776*

3.3.1 Identity of and Information about the Key Staff

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.

Our proposed key staff members consisting of a DBPM, DM, CM, Traffic Operations Designer and Manager (TODM), and Lead Utility Coordination Manager (LUCM) and Independent QAM, average 30 years of design and construction knowledge including significant experience with VDOT and innovative project delivery methods. Project responsibilities of the proposed DBT's key staff are listed below:

Key Personnel (Resume in Appendices)	Project Responsibilities
Anthony Bednarik, DBIA (Wagman) *Design-Build Project Mgr.* ○ 27+ Years of Experience ○ DB, DBB Experience ○ DBIA Certified Professional	Anthony will be responsible for overall project design, construction quality management and contract administration. He is the DBT's POC to VDOT during design and construction and will answer questions and inquires relevant to the project and coordinate all public outreach and meetings. He is committed to this project and will be available to VDOT throughout design and construction. **Relevant Experience** – Over the past 15 years, he has worked as a DBPM, DB Coord., PM and Estimator.
Thomas Druhot, PE (Quinn) *Quality Assurance Manager* ○ 29+ Years of Experience ○ VA Registered PE ○ Former Hampton Roads District Area Constr. Engr. ○ DB, DBB Experience in VA	Thomas is the DBT's independent QAM and will be responsible for QA inspection and testing of all materials used and work performed, including monitoring of the QC program. He will ensure that all work, materials, testing and sampling are performed in conformance with contract requirements and the approved for construction plans. **Relevant Experience** – Thomas has worked on many DB projects in the Hampton Roads District and his former position as District Area Constr. Engr. provides VDOT further assurance towards a quality project.
Robert G. Reed, PE (JMT) *Design Manager* ○ 41+ Years of Experience ○ VA Registered PE ○ DB, DBB Experience in VA	Bob will manage individual design disciplines and will ensure that the overall project design is in conformance with contract documents. He will also establish and oversee the QA/QC program for all pertinent design disciplines. **Relevant Experience** - Bob has served in similar roles on several DB projects and is currently working with the Hampton Roads District on the I-64 pavement rehabilitation projects.
David Passmore (Wagman) *Construction Manager* ○ 19+ Years of Experience ○ DB, DBB Experience in VA ○ Holds DEQ RLD and VDOT ESCCC certifications	David will be on the project site for the duration of construction operations. All his current obligations will be completed prior to start of construction. He will be responsible for managing the construction project including all QC activities. **Relevant Experience** – David has been CM on multiple highway projects in the Hampton Roads District.
Matthew Wolniak, PE, PTOE (JMT) *Traffic Operations Designer and Manager* ○ 32+ Years of Experience ○ VA Registered PE ○ DB, DBB Experience in VA	Matt will be responsible for traffic control system design and coordination and has years of experience integrating networks for Traffic Control signalization with communication and control links. **Relevant Experience** – Matt has served in similar roles on several DB projects in the mid-Atlantic region and his roadway design experience includes the planning, analysis and evaluation of CFI elements.
David Malinoski, PE (JMT) *Lead Utility Coordination Manager* ○ 34+ Years of Experience ○ VA Registered PE ○ DB, DBB Experience in VA	Dave will lead the coordination efforts for all utility relocations. He will review utility relocation designs prepared by JMT as well as utility company plans/estimates for the requisite contract utility relocations and will verify and modify designs if necessary. He will ensure continuity of services where applicable. **Relevant Experience** – Dave has served in similar roles on several DB projects.

3.3.2 Organizational Chart

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

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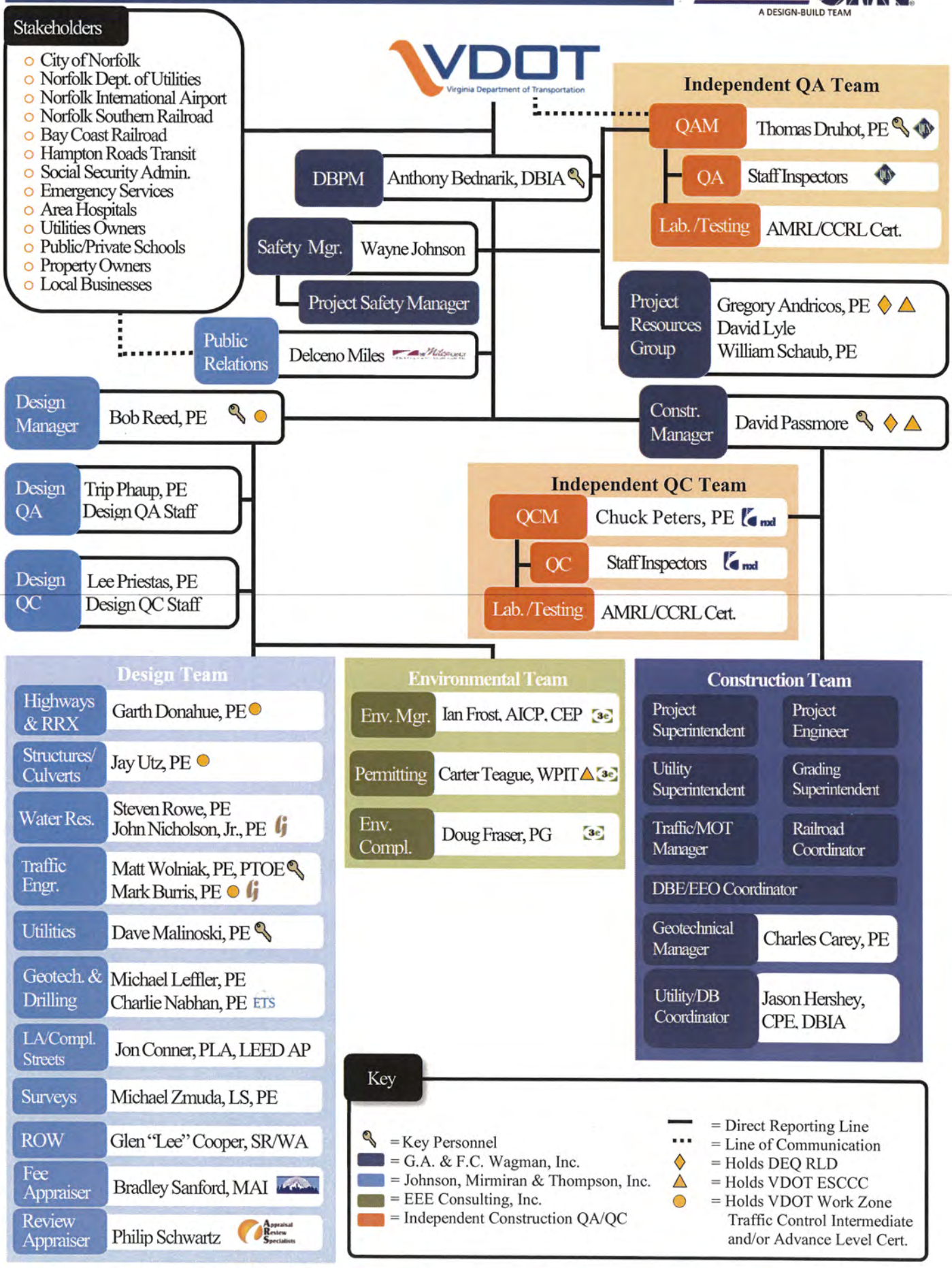
A DESIGN-BUILD TEAM



3.3.2 Organizational Chart Narrative

Reporting Relationships of Key Personnel - The DBT organization is optimized to present clear, logical, reporting relationships to manage the design and construction of the Military Highway Continuous Flow Intersection project, while maintaining distinct responsibilities and project controls. The project organization is structured to facilitate timely and effective communication among all personnel, regardless of position. Practical lines of communication running between design, construction, and the independent QA/QC support staff, along with direct reporting to the DBPM allows all levels to function as a team. Our organizational structure is a successful model implemented by Wagman and JMT on similar DB projects.

The organizational chart further depicts that the main production staff interfaces with the DBPM will be comprised of the **Design Manager (DM)**, the **Independent Quality Assurance Manager (QAM)** and **the Construction Manager (CM)** allowing effective communication among the Key Personnel. The DM, the CM, and the QAM will support 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.

DBPM - The DBT organizational chart starts with VDOT at the pinnacle of the hierarchy. The DBT recognizes that all final decisions rest with VDOT. The DBT's primary interface with VDOT will be through the **DBPM, Mr. Anthony Bednarik, DBIA.** In accordance with sound management practices and VDOT guidance, the DBPM serves in the most crucial role, one that defines success for all aspects of the project. The DBPM is the principal conduit for communication with VDOT, and exercises direct control over the design, construction, quality assurance and public outreach functions.

One feature of the DBT proposal is the independence of the key support staff and specialty professionals whose roles are to assure that the highest levels of quality and safety are maintained throughout design and construction phases of the project. DBT members have years of experience with integrated quality and safety programs that have been refined and incorporated in best management practices for delivering innovative and award-winning DB projects.

Independent QAM – Quinn Consulting Services, Inc. (QCS) is the Team's Independent Construction QA firm for this project. QCS commits **Mr. Thomas A. Druhot, PE to serve as the Independent QAM.** He will report directly to the DBPM on all quality issues and attend all project meetings. Mr. Druhot will oversee a QA staff that will include a lead senior inspector, project inspectors, and a records administrator. Additionally, he will oversee the activities of the independent AMRL/CCRL certified off-site materials sampling and testing laboratory. The QAM will have the authority to suspend field activities in the event QA tasks or issues are not complete or construction work is found to be non-conforming.

DM - The DBT organizational chart clearly defines that all design disciplines for the project will report to the **DM, Mr. Robert Reed, PE.** The approach to staffing these disciplines hinges on the concept of matching the requirements of this project to the experience and depth of knowledge of staff best suited to fulfill these specific requirements. While the majority of the disciplines will be covered by JMT professionals, the Design Team does include several specialty subconsultants who will augment JMT and report directly to the DM. The DM will report directly to the DBPM. 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. Reed will also establish and oversee the QA/QC program for design. The responsibilities of the Design QA/QC Team will be separated between QA & QC. Also reporting to the DM are our other Key Staff Positions, **TODM, Mr. Matt Wolniak, PE, PTOE** and our **LUCM, Mr. David Malinoski, PE**.

CM – Mr. David Passmore is the CM for the project who will oversee all major construction activities and will manage the Construction QC program. The Superintendents, Traffic/MOT Manager, and Construction Quality Control Manager (QCM) from NXL Construction Services, Inc. will all report directly to the CM. His responsibilities will include CPM schedule development and updating, resource planning and allocation (materials, labor, and equipment), budgetary and cost control, subcontractors scheduling, MOT, ESC, and shop drawing review. The CM will report directly to the DBPM.

Assisting the DBT is a hand-picked group of highly-qualified support personnel that are experts in their field of expertise. Please see the table below for a brief description of the qualifications and experience:

Project Role	Support Personnel	Reporting Role to:	Experience
Project Resource Group	**Greg Andricos, PE (Wagman)**	DB Project Manager	22+ years of experience in design and construction serving as DBPM on four DB projects ($190M) in VA and DC with JMT.
	David Lyle (Wagman)		25+ years of construction experience throughout VA. Worked previous on DB projects with JMT.
	Bill Schaub, PE (JMT)		34+ years of experience including as Design Manager on numerous DB projects in VA, DC and MD.
Public Relations	**Delceno Miles (Miles Agency)**		35+ years of experience developing and implementing public participation programs.
Independent QCM	**Chuck Peters, PE (NXL)**	Constr. Manager	41+ years of experience working in the construction field including QA and QC on a variety of projects.
Geotechnical Manager	**Charles Carey, PE (Wagman)**		40+ years of experience inclusive of DB projects with earth retention or support of railroad structures.
Utility/DB Coordinator	**Jason Hershey, CPE, DBIA (Wagman)**		14+ years of utility and DB coordination, project management and estimating experience on a variety of large transportation projects throughout the Mid-Atlantic.
Environ. Manager	**Ian Frost, AICP, CEP, CE (EEE)**	Design Manager	35+ years of experience representing VA on statewide and regional programs. He has a long standing relationship with JMT and members of Wagman's staff.
Highway Engr. & RRX	**Garth Donahue, PE (JMT)**		12+ years of experience in all aspects of roadway design, computer modeling and railroad coordination.
Structural Engineer	**Jay Utz, PE (JMT)**		21+ years of structural engineering experience and has provided construction oversight to railroad clients.
Landscape Arch. /Compl. Streets	**Jon Conner, PLA, LEED AP (JMT)**		28+ years of experience in landscape architecture and is a member and part of the National Speaker's Bureau of the National Complete Streets Coalition.
Geotechnical Engineer	**Mike Leffler, PE (JMT)**		34+ years of experience in geotechnical engineering, construction materials testing, and constr. management.
Traffic Engineer	**Mark Burris (GAI)**		29+ years of experience and has served as PM on numerous VDOT projects in Hampton Roads.

All of JMT's Design Team members are registered professionals in their areas of expertise in VA and have decades of transportation infrastructure experience including innovative project delivery methods. JMT is a VDOT Prequalified ROW Acquisition firm and employees of our specialty subconsultants: Mr. Bradley Sanford, MAI of Dominion Realty Advisors, Inc. is VDOT prequalified to perform appraisal services and Mr. Philip Schwartz of Appraisal Review Specialist, LLC is VDOT Prequalified to perform appraisal review services.

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3.4
Experience of Offeror's Team

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Relationship of Wagman and JMT

Wagman and JMT have a solid and long term work history of teaming and partnering on transportation and, in particular, roadway and bridge projects including DB. The proposed individuals share the same history of working as a team. The successful completion of the following projects demonstrates that the DBT possesses the skills and knowledge to provide VDOT with an exceptional team for the design and construction of the Military Highway Continuous Flow Intersection project. In addition, our focus on process, quality, planning, and scheduling make us an excellent team. Both organizations and our proposed key staff are very experienced with the DB process and have a proven cooperative work history.

It should be noted that employees, now employed by Wagman and JMT, worked together and successfully **completed other VDOT DB projects on time and budget**. These DB projects include the award winning Fairfax County Parkway Extension in Springfield, VA and the Mark Center Short and Mid-Term Improvements, Alexandria, VA and these individuals will be intimately involved in delivering this project to VDOT on time and within budget.

Highlighted DBT Work History

Route 61 (MacArthur Ave) over New River, Route 460, and Old Virginia Ave Bridge Replacement and Approaches (DB), Narrows, VA – The DBT designed/ constructed this DB project involving replacing a 1,200-foot long jointless bridge and approaches. The scope included performing preliminary/final design for bridge, road and utilities; acquiring all environmental permits and approvals; providing QA/QC for design and construction; acquiring all required ROW; and performing multiphase MOT and overall project management. The DBT incorporated context-sensitive solutions including overlooks on the bridge over the river, a Park & Ride facility, a bioretention facility, sidewalks, bike lanes and lighting.

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

The DBT have also coordinated and worked together on several Design-Bid-Build projects including:

- **I-95/I-495/I-295/MD 210 Interchanges, (Woodrow Wilson Memorial Bridge), Prince George's County, MD** - During construction JMT worked with Wagman on VE proposals to reduce cost and schedule. The redesign of the approach fill using geofoam resulted in owner savings of $2M+.
- **Jones Branch Connector, Fairfax County, VA** – Wagman (D.W. Lyle) constructed the existing Connector bridges now being widened and extended by JMT under the Connector final design project.
- **I-695/I-95 Interchange (Section 100) Express Toll Lanes, Baltimore County, MD** - JMT coordinated with Wagman (managing JV partner) during the construction. The collaboration resulted in accepted value engineering proposals totaling owner savings of $2M+.
- **Multiple Virginia Transportation Projects** - JMT supported Wagman (D.W. Lyle) with surveying services on several projects including I-495 HOT Lanes (DB).

Wagman's Experience in VDOT's Hampton Roads District

D.W. Lyle Corporation, acquired by Wagman in 2013, originated from Norfolk Contracting in Hampton Roads and completed many projects within the District starting in the 1950's. The project pictured at right shows Mr. Dean W. Lyle working in the City of Norfolk as Project Supervisor. Dean was the owner of Norfolk Contracting and was instrumental in starting the D.W. Lyle Corporation.

JMT's Design-Build Experience in Virginia

JMT is experienced with various procurement methods employed by owners, including DB, DBB, PPP, one-step, two-step best value, and stipulated sum competitions and maintains and nurtures a strong relationship with VDOT. They routinely employ a proactive approach to DB projects providing an interactive design process of collaboration/partnering with the contractor and VDOT to assure engineering excellence. Our successful proactive/partnering approach is evident in the numerous DB projects that JMT has worked on in Virginia. JMT also holds and has held numerous statewide contracts for Design and Traffic Engineering throughout the Commonwealth which further illustrates JMT's experience and commitment to supporting and improving Virginia's infrastructure. Highlighted DB projects that JMT has participated as the Lead Designer and/or member of the Design Team include:

- **FHWA-EFLHD/VDOT, Fairfax Co. Pkwy. Extension (DB), Springfield, VA ($112.5M)** – JMT was the lead designer for this award-wining project, which completed a vital link to I-95.
- **FHWA-EFLHD/VDOT, Mark Center Short and Mid-Term Improvements (DB), Alexandria, VA ($9.1M)** – JMT was the lead designer for roadway infrastructure improvements in support of BRAC.
- **VDOT, Route 3 Widening (DB), Culpeper District, VA ($2.7M)** – JMT provided lead design for the widening of Route 3 from two lanes to four lanes, a 5.5 mile section of roadway.
- **VDOT, Route 15/460 Approaches and Bridge over Buffalo Creek in the Town of Farmville, VA ($2.9M)** – JMT was the lead designer and provided design for the bridge replacement, while maintaining the daily traffic for 3rd St. (Route 15/460) over Buffalo Creek.
- **VDOT, Coalfields Expressway/Corridor Q, Poplar Creek Section (PPTA-DB), Bristol District, VA ($1.6M)** – JMT was the lead designer for 4.3 miles of divided, four-lane principal arterial on brand new alignment through extremely mountainous terrain.
- **PWCDOT/VDOT James Madison Highway (Route 15) Improvements (PPTA), Prince William County, VA ($52M)** – JMT as a subconsultant, designed two river crossing structures constructed by Wagman (D.W. Lyle). Also provided Stage II services for an additional bridge designed by others, ROW services, and utility designating services.

Additionally, JMT served as the lead designer on several successful DB projects in the mid-Atlantic region, including the 11th St. Corridor mega project, the 9th St. and Taylor St. Bridge Replacements in DC and multiple roadway dualization projects and streetscape DB projects in Maryland. These example projects described above demonstrate that members of the DBT's key and support staff have a solid, long-term relationship delivering relevant, successful transportation projects in VA and surrounding area.

CFI Experience

Our proposed Traffic Operations Design and Manager, **Matthew Wolniak, PE, PTOE** brings 33 years of experience including developing travel demand forecast and performed traffic analysis for interchange and CFI alternatives, and developing plans for unconventional intersection design including CFI, continuous green T-intersections, quadrant roadway intersections, and median U-turn intersections under multiple studies. To strengthen the JMT design team, we have added Mr. Mark Burris, PE from GAI Consultants to our team. He will assist the DBT in the final design of the CFI. He brings 31 years of experience, including 4 years working for VDOT. His intimate knowledge of the project area, including extensive analysis and planning work on the Military Highway CFI planning, provides our team and VDOT with tremendous resource and knowledge of the decision making processes and intricacies associated with the project.

Our Design Manager, Mr. Robert Reed, P.E. evaluated multiple intersections for CFI features and elements along the heavily congested Fairfax County Parkway for VDOT and Fairfax County DPWES.

The DBT's Work History Forms demonstrating projects of similar scope and complexity are located in the Appendices Section of this SOQ.

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3.5
Project Risks

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The DBT has evaluated the project and identified the following project risks as being the most critical:

RISK NO. 1 – UTILITY COORDINATION

The VDOT preliminary plans provided in the RFQ identify seven (7) utility owners with facilities within the project footprint:

- Cox Communications
- Dominion Virginia Power
- Level 3 Communications
- Verizon
- City of Norfolk (Utilities – water and sewer; Public Works – storm and traffic),
- VDOT (electric, TMS, etc.)
- Virginia Natural Gas (transmission and distribution).

Historically speaking and from our own team's experience, when working on a re-alignment and widening of a major collector road such as Military Highway where major utilities are present, we know there exists a high potential for negative impacts to occur if this risk is not planned for and managed properly.

JMT (as The Spectra Group, Inc.) performed the utility designation update on the project for VDOT in 2008, and has performed utility designation and test holes for VDOT on other similar projects adjacent to these project limits. JMT also performed the utility designation and test holes for the design of the Virginia Natural Gas 16" gas main, which runs through these project limits.

The DBT is very knowledgeable of the project area and those utilities contained within.

After review of the plans along with preliminary discussions with several of the utility owners, we have identified numerous utilities that may be impacted by the widening/reconstruction of Military Highway (as well as parts of Princess Anne Road (SR 166) and Northampton Boulevard (US 13)):

- The installation of new underground utilities which are not reflected/shown in the current project plans.
- The undergrounding of existing aerial facilities.
- The protection of:
  - Water mains during construction.
  - Gas mains during construction
  - Critical Verizon telephone ducts.

These items have the potential to be deemed as "critical"; simply meaning any impacts to the facility could have extreme negative consequences for the utility owner and customers, and/or critical impacts to the project design. Impacts to these critical utilities can in turn cause negative consequences for other areas of the project such as project schedule, budget and public perception.

Why the risk is critical and the impact the risk will have on the Project: As mentioned above, these items have the potential to be critical to the utility owners and/or critical to the project's design/construction. Discussions of these items individually are as follows:

The installation of new underground utilities. In our preliminary dialogs with several utilities owners, it has been discovered that the aerial facilities in the southern part of Military Highway (from Lowery Rd. northward to approx. Station 126+00) have already been relocated underground. These new facilities are not currently shown on the project plans. In reviewing the project site, there is evidence of underground electric primary, telephone, and possible cable television facilities present. Depending on the specific location, these underground facilities may be located on both sides or on either side of the Military Highway corridor. Without knowing the exact horizontal location of these new underground facilities, the full impact of their locations to the project design/construction cannot be fully evaluated. It will be critical to identify these new installs and perform the utility designation to locate and map these facilities in order to complete the evaluation of their impact. Depending on the utility's actual location, a re-location could be necessary for the future design improvement or it may hamper design efforts on the project.

There is also concern relating to the installation of other newer and secure facilities within the project corridor. The last known date of a utility update was in 2008. In the past 6 to 7 years, additional utilities

may have been installed or adjustments made to the existing utilities that are not reflected in the utility locations shown in the current plans. In review of the project area, no obvious new installations appear to have been made, other than the new undergrounding of aerial facilities in the southern portion; however this cannot be fully determined, or evaluated for project impact, without more in-depth discussion with the utility owners and review of current utility records.

The protection of large water mains. The City of Norfolk has several large raw water mains (42" and 48" in size) present within the project limits as well as smaller water mains. The larger mains are obviously critical in nature. One of the main concerns with the water mains will be protection during construction. Several portions of these mains currently are located in soil areas which will ultimatly fall under the footprint of the new roadway section. Of great importance will be the existing depth and the resulting depth of cover when the area is cut/graded for the new pavement section. If the resulting depth of cover during construction is not sufficient to protect the mains from the construction traffic loads, damage to the main may occur.

There are also similar concerns in areas where the existing mains are located under existing pavement sections. If there is insufficient cover over the mains after the existing pavement section has been removed (for new pavement installation), there is the potential risk of damage to the mains from construction traffic loading. It is also important to note that the City of Norfolk has some very old mains in their system. These mains may be more prone to damage based on their age. Based on the known age of mains within the project area, an evaluation of replacement, regardless of direct impact, should be conducted to address such issues.

The protection of large gas mains. As with the water main protection noted above, there are concerns over the protection of gas mains for the same reasons. Virginia Natural Gas has several large gas mains (12" and 16" in size) that are present within sections of the project area, and are located in soil areas in the footprint of the new roadway section as well as in areas of existing pavement which is to be replaced. Not to reiterate what is noted above, the depth of these existing mains, in consideration of the cut/grading for new pavement, could create a potential risk of damage due to construction traffic loading.

There are also numerous smaller sized gas mains throughout the project corridor. While smaller, some of these may be deemed as critical lines by Virginia Natural Gas, and thus may have the same depth concerns noted above for the larger mains.

The protection of critical Verizon telephone ducts. In review of the plans, existing underground Verizon facilities are present in both the footprint of the new roadway section and in areas of the existing roadway section. It is likely that relocation will be required for any direct buried Verizon cable facilities located in such areas. For existing ducts, the relocation need will consider the existing installed depth and the proposed cut/grading required to install new or to replace existing pavement sections.

Preliminary discussions with Verizon have indicated that the duct system along Princess Anne Road and Northampton Boulevard corridors is very critical. Due to the numerous cables currently placed in the duct system (as well as their function), modification or relocation of this duct system would be very costly.

In regards to the remaining project areas:

- Verizon has already relocated their facilities underground in the southern part of the Military Highway corridor (as earlier noted under the "New Installation" section above). If relocations of these facilities are required, research would be required to determine the responsibility of such relocation costs.
- Along the project corridors north of the Princess Anne/Northampton intersection, the Verizon facilities are not as critical and could be relocated if needed for the design of the project. Some of these may be located in existing easements and again, research will be needed to determine who will bear the relocation costs if such relocation is necessary.

The undergrounding of existing aerial facilities. Preliminary discussions with Dominion Virginia Power revealed that they have already relocated the majority of the aerial facilities in the southern project corridor to underground. They are currently researching their files for easement information as well as what portions may not have been converted to underground in this southern section. It was also noted that they are planning to convert their existing aerial facilities north of this section to underground and UT-9's are done and are currently under review.

In review of these areas, it is noted that other aerial facilities are present on Dominion Virginia Power's poles. Dominion Virginia Power is converting their facilities to underground and the removal of their existing poles will necessitate the underground conversion of the other aerial facilities. The coordination, determination of locations, and the assurance that the new underground facilities installation are at the proper location will be critical to the design as well as the construction of the project, as incorrectly placed facilities could result in re-design and/or delays in construction as well as associated costs.

Mitigation strategies the DBT may implement to address the risk: The DBT will meet early on with all affected utility owners in order to plan and develop a clear understanding of how project goals and utility owner goals align. This step will allow the DBT to move forward with their broadly outlined tasks below:

- Conduct early coordination with all utility owners including completion of UT-9 Forms, defining right-of-way, "prior rights", and establishing the relocation/reconstruction expectations and costs. At this time the required Utility Field Inspection meeting would also occur.
- Locate and designate precise locations of all existing utilities including service feeds by augmenting any previously provided location data utilizing JMT's in-house SUE capabilities to generate supplemental utility location plans.
- Investigate alternative roadway designs to avoid or minimize impacts to existing utilities.
- Determine appropriate locations and alignments for both underground and aerial facilities to accommodate the planned future widening of Military Highway and the associated corridors.
- Continue coordination with utility owners throughout the DB process exploring methods to both control costs and improve and expedite utility related design and construction.
- The DBT will at all times adhere to the Utility Manual of Instructions; Utility Relocation Policies & Procedures Manual (Utility Manual).

Regarding the possible relocation of utilities to track the new road alignment, the DBT will undertake an extensive test hole locating program early on. This data will be analyzed by the DBT and opportunities to adjust roadway design alignments will be evaluated in an effort to avoid/minimize impacts while optimizing profiles. This data will also be provided to all utility companies for their use. The DBT plans to partner with all utility companies in order to expedite their work and progress of the project. Activities for utility relocation work will be included in the baseline schedule. Acquisition of ROW and easements will be prioritized to allow for relocation of utilities as early as possible. The new alignment portions of the roadway will be available soon after right of way is acquired and we will work closely with the utility companies in these areas to help expedite their work. The DBT will also maintain clear markings of all utility lines throughout the construction period. All utilities will undergo extensive design and constructability reviews and, along with input from the utility owners, the DBT will determine optimum design for the widening to minimize or eliminate any negative utility impacts, as well as verify the plan and estimates produced by the utility owners will not conflict with the final design.

Role the DBT expects VDOT or other agencies may have in addressing these Project risks: We do not anticipate VDOT having any role beyond providing the DBT with previously collected utility information pertinent to the project and providing approvals. The DBT will coordinate directly with the utility companies; however, in the event that unforeseen circumstances arise or if the utility companies fail to participate to the necessary level, we would request oversight and assistance from VDOT to gain the necessary cooperation.

RISK NO. 2 – MAINTENANCE OF TRAFFIC

The construction of a continuous flow intersection (CFI) for this busy intersection is a new and innovative solution to a heavily travelled intersection. The area is surrounded by commercial enterprises and is heavily used by commuters and tourists. The new technology and heavy traffic volumes create the need for a robust maintenance of traffic (MOT) program.

The area surrounding the intersection is heavily congested with high volumes of traffic along Military Highway and Northampton Boulevard/Princess Anne Road. Existing through volumes on Military Highway exceed 1,000 vehicles per hour in the PM peak hours. The left turn volumes from Military Highway southbound to Northampton Boulevard and from Northampton Boulevard to southbound Military Highway exceed 400 vehicles per hour during the PM peak hours. Traffic analysis shows that the average weekday PM peak hour is the most critical, with the Military Highway southbound approach experiencing major travel delays.

Why the risk is critical and the impact the risk will have on the Project: This risk is critical due to several factors; mainly safety, operational capacity, and public perspective.

Safety of the roadway users and of the construction personnel will be of utmost importance. The phasing created during design development will address safety for the travelling public and the construction workforce. Any delays due to incidents involving the interface between the roadway users and the construction operations will aggravate the delays that exist during a normal commute.

The intersection experiences poor **operational capacity**. Construction could exacerbate these delays, but proper design and coordination can minimize the impact during construction. In addition, the existing commercial businesses in the area will require maintenance of their access during construction. This will add to the operational impacts to the intersection.

An active construction site will impact the **public prospective** of the project. This will be crucial on this project, which will introduce a new concept in traffic operations. In addition, the businesses in the area will be adversarial if their access is overly impacted during construction.

All of these factors combine as a risk to the success of the project. Our Team will partner with VDOT and the City of Norfolk to address the concerns of the project stakeholders to develop a proactive Transportation Management Plan (TMP) to include the maintenance of traffic, public communications, and traffic operations plans. Special consideration within the TMP will be given to accommodating pedestrians, bicyclists and for maintaining railroad traffic. The DBT is particularly cognizant that utility planning, coordination and relocations will play a major role in efficient construction sequencing and maintenance of traffic phasing to minimize impacts to the traveling public.

Mitigation strategies the DBT may implement to address the risk: Various measures can be taken in order to reduce the risk associated with the maintenance of traffic on the project. This starts with our experience and the ability of the design team and the contracting team to work as one. The DBT has provided the design and TMP for multiple high volume urban roadways, intersections, and interchanges on both federal and VDOT projects. MOT consideration begins early in the development of design plans. Close collaboration between the design team and the construction team is essential in the MOT plan development and execution. Wagman and JMT have worked together during major traffic switches on the Woodrow Wilson Bridge Project. The DBT has the construction administration resources of both Wagman and JMT, and could offer comments and suggestions on how to most efficiently operate the maintenance of traffic.

The Temporary Traffic Control Plan (TTCP). The TTCP provides the sequence of construction activities. The proposed construction, along with any proposed detours or lane closures, will be shown

with the appropriate traffic control devices (i.e. barrels-Group 2 channelizing devices, concrete barriers, temporary pavement, temporary pavement markings, temporary signs, dynamic message signs, etc.). Posted alternate routes may also be an option; we have used these in the past on urban corridor projects to give the traveling public the option of circumventing the work zones, at their own discretion, during times of high delay resulting from construction activities.

Typical Sections. Typical Sections will be provided to demonstrate how the interim phase of construction interacts with the existing condition and the ultimate completed project. These typical sections will help identify areas of need for temporary drainage facilities to ensure that water is not being trapped during any phase of construction. Horizontal and vertical alignments, along with cross sections, will be provided for any detours to ensure constructability and that the proper standards are being achieved.

The Public Communications Plan. Since any disruption to routine commutes is among the top communication challenges, the Public Communications Plan will be critical in traffic, incident, and congestion management. It is vitally important to maintain current and timely project updates concerning new traffic patterns such as detours, lane closures, etc., all of which will need to be communicated to users in the area. Every effort will be made to engage stakeholders including the City of Norfolk, Hampton Roads Transit, the FAA/Norfolk International Airport (to include Part 77 analysis), railroads, property owners, businesses, residents, police, emergency responders, Lake Taylor Hospital, schools, Social Security Administration, and others. In particular the City of Norfolk will be engaged for their review and comments in advance of thei implementation. To communicate construction activities and new traffic patterns, a robust communications plan will be produced that provides detailed strategies to initiate and sustain open communications. The plan will incorporate traditional communications tools such as public meetings, broadcast and print media, brochures and signage including the use of portable dynamic message signs. Social media and technology will also play a large role as well to complement the traditional approach; we recommend the use of Facebook, Twitter, Instagram, and YouTube. In addition, if so desired, a stand-alone website for the project can be developed that becomes a resource for traffic and public transportation information, alternate routes, detours, anticipated traffic interruptions, etc. The Public Communications Plan will provide process of notification of any traffic delays both scheduled and unscheduled.

Wagman has worked with Norfolk Southern for more than 15 years.

The Transportation Management Plan (TMP). The TMP provides a process to notify the Hampton Roads Transportation Operations Center (HRTOC) to place detours and lane closure information on the statewide 511 system. A list of local emergency response agencies will be included in the plan along with procedures to respond to traffic incidents that may occur in the work zone. Traffic analysis will be performed for each phase of construction to confirm the level of service, delays and queues associated with each phase.

Role the DBT expects VDOT or other agencies may have in addressing these project risks. The DBT would lead the maintenance of traffic plans development, implementation, and coordination and VDOT will review all plans developed for the project. VDOT will be during field operations and when unforeseen events occur. Cooperation between VDOT and the DBT will be instrumental to the success of this unique project. VDOT will have a role in public outreach and public information related to notifying the City of Norfolk, alerting residents, businesses, and others in the area through use of the HRTOC, VDOT East Region Operations staff, the statewide 511 system and webpage with project updates and points of contact.

RISK NO. 3 – Stormwater Management and Quality Requirements

New stormwater requirements went into effect on July 1, 2014 for the entire Commonwealth of Virginia. The new regulations are detailed in the Commonwealth of Virginia Department of Environmental Quality's (DEQ) General Permit No.: VAR 10. The new regulations put more emphasis on stormwater quality, stormwater volume reduction (runoff reduction), and analyzing downstream channels for capacity and stability. Along with the new regulations, the design requirements for stormwater Best Management Practices (BMP) have been revised. The large retention (wet) ponds, which, under the old regulations, were the primary BMP used to treat and detain stormwater runoff from projects similar to this one, will not by themselves satisfy the requirements of the new stormwater regulations. Therefore, providing a constructible and maintainable stormwater management (SWM) plan that meets the DEQ permit requirements is a critical risk for this project.

Why the risk is critical and the impact the risk will have on the Project: Without addressing the new stormwater regulations, VDOT will not be able to approve the plans. An approved Erosion and Sediment Control Plan is required by DEQ before a Virginia Stormwater Management Permit can be obtained. In order to comply with the new stormwater regulations, Low Impact Development (LID) - BMPs will be used to provide phosphorous removal. These LID - BMPs are typically smaller BMPs; however, more are required for the project. BMPs that have the highest phosphorous removal efficiencies rely on some type of infiltration process. The coastal plain region, where this project is located, does typically have acceptable infiltration rates, but also has a high seasonal water table that does not allow for the required separation between the seasonal high water table and the bottom of the BMP. Without using infiltration BMPs, it is difficult for projects to meet the volume reduction requirements as well. If infiltration is not possible, BMPs with lower pollutant removal efficiencies will have to be used and BMPs may need to be installed in a series (what DEQ refers to as a "treatment train"). This means that more BMPs will be needed which will increase project costs, area of disturbance, right-of-way and future maintenance needs.

The new regulations require the analysis of the downstream receiving system to confirm the receiving system will remain stable without an increase in flooding. If the existing system is already under stress and has a lack of capacity or is experiencing local flooding, then upgrades to the downstream system will be required. In particular, the portion of the project north of East Princess Anne Road to the terminus of the project could be problematic since most of the existing stormwater infrastructure in this area of Norfolk is at capacity. There does not appear to be enough elevational difference from the upstream end of a proposed stormwater system to an outfall along a tributary of the eastern branch of the Elizabeth River to construct a by-pass stormwater system to an adequate outfall.

Mitigation strategies the DBT may implement to address the risk: Under the new regulations, the water quality requirements are based on the project's amount of disturbed area. VDOT issued an Instructional and Informational Memorandum (IIM) IIM-LD-195.8 on July 15, 2014. IIM-LD-195.8 which provides guidance in determining what is considered disturbed area and what is considered maintenance. Resurfacing, milling and overlay, and pavement built-up with wedge and level courses are considered maintenance, and therefore do not count as disturbed area. Using these methods (rather than pavement reconstruction) would reduce the amount of disturbed area to be treated and the number of BMPs required.

It is possible that portions of the project area could be filled to increase the separation between the seasonal high water table and the bottom of proposed BMPs. This would allow for the design of BMPs that use infiltration into underdrains which remove pollutants at higher efficiencies, and therefore fewer BMPs would be needed. The volume of runoff would also be reduced, bringing the project closer to compliance with the volume runoff reduction criteria. The quantity of runoff would also be reduced thereby reducing the

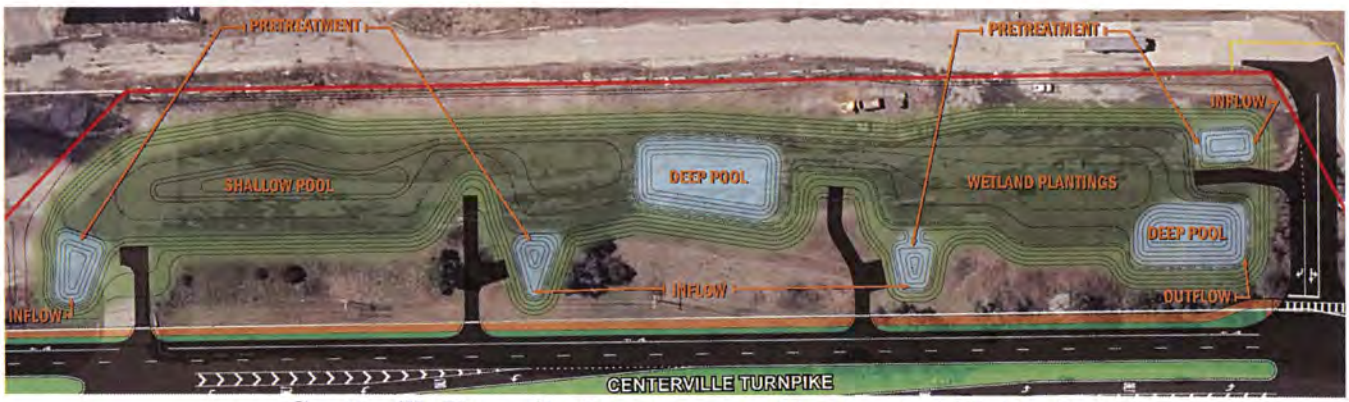
peak flow rate from the project area. This could also reduce the possibility of upgrading downstream systems.

Early in the design process, a meeting with VDOT will be scheduled to discuss the stormwater management strategy. The new regulations require that the stormwater management be planned in conjunction with the roadway. By meeting, discussing, and agreeing on a stormwater management plan early on, considerable time and effort will be saved during design and review. Once a plan is conceptually approved, the BMPs can be laid out with the roadway alignment and any right-of-way acquisitions can be determined. Not identifying all properties required for the construction of the project can be detrimental to the project schedule.

An accepted practice of meeting the stormwater quality requirements is to purchase stormwater nutrient credits. Stormwater quality credits can be used for this project if the post phosphorus reduction requirement is 10 pounds or less, or 75% of the phosphorus removal can be met on site and credits can be purchased for the remaining 25%. This project is located in the Lynnhaven-Poquoson Hydrologic Unit (HUC 8 02080108). The use of nutrient credits is outlined in VDOT's IIM-LD-251.2.

The DBT has experience in Hampton Roads designing stormwater systems and BMPs to meet the new stormwater requirements. Centerville Turnpike Improvements is a roadway project located in Virginia Beach designed under the new regulations. Three existing wet ponds were retrofitted, two additional wet ponds were designed along with three bioretention areas, and a constructed wetland. **JMT's design took advantage of existing stormwater systems by rerouting the existing systems into the new BMPs. This reduced the amount of new stormwater pipe required treating previously untreated runoff.**

The DBT has experience with the New Stormwater Requirements in the Hampton Roads District.



Centerville Turnpike Improvement Constructed Wetlands

Role the DBT expects VDOT or other agencies may have in addressing these project risks. The DBT will require coordination with VDOT and DEQ to address all the stormwater related risks. The DBT will request design plans and calculations for the portion of I-64 that is within the project limits to help address the stormwater conveyance. Ultimately, DEQ's approval of the stormwater management plans will be required to receive permits necessary for construction.

ATTACHMENT 3.1.2

Project: 0165-122-V04

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	NA
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	NA
Letter of Submittal (on Offeror's letterhead)				
Authorized Representative's signature	NA	Section 3.2.1	yes	1
Offeror's point of contact information	NA	Section 3.2.2	yes	1
Principal officer information	NA	Section 3.2.3	yes	1
Offeror's Corporate Structure	NA	Section 3.2.4	yes	1
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	1
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendices
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendices
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendices
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendices

ATTACHMENT 3.1.2

Project: 0165-122-V04

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Appendices
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendices
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendices
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendices
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendices
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	1
Offeror's Team Structure				2
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	Appendices
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendices
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendices
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendices
Key Personnel Resume – Traffic Operations Designer and Manager	Attachment 3.3.1	Section 3.3.1.6	no	Appendices
Key Personnel Resume – Lead Utility Coordination Manager	Attachment 3.3.1	Section 3.3.1.7	no	Appendices

ATTACHMENT 3.1.2

Project: 0165-122-V04

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Organizational chart	NA	Section 3.3.2	yes	3-4
Organizational chart narrative	NA	Section 3.3.2	yes	5-6
Experience of Offeror's Team				7-8
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendices
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendices
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	9-15

VDOT
Virginia Department of Transportation

Appendices

WAGMAN JMT
A DESIGN-BUILD TEAM

VDOT
Virginia Department of Transportation

Attachment 2.10

Acknowledgement of the RFQ, Revision and/or Addenda

WAGMAN JMT
A DESIGN-BUILD TEAM

ATTACHMENT 2.10

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFQ NO. C00001765DB81

PROJECT NO.: 0165-122-V04

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 12/12/2014
   (Date)
2. Cover letter of _____
   (Date)
3. Cover letter of _____
   (Date)

David W. Lyle — January 27, 2015

SIGNATURE — DATE

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

PRINTED NAME — TITLE

3.2.6

Affiliated and/or Subsidiary Companies of the Offeror

A DESIGN-BUILD TEAM

ATTACHMENT 3.2.6

State Project No. 0165-122-V04

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	Wagman Construction, Inc.	231 North George Street, York, PA 17401
Affiliate (Parent)	Wagman Companies, Inc.	3290 North Susquehanna Trail, York, PA 17406

VDOT
Virginia Department of Transportation

3.2.7

Certification Regarding Debarment Forms (Primary and Lower Tier)

WAGMAN JMT
A DESIGN-BUILD TEAM

ATTACHMENT NO. 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0165-122-V04

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

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

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

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

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

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

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

David W. Lyle 1/27/2015 Vice President, Design-Build/Major Pursuits

Signature Date Title

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

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0165-122-V04

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.

Brian Hutchins January 29, 2015 Senior Vice President / Branch Manager

Signature Date Title

Johnson, Mirmiran & Thompson, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0165-122-V04

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.

Jamie Eden Peck January 29, 2015 President

Signature Date Title

Eden & Associates, P.C.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0165-122-V04

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.

	January 29, 2015	NE Region Transportation Manager
Signature	Date	Title

GAI Consultants, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0165-122-V04

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

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

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

R Scott Bz 1/26/2015 Managing Partner

Signature Date Title

Appraisal Review Specialists, LLC

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0165-122-V04

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

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

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

Signature	January 29, 2015 Date	President Title

EEE Consulting, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0165-122-V04

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

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

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

Signature	January 29, 2015	Vice President
	Date	Title

Engineering and Testing Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0165-122-V04

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

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

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

Elizabeth Quinn January 15, 2015 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.: 0165-122-V04

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.

	January 29, 2015	President/CEO
Signature	Date	Title

ATHDEL VENTURES, INC. DBA THE MILES AGENCY

Name of Firm

ATTACHEMENT 10.8.6 (B)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No. 0165-122-V04

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

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

The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror.

Signature	Date 1/28/15	President Title

NXL Construction Services, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0165-122-V04

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.

Bradley R Sanford 1-28-2015 Principal

Signature Date Title

Dominion Realty Advisors, Inc.

Name of Firm

VDOT
Virginia Department of Transportation

3.2.8
VDOT Prequalification Certification

WAGMAN JMT
A DESIGN-BUILD TEAM

W002
G. A. & F. C. WAGMAN, INC.
PREQ. EXP : 10/31/2015

--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

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

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

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

VDOT
Virginia Department of Transportation

3.2.9

Surety Letter

WAGMAN JMT
A DESIGN-BUILD TEAM

CNA SURETY

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

January 21, 2015

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

Re: A Design-Build Project
Contract ID #C00001765DB81
State Project No.: 0165-122-V04
Military Highway Continuous Flow Intersection
From: 0.023 Miles South of Lowery Rd.
To: 0.230 North of Interstate 64
Norfolk, Virginia

Dear Sirs:

As surety for G.A. & F.C. Wagman, 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 $60,000,000 (estimated contract value) and said bonds will cover the project and any warranty periods on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this projects.

Sincerely,

Western Surety Company

By: Patricia C Robinson

Patricia C. Robinson
Attorney-in-Fact

Form C-24
Rev. 7-6-05

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PROPOSAL GUARANTY

KNOW ALL MEN BY THESE PRESENTS, THAT WE G.A. & F. C. Wagman, Inc. As principal, and Western Surety Company Surety, are held and firmly bound unto the Commonwealth of Virginia as obligee, in the amount of FIVE PERCENT OF THE DOLLAR VALUE OF THE BID, lawful money of the United States of America, for the payment of which, well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally and firmly by these presents.

SIGNED, sealed and dated this 21st Day of January , 20 15

WHEREAS, the above said principal is herewith submitting its proposal for: Design Build Project Military Highway

PROJECT NUMBER: Federal Project No.:STP-5403,State Project No.:0165-122-V04, Military Highway Continuous Flow Intersection From 0.023 Miles South of Lowery Rd. To: 0.230 Miles North of Interstate 64, Norfolk, VA

NOW, THEREFORE, the condition of the above obligee is such, that if the aforesaid principal shall be awarded the contract upon said proposal and shall within the time specified in the Specifications after the notice of such award enter into a contract and give bond for the faithful performance of the contract, then this obligation shall be null and void; otherwise to remain in full force and effect and the principal and surety will pay unto the obligee the difference in money between the amount of the bid of the said principal and the amount for which the obligee may legally contract with another party to perform the said work if the latter amount be in excess of the former; but in no event shall the liability exceed the penal sum hereof.

G.A. & F. C. Wagman, Inc.
(Principal*)

By: [signature] CEO
(Officer, Partner or Owner) (Seal)

3340 N. Susquehanna Trail, York, PA 17406
(Principal*)

By: _____
(Officer, Partner or Owner) (Seal)

_____
(Principal*)

By: _____
(Officer, Partner or Owner) (Seal)

Western Surety Company
(Surety Company)

By: [signature]
Patricia C.Robinson (Attorney-in-Fact**) (Seal)

4550 Lena Drive,Mechanicsburg, PA 17055
(Address)

By: _____
(Surety Company)

_____
(Attorney-in-Fact**) (Seal)

By: _____
(Address)

*Note: If the principal is a *joint venture*, each party thereof must be named and execution made by same hereon. If there is more than one surety to the bid bond, each surety must be named and execution shall be made by same hereon.

Electronic Bid Only: In lieu of completing the above section of the Contract Performance Bond, the Principal shall file an Electronic Bid Bond when bidding electronically. By signing below the Principal is ensuring the identified electronic bid bond has been executed and the Principal and Surety are firmly bound unto the Commonwealth of Virginia under the same conditions of the bid bond as shown above.

Electronic Bid Bond ID# | Company/Bidder Name | Signature and Title

**Attach copy of Power of Attorney

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, Alson O Wolcott Jr, Eugene M Fritz, Patricia C Robinson, Kathy R Reisinger, Donald R Wert, 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 4th day of August, 2014.

WESTERN SURETY COMPANY

Paul T. Bruflat, Vice President

State of South Dakota
County of Minnehaha } ss

On this 4th day of August, 2014, 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, 2015

J. MOHR
NOTARY PUBLIC
SOUTH DAKOTA

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 21st day of January, 2015.

WESTERN SURETY COMPANY

L. Nelson, Assistant Secretary

Form F4280-7-2012

VDOT
Virginia Department of Transportation

3.2.10
SCC and DPOR Tables and Supporting Registrations

WAGMAN JMT
A DESIGN-BUILD TEAM

ATTACHMENT 3.2.10

State Project No. 0165-122-V04

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
G.A. & F.C. Wagman, Inc.	F-019898-8	Corporation	Active	3290 North Susquehanna Trail York, PA 17406	Class A Contractors	2701015887	01-31-2015
Johnson, Mirmiran & Thompson, Inc.	F149901-3	Corporation	Active	272 Bendix Rd., Suite 260 VA Beach, VA 23452	ENG, LS	0411000029	02-29-2016
				72 Loveton Circle Sparks, MD 21152	ENG, LA, ARC, LS	0407001314	12-31-2015
				13921 Park Center Rd. Suite 140 Herndon, VA 20171	ENG, LS	0411000441	02-29-2016
				9201 Arboretum Pkwy. Suite 310 Richmond, VA 23236	LS, ENG	0411000440	02-29-2016
NXL Construction Services, Inc.	0349742-7	Corporation	Active	114 East Cary Street Suite 200 Richmond, VA 23219	ENG, LS	0407003031	12-31-2015
				110 Wenn Drive Christiansburg, VA 24073	ENG	0411001067	02-29-2016
EEE Consulting, Inc.	0504941-6	Corporation	Active	8525 Bell Creek Road Mechanicsville, VA 23116	ENG	0407003798	12-31-2015
Quinn Consulting Services, Inc.	0492551-7	Corporation	Active	1801 Pleasure House Road, STE 101 & 102 Virginia Beach, VA 23455	ENG	0411001133	02-29-2016
GAI Consultants, Inc.	F039601-2	Corporation	Active	618 South ST STE 700 Orlando, FL 32901	ENG, LS	0407004210	12-31-2015

ATTACHMENT 3.2.10

State Project No. 0165-122-V04

SCC and DPOR Information

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2) (Continued)							
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
Engineering & Testing Services, Inc.	0557195-5	Corporation	Active	5226 Indian River Rd STE 103 Virginia Beach, VA 23464	ENG	0407005064	12-31-2015
Eden Associates, Inc.	0547633-8	Corporation	Active	1109 Brookdale St. STE B Martinsville, VA 24112	ARC, ENG	0405001263	12-31-2015
Athdel Ventures, Inc. / The Miles Agency	0684803-0	Corporation	Active	PO Box 68228 Virginia Beach, VA 23471	N/A	N/A	N/A
Dominion Realty Advisors, Inc.	0444843-7	Corporation	Active	5360 Robin Hood Road Suite 101 Norfolk, VA 23513	Appraisal Business Registration	4008000405	11-30-2015
Appraisal Review Specialists, LLC	T049068-2	Limited Liability Company	Active	3058 Mount Vernon Rd. Suite 12 Hurricane, WV 25526	Appraisal Business Registration	4008001735	04-30-2016

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
Quinn Consulting Services, Inc.	**Thomas Alan Druhot, PE**	Virginia Beach, VA	1801 Pleasure House Rd Suite 101 Virginia Beach, VA 23455	ENG	0402021446	07-31-2016
Johnson, Mirmiran & Thompson, Inc.	**Robert G. Reed, PE**	Herndon, VA	2398 Little River Road Haymarket, VA 20169	ENG	0402018550	04-30-2015
Johnson, Mirmiran & Thompson, Inc.	**Matthew J. Wolniak, PE**	Sparks, MD	9 Silent Meadow Ct Cockeysville, MD 21030	ENG	0402023760	12-31-2016
Johnson, Mirmiran & Thompson, Inc.	**David Anthony Malinoski, PE**	Richmond, VA	6153 Stronghold Drive Mechanicsville, VA 23111	ENG	0402031971	02-29-2016

**An ALERT to Virginia Corporations Regarding Solicitations from VIRGINIA COUNC
CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office w**

C

Commonwealth of Virginia
State Corporation Commission

Vir

01/20/15

CISM0180 CORPORATE DATA INQUIRY 11:48:02

CORP ID: F019898 - 8 STATUS: 00 ACTIVE STATUS DATE: 10/08/10
CORP NAME: WAGMAN, INC., G. A. & F. C.

DATE OF CERTIFICATE: 09/20/1967 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: PA PENNSYLVANIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 2500.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: CORPORATION SERVICE COMPANY

STREET: BANK OF AMERICA CENTER AR RTN MAIL:
16TH FLOOR, 1111 EAST MAIN STREET
CITY: RICHMOND STATE : VA ZIP: 23219
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 09/11/12 LOC : 216
ACCEPTED AR#: 214 14 6056 DATE: 10/08/14 RICHMOND CITY
CURRENT AR#: 214 14 6056 DATE: 10/08/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	1,700.00					4,000,000

(Screen Id:/Corp_Data_Inquiry)

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CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office w**

01/20/15

CISM0180 CORPORATE DATA INQUIRY 11:52:47

CORP ID: F149901 - 3 STATUS: 00 ACTIVE STATUS DATE: 10/17/06

CORP NAME: Johnson, Mirmiran & Thompson, Inc.

DATE OF CERTIFICATE: 10/17/2006 PERIOD OF DURATION: INDUSTRY CODE: 70

STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK

MERGER IND: CONVERSION/DOMESTICATION IND:

GOOD STANDING IND: Y MONITOR INDICATOR:

CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:

R/A NAME: ROBERT GALLAGHER

STREET: 9201 ARBORETUM PKY STE 140 AR RTN MAIL:

CITY: RICHMOND STATE : VA ZIP: 23236

R/A STATUS: 2 OFFICER EFF. DATE: 09/06/07 LOC : 120

ACCEPTED AR#: 214 53 9854 DATE: 08/19/14 CHESTERFIELD CO

CURRENT AR#: 214 53 9854 DATE: 08/19/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	100.00					1,000

(Screen Id:/Corp_Data_Inquiry)

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CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office w**

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State Corporation Commission

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01/20/15
CISM0180 CORPORATE DATA INQUIRY 11:55:28

CORP ID: 0349742 - 7 STATUS: 00 ACTIVE STATUS DATE: 11/17/89
CORP NAME: NXL CONSTRUCTION CO., INC.

DATE OF CERTIFICATE: 11/17/1989 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: NICOMEDES L DE LEON

STREET: 9606 GEORGE'S BLUFF RD AR RTN MAIL:

CITY: RICHMOND STATE : VA ZIP: 23229
R/A STATUS: 2 OFFICER EFF. DATE: 10/08/98 LOC : 143
ACCEPTED AR#: 214 16 6271 DATE: 11/21/14 HENRICO COUNTY
CURRENT AR#: 214 16 6271 DATE: 11/21/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	100.00					5,000

(Screen Id:/Corp_Data_Inquiry)

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State Corporation Commission

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01/20/15

CISM0180 CORPORATE DATA INQUIRY 11:54:47

CORP ID: 0504941 - 6 STATUS: 00 ACTIVE STATUS DATE: 08/04/04
CORP NAME: EEE CONSULTING, INC.

DATE OF CERTIFICATE: 06/23/1998 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 700.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX ROAD, SUITE 285 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143
ACCEPTED AR#: 214 52 6530 DATE: 05/23/14 HENRICO COUNTY
CURRENT AR#: 214 52 6530 DATE: 05/23/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	1,700.00					333,000

(Screen Id:/Corp_Data_Inquiry)

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Commonwealth of Virginia
State Corporation Commission

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01/28/15
CISM0180 CORPORATE DATA INQUIRY 15:33:33

CORP ID: 0492551 - 7 STATUS: 00 ACTIVE STATUS DATE: 12/01/08
CORP NAME: QUINN CONSULTING SERVICES INCORPORATED

DATE OF CERTIFICATE: 10/24/1997 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: JOHN H QUINN JR

STREET: 2208 S KNOLL ST AR RTN MAIL:

CITY: ARLINGTON STATE : VA ZIP: 22202 2134
R/A STATUS: 4 ATTORNEY EFF. DATE: 10/24/97 LOC : 106
ACCEPTED AR#: 214 12 5293 DATE: 08/22/14 ARLINGTON COUNT
CURRENT AR#: 214 12 5293 DATE: 08/22/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	100.00					5,000

(Screen Id:/Corp_Data_Inquiry)

**Please note: The SCC website will be unavailable Thursday, January 2:
6 p.m. until 10 p.m., for system maintenance. We apologize for th
inconvenience and appreciate your patience.**

**An ALERT to Virginia Corporations Regarding Solicitations from VIRG
COUNCIL FOR CORPORATIONS is available from the Bulletin Archive I
the Clerk's Office website**

C

Commonwealth of Virginia
State Corporation Commission

Vir

01/22/15

CISM0180 CORPORATE DATA INQUIRY 14:13:55

CORP ID: F039601 - 2 STATUS: 00 ACTIVE STATUS DATE: 02/24/03

CORP NAME: G-A-I CONSULTANTS, INC.

DATE OF CERTIFICATE: 11/04/1981 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF INCORPORATION: PA PENNSYLVANIA STOCK INDICATOR: S STOCK

MERGER IND: CONVERSION/DOMESTICATION IND:

GOOD STANDING IND: Y MONITOR INDICATOR:

CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:

R/A NAME: NATIONAL CORPORATE RESEARCH, LTD.

STREET: 250 BROWNS HILL COURT AR RTN MAIL:

CITY: MIDLOTHIAN STATE : VA ZIP: 23114

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/19/12 LOC : 120

ACCEPTED AR#: 214 55 1408 DATE: 11/26/14 CHESTERFIELD CO

CURRENT AR#: 214 55 1408 DATE: 11/26/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	1,270.00					200,000

(Screen Id:/Corp_Data_Inquiry)

**An ALERT to Virginia Corporations Regarding Solicitations from VIRGINIA COUNC
CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office w**

01/20/15

CISM0180 CORPORATE DATA INQUIRY 11:56:22

CORP ID: 0557195 - 5 STATUS: 00 ACTIVE STATUS DATE: 05/05/09
CORP NAME: Engineering and Testing Services, Inc.

DATE OF CERTIFICATE: 04/12/2001 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: COLLEEN PATRICE NABHAN

STREET: 5226 INDIAN RIVER ROAD AR RTN MAIL:
SUITE 103
CITY: VIRGINIA BEACH STATE : VA ZIP: 23464
R/A STATUS: 1 DIRECTOR EFF. DATE: 01/20/14 LOC : 228
ACCEPTED AR#: 214 04 2311 DATE: 02/26/14 VIRGINIA BEACH
CURRENT AR#: 214 04 2311 DATE: 02/26/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	100.00					1,000

(Screen Id:/Corp_Data_Inquiry)

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Commonwealth of Virginia
State Corporation Commission

Vir

01/20/15
CISM0180 CORPORATE DATA INQUIRY 11:57:26

CORP ID: 0547633 - 8 STATUS: 00 ACTIVE STATUS DATE: 10/12/00
CORP NAME: Eden & Associates, Professional Corporation

DATE OF CERTIFICATE: 10/12/2000 PERIOD OF DURATION: INDUSTRY CODE: 70
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: JANA EDEN JENNINGS

STREET: 1109 BROOKDALE ST STE B AR RTN MAIL:

CITY: MARTINSVILLE STATE : VA ZIP: 24112
R/A STATUS: 1 DIRECTOR EFF. DATE: 05/13/10 LOC : 223
ACCEPTED AR#: 214 15 7460 DATE: 10/31/14 MARTINSVILLE CI
CURRENT AR#: 214 15 7460 DATE: 10/31/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	100.00					1,000

(Screen Id:/Corp_Data_Inquiry)

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CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office w**

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Commonwealth of Virginia
State Corporation Commission

Vir

01/20/15

CISM0180 CORPORATE DATA INQUIRY 11:58:15

CORP ID: 0684803 - 0 STATUS: 00 ACTIVE STATUS DATE: 01/03/14
CORP NAME: ATHDEL VENTURES, INC.

DATE OF CERTIFICATE: 10/16/2007 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: EDWIN H GREEN

STREET: LAKE CENTER I AR RTN MAIL:
501 INDEPENDENCE PKWY STE 201
CITY: CHESAPEAKE STATE : VA ZIP: 23320 5174
R/A STATUS: 4 ATTORNEY EFF. DATE: 10/16/07 LOC : 236
ACCEPTED AR#: 214 54 2970 DATE: 09/16/14 CHESAPEAKE CITY
CURRENT AR#: 214 54 2970 DATE: 09/16/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	100.00					5,000

(Screen Id:/Corp_Data_Inquiry)

**An ALERT to Virginia Corporations Regarding Solicitations from VIRGINIA COUNC
CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office w**

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Commonwealth of Virginia
State Corporation Commission

Vir

01/28/15

CISM0180 CORPORATE DATA INQUIRY 15:23:22

CORP ID: 0444843 - 7 STATUS: 00 ACTIVE STATUS DATE: 03/13/12
CORP NAME: DOMINION REALTY ADVISORS, INC.

DATE OF CERTIFICATE: 04/06/1995 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: WILLIAM C COWARDIN JR

STREET: 696 J CLYDE MORRIS BLVD AR RTN MAIL:

CITY: NEWPORT NEWS STATE : VA ZIP: 23601
R/A STATUS: 4 ATTORNEY EFF. DATE: 10/30/07 LOC : 211
ACCEPTED AR#: 214 05 7077 DATE: 03/25/14 NEWPORT NEWS CI
CURRENT AR#: 214 05 7077 DATE: 03/25/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	100.00					1,000

(Screen Id:/Corp_Data_Inquiry)

Please note: The SCC website will be unavailable Thursday, August 21, from 6 p.m 10 p.m. for system maintenance. We apologize for the inconvenience and appre your patience.

Commonwealth of Virginia
State Corporation Commission

08/19/14

LLCM3220 LLC DATA INQUIRY 11:21:09

LLC ID: T049068 - 2 STATUS: 00 ACTIVE STATUS DATE: 02/03/12

LLC NAME: Appraisal Review Specialists, LLC

DATE OF FILING: 02/03/2012 PERIOD OF DURATION: 99/99/9999 INDUSTRY CODE: 00

STATE OF FILING: WV WEST VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

P R I N C I P A L O F F I C E A D D R E S S

STREET: 3058 MOUNT VERNON RD

CITY: HURRICANE STATE: WV ZIP: 25526-0000

R E G I S T E R E D A G E N T I N F O R M A T I O N

R/A NAME: INCORP SERVICES INC

STREET: 7288 HANOVER GREEN DR

RTN MAIL:

CITY: MECHANICSVILLE STATE: VA ZIP: 23111-0000

R/A STATUS: 5 ENTITY AUTHORIZ EFF DATE: 02/03/12 LOC: 142 HANOVER COUNTY

YEAR	FEES	PENALTY	INTEREST	BALANCE
14	50.00			

(Screen Id:/LLC_Data_Inquiry)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
01-31-2015

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

NUMBER
2701015887

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS H/H

GA & FC WAGMAN INC
3290 NORTH SUSQUEHANNA TRAIL
YORK, PA 17406-9754

Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-29-2016

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

NUMBER
0411000440

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

PROFESSIONS: ENG, LS

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

Nick A. Christner
Nick A. Christner, Interim Director

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COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2015

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

NUMBER
0407001314

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

PROFESSIONS: ENG, LA, ARC, LS

JOHNSON MIRMIRAN & THOMPSON INC
72 LOVETON CIRCLE
SPARKS, MD 21152

Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
02-29-2016

NUMBER
0411000441

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

PROFESSIONS: ENG, LS

JOHNSON MIRMIRAN & THOMPSON INC
13921 PARK CENTER RD
SUITE 140
HERNDON, VA 20171

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Nick A. Christner
Nick A. Christner, Interim Director

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-29-2016

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

NUMBER
0411000029

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

PROFESSIONS: ENG, LS

JOHNSON, MIRMIRAN & THOMPSON, INC.
9201 ARBORETUM PKWY
SUITE 310
RICHMOND, VA 23236

Nick A. Christner
Nick A. Christner, Interim Director

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COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
12-31-2015

NUMBER
0407003031

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

PROFESSIONS: ENG, LS

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

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Gordon N. Dixon, Director

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
02-29-2016

NUMBER
0411001067

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

PROFESSIONS: ENG

NXL CONSTRUCTION COMPANY INC
110 WENN DRIVE
CHRISTIANSBURG, VA 24073

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Gordon N. Dixon, Director

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2015

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

NUMBER
0407003798

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

PROFESSIONS: ENG

EEE CONSULTING INC
8525 BELL CREEK RD
MECHANICSVILLE, VA 23116

Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
02-29-2016

NUMBER
0411001133

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

PROFESSIONS: ENG

QUINN CONSULTING SERVICES INC
1801 PLEASURE HOUSE RD
STE 101 & 102
VIRGINIA BEACH, VA 23455

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Jay W. DeBoer, Director

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2015

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

NUMBER
0407004210

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

PROFESSIONS: ENG, LS

G A I CONSULTANTS INC
618 E SOUTH ST STE 700
ORLANDO, FL 32801

Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2015

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

NUMBER
0407005064

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

PROFESSIONS: ENG

ENGINEERING AND TESTING SERVICES INC
5226 INDIAN RIVER RD STE 103
VIRGINIA BEACH, VA 23464

Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
12-31-2015

NUMBER
0405001263

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

PROFESSIONS: ARC, ENG

EDEN & ASSOCIATES PC
1109 BROOKDALE ST STE B
MARTINSVILLE, VA 24112

Nick A. Christner
Nick A. Christner, Interim Director

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DPOR License Lookup License Number 4008000405

Name
DOMINION REALTY ADVISORS INC
License Number
4008000405
License Description
Appraisal Business Registration
Firm Type
Corporation
Rank
Business Entity
Address
5360 ROBIN HOOD RD SUITE 101, NORFOLK, VA 23513
Initial Certification Date
1991-11-07
Expiration Date
2015-11-30

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The license information in this application was last updated at Wed Jan 28 02:50:17 EST 2015.

The disciplinary action information in this application was last updated at Wed Jan 28 02:50:17 EST 2015.

License Lookup build 454 (2015-01-08 01:16:52).

Details of license number 4008001735

print

Name:	APPRAISAL REVIEW SPECIALISTS LLC
License Number:	4008001735
License Description:	Appraisal Business Registration
Business Type:	LLC
Address:	3058 MOUNT VERNON ROAD SUITE 12 HURRICANE, WV 25523
Initial Certification Date:	2012-04-05
Expiration Date:	2016-04-30

No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law exempts information about open cases from mandatory public disclosure**[Code of Virginia Section 54.1-108]. (http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+54.1-108) Members of the public may review official records and obtain copies only after a complaint investigation is closed.

No Closed Complaints

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

To inquire about closed complaints, see the department's Public Records Access (http://www.dpor.virginia.gov/recordsanddocuments/) or contact the department's Information Management Section at (804) 367-8583 or publicrecords@dpor.virginia.gov (mailto:publicrecords@dpor.virginia.gov).

The information on this page was last updated on 2014-08-02.

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
07-31-2016

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

NUMBER
0402021446

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

THOMAS ALAN DRUHOT
VDOT
1801 PLEASUREHOUSE RD
SUITE 101
VIRGINIA BEACH, VA 23455

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Jay W. DeBoer, Director

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
04-30-2015

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

NUMBER
0402018550

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

ROBERT G REED
2398 LITTLE RIVER ROAD
HAYMARKET, VA 20169

Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2016

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

NUMBER
0402023760

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

MATTHEW J WOLNIAK
9 SILENT MEADOW CT
COCKEYSVILLE, MD 21030

Jay W. DeBoer, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-29-2016

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

NUMBER
0402031971

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

DAVID ANTHONY MALINOSKI
6153 STRONGHOLD DR
MECHANICSVILLE, VA 23111

Nick A. Christner
Nick A. Christner, Interim Director

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3.3.1
Key Personnel Resume Forms

A DESIGN-BUILD TEAM

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:
Anthony Bednarik Vice President

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

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

d. Years experience: With this Firm **15** Years With Other Firms **12** Years

Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):

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

Start Date: 1999 **End Date:** Present **Position:** *Vice President (Starting 2011)*

Currently, Anthony is Vice President of Estimating and Design-Build for G.A. & F.C. Wagman, Inc. Anthony is responsible for the estimating staff and more importantly Anthony is involved in every design-build project for Wagman from pursuit to final completion. Over the past 15 years Anthony has worked as a Design-Build Project Manager, DB Coordinator, Project Manager and estimator. Over the past 11 months Anthony has worked with the new D.W. Lyle division, integrating estimating and engineering staff and coordinating DB pursuits.

- 2011-2014 VP DB (DB projects: Route 1 at Fort Belvoir, I-78 in Lenhartsville PA, Delaware Water Gap)
- 2008-2011 Assistant DBPM ICC B MD 200 from MD 97 to US 29, Montgomery and Prince George's Counties, MD
- 2006-2008 Assistant DBPM ICC A MD 200 from I-270/I-370 to East of MD 97, Montgomery County, MD
- 2003-2006 DBPM Youghiogheny Reservoir Bridge Replacement, Somerset County, PA
- 2001-2003 PM 4 projects - Salisbury Bypass Contract A & B, Route 115 Widening, Berlin MD, Route 54 Evacuation Route Upgrade, new structure and road widening Fenwick Island DE.
- 1999-2001 DBPM Route 15, Danville Cut and Cover Tunnel, Danville, PA

Summary of Relevant Experience

- 27 years Construction Management. He successfully participated in 10 D-B projects over the past 15 years.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Bucknell University / B.S. / 1987 / Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
DBIA Certified Professional, ARTBA Project Management Academy, ASCE

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

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

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

SIMILAR SCOPE ACTIVITIES

- ✓ *Design-Build*
- ✓ *Roadway*
- ✓ *CFI Features*
- ✓ *Survey*
- ✓ *Structure and/or Bridge*
- ✓ *Environmental*
- ✓ *Geotechnical*
- ✓ *Hydraulics*
- ✓ *SWM Quantity/ Quality Regulations*
- ✓ *Traffic Control Devices*
- ✓ *ITS Devices/Systems*
- ✓ *TMP*
- ✓ *Noise Walls*
- ✓ *Right-Of-Way*
- ✓ *Utilities*
- ✓ *Public Involvement/ PR*
- ✓ *QA / QC*
- ✓ *CE&I*
- ✓ *Overall Project Mgmt.*

(1.) MSHA, Intercounty Connector (ICC MD 200), Contract B (DB), Montgomery and Prince George's Counties, MD ($560 M) - *Assistant Design-Build Project Manager.*

Anthony served as Wagman's senior representative and was assigned to the project as an Assistant DBPM. Using lessons learned on the ICC Contract A, Anthony was instrumental in the successful prosecution of Contract B. As Assistant DBPM, he was responsible for design coordination from environmental to roadway and structures. He worked with designers and field personnel to assure that the design met all environmental commitments, design requirements, and constructability constraints. Anthony worked with the design team and field personnel for initial survey and geotechnical investigation through submission of design packages for construction. Any design modifications initiated from the field would be facilitated by Anthony to minimize schedule impacts. He assisted with the initial project schedule. He was involved in organizing the project management team, bringing people together from three different companies to create an integrated organization. Other duties included interaction with public outreach, to inform people of the latest designs and any impacts to the local communities. Also assisted in the design and construction of a Single Point Urban Interchange (SPUI) with integrated intersections. As a team member with local experience, Anthony assisted the management team coordinate the partnering process for the project.

Firm: G.A. & F.C. Wagman, Inc. / **Project Dates:** 2009 - 2011

	SIMILAR SCOPE ACTIVITIES
(2.) **MSHA, Intercounty Connector MD 200, Contract A (DB), Montgomery County, MD ($478 M)** - *Assistant Design-Build Project Manager.* Anthony was part of the Contract A joint venture team from preliminary design and proposal preparation thru construction to final completion. As Wagman's senior representative on the project, Anthony served as Assistant DBPM during project start-up and was responsible for design coordination, utility relocation, project mobilization, and early data gathering such as survey and geotechnical borings. He assisted disciplines with technical expertise, and constructability including acquisition of MDE permits, acquisition of ROW, earthmoving, utilities, and structures. He coordinated with the third party QC firm and the environmental compliance firm for the project. As part of the project senior management, public outreach and partnering plans were developed to inform third party stakeholders and resolve issues. Prior to his assignment on ICC B, Anthony established the process to coordinate the ITS, ETC and electrical components of the project that included miles of interconnect to coordinate multiple traffic signals. In addition. The project had to coordinate all ITS instrumentation with the existing system operated by the owner. Anthony worked with the electrical subcontractors to achieve this goal. As Wagman's executive, Anthony continued to attend joint venture meetings, project progress meetings and partnering discussions until project completion. **Firm:** G.A. & F.C. Wagman, Inc. / **Project Dates:** 2007 - 2010	✓ *Design-Build* ✓ *Roadway* ✓ *CFI Features* ✓ *Survey* ✓ *Structure and/or Bridge* ✓ *Environmental* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *SWM Quantity/ Quality Regulations* ✓ *Traffic Control Devices* ✓ *ITS Devices/Systems* ✓ *TMP* ✓ *Noise Walls* ✓ *Right-Of-Way* ✓ *Utilities* ✓ *Public Involvement/ PR* ✓ *QA / QC* ✓ *Railroad* ✓ *CE&I* ✓ *Overall Project Mgmt.*
(3.) **PennDOT District 12-0, Youghiogheny Reservoir Bridge Replacement, Somerset County, PA (DB_ ($27 M)** – *Design-Build Project Manager.* He was responsible for schedule, budget coordination of field personnel and subcontractors. As permitted by PennDOT procurement, Wagman prepared a successful alternate bridge design for this 1500 ft. long bridge across the Youghiogheny Reservoir. Through design and construction innovation, the alternate bridge design eliminated two piers in the 80 ft. deep lake, resulting in significant time and cost savings to the Owner, as well as minimizing environmental and recreational impact on the lake. During the redesign of the structure, Anthony served as the DBPM and he was responsible for all design coordination and field activities, including interaction with the Owner and permitting agencies such as the U.S. Army Corps of Engineers. The project also included reconstruction and widening of existing Route 40 for 3 miles. As DBPM, Anthony was responsible for all roadway construction activities self-performed or subcontracted and all Maintenance and Protection of Traffic for the project **Firm:** G.A. & F.C. Wagman, Inc. / **Project Dates:** 2003 - 2006	✓ *Design-Build* ✓ *Roadway* ✓ *Survey* ✓ *Structure and/or Bridge* ✓ *Environmental* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *SWM Quantity/ Quality Regulations* ✓ *Traffic Control Devices* ✓ *TMP* ✓ *Utilities* ✓ *Public Involvement/ PR* ✓ *QA / QC* ✓ *CE&I* ✓ *Overall Project Mgmt.*
(4.) **PennDOT District 3-0, Mill Creek Bridge Replacement and Route 15 Widening (DB), Chester County, PA ($10 M)** – *Design-Build Project Manager.* This project, one of the first DB bridge projects awarded in Pennsylvania, required completion of a 1,510 ft. long bridge structure to widen the existing high-level bridge across Tioga Lake from two to four lanes. As Design-Build Project Manager for Wagman, Anthony was responsible for supervision of all construction activities and design coordination during design activities, which were carried on simultaneously in order to meet an aggressive schedule in an area with a limited construction season. Other aspects of this project included approach highway design and construction, a Contractor designed traffic maintenance scheme, and coordination with the USACE lake management operations. He created a modified QC Plan for construction activities and coordinated QC testing. The project was part of the overall Route 15 widening project that created additional lanes to an existing roadway, so coordination with third party stakeholders was critical to the success of the project. **Firm:** G.A. & F.C. Wagman, Inc. / **Project Dates:** 1999 - 2001	✓ *Design-Build* ✓ *Roadway* ✓ *Survey* ✓ *Structure and/or Bridge* ✓ *Environmental* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *SWM Quantity/ Quality Regulations* ✓ *Traffic Control Devices* ✓ *TMP* ✓ *Utilities* ✓ *Public Involvement/ PR* ✓ *QA / QC* ✓ *Overall Project Mgmt.*
(5.) **FHWA-EFHLD/VDOT, Route 1 Widening at Fort Belvoir (DB), Fairfax, VA ($70M)** – *Project Executive.* Anthony was involved with the project pursuit including design coordination and oversight, implementation of the QA/QC management plan and JV partner coordination through award of this project in April of 2013. The Project consists of the widening of a 3.68 mile segment of U.S. Route 1 (Richmond Highway) from Telegraph Road (Route 611) to Mount Vernon Highway (Route 235) including widening from four through lanes to six through lanes, the addition of left and right turn lanes at intersections and connecting roadways, and provision of a multi-use trail, pedestrian sidewalk, and construction of new bridges over the Accotink Creek. **Firm:** G.A. & F.C. Wagman, Inc. / **Project Dates:** 2013-2013	✓ *Design-Build* ✓ *Roadway* ✓ *Survey* ✓ *Structure and/or Bridge* ✓ *Environmental* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *SWM Quantity/ Quality Regulations* ✓ *Traffic Control Devices* ✓ *TMP* ✓ *Utilities* ✓ *Public Involvement/ PR* ✓ *QA / QC* ✓ *Overall Project Mgmt.*
h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. **Not required for DBPM.**	

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:
Thomas A. Druhot, PE Quality Assurance Manager

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

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

d. Years experience: With this Firm **<1** Years With Other Firms **29** 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):

Quinn Consulting Services

Start Date: 2014 **End Date:** Present **Position:** *Quality Assurance Manager*
Responsibilities: In charge of all Quality Assurance activities and monitored Quality Control for compliance with the approved QA/QC Plan, the Minimum Requirements as set forth in the VDOT QA/QC Design-Build Manual, and other relevant documents incorporated into the contract.

Virginia Department of Transportation (VDOT), Hampton Roads District

Start Date: 2003 **End Date:** 2014 **Position:** *Area Construction Engineer, Hampton Roads District*
Responsibilities: Mr. Druhot was responsible for contract management for maintenance and construction projects ranging from $300,000 to over $108,000,000. Consistently met or exceeded statewide contract goals of on time completion, on budget, quality, environmental stewardship, and safety. Participated in statewide VRTCA committee on contract administration. Defended multiple claims from contractors at Commissioner Hearings and at court mandated arbitration. Provided television and newspaper interviews. Served on selection committees for Design-Build projects and professional engineering design services. Managed project assignments for state employees and consultants, forecasting workloads, staffing needs, schedules and budgets.

The Louis Berger Group, Inc.

Start Date: 2000 **End Date:** 2003 **Position:** *Division Manager, Midwest Division*
Responsibilities: Responsible for profitability and operations of the division. Improved cash flow via reduction in unbilled turnover by 60%. Forecasted accurate revenues for corporate planning. Developed and implemented standard operating procedures. Implemented QA/QC procedures for accounting procedures. Implemented weekly tracking reports for revenue determination based on project budgets and schedules. Managed staff resources and scheduling for Environmentalists and Engineers. Managed project deliverables, schedules, costs and profits.

Start Date: 1997 **End Date:** 2000 **Position:** *Program Manager / Senior Associate, Virginia*
Responsibilities: Program Manager for $160 million construction of interchange improvements along I-81 in Virginia. Coordinated development and use of cost and payment tracking system. Trained client staff, and over 35 inspectors on use of program, while identifying corrective actions to programmers to streamline procedure. Provided monthly program management reports detailing contractor cost reimbursements, schedule adherence, deviation and risk analysis, engineering redesign requirements, and consultant progress and budgets. Coordinated activities among three prime contractors with three independent schedules, assisted in design conflict resolution, construction staging conflicts and simplification of temporary detours. Coordinated between client/consultant field staff and designers for revisions to construction plans resolving construction staging conflicts, and design conflicts.

Summary of Relevant Experience

- He is a registered PE in Virginia
- He worked on several DB VDOT projects.
- He has nearly 30 years of PM and QA/QC experience on all forms of transportation projects.
- He has over 10 years of experience working for VDOT's Hampton Roads District.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Fordham University, New York, NY / M.B.A./1989
Purdue University, West Lafayette, IN / B.S.C.E./1985/ Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
1990/ Virginia Registered Professional Engineer/040202144

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

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

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

	SIMILAR SCOPE ACTIVITIES
(1.) VDOT I-564 Intermodal Connector (DB), Norfolk, VA ($92M) - *Quality Assurance Manager.* Mr. Druhot worked closely with the Design-Build Contractor and the Eastern Federal Lands Division of the FHWA in preparing the project specific Quality Assurance/Quality Control Plan that follows both the requirements as set forth in VDOT's Minimum Standards for QA/QC on Design-Build and PPTA Projects as well as the materials acceptance and payment provisions/procedures prescribed in the contract by the Federal Highway Administration. The I-564 Intermodal Connector project, with construction scheduled to begin in 2015 once final design is complete, will provide a safe, high speed, connection from existing I-564 to the Norfolk International Terminals and the Norfolk Naval Station. Key elements of this over 100 million dollar project include; four new traffic lanes separated by a grass median, a realignment of I-564 for future crossings of the Elizabeth River, and a redirection of Virginia Port Authority traffic. **Firm:** Quinn Consulting Services, Inc. **Project Dates:** December 2014 – January 2015	✓ *Design-Build* ✓ *Roadway* ✓ *Survey* ✓ *Structure and/or Bridge* ✓ *Geotechnical* ✓ *Environ./Hydraulics* ✓ *SWM Quantity/ Quality Regulations* ✓ *Traffic Control Devices* ✓ *ITS Devices/Systems* ✓ *TMP* ✓ *Noise Walls* ✓ *Right-of-Way/ Utilities* ✓ *Public Involvement/ PR* ✓ *QA / QC and CE&I* ✓ *Railroad* ✓ *Overall Project Mgmt.*
(2.) FHWA-EFLHD/VDOT, Middle Ground Boulevard (DB), Hampton Roads, VA ($40M) – *Owner Project Manager.* Project elements included: the construction of a six-lane divided limited access highway; the intersection improvements to major arterial roads in Newport News, Jefferson Avenue and Warwick Boulevard; HRSD force mains; City of Newport News water and sewer mains; fiber optic signal coordination; a shared use path; sound barriers; and a new bridge over the CSX Railroad. Responsibilities included overseeing initial RFP development and DB selection, Quality review, scope validation negotiations and work orders, overseeing design review process, overseeing ROW procurement and relocation, coordination of public relations outreach, IA/IV coordination to make certain the project was completed in accordance with the contract documents and the VDOT DB Minimum Standards, monthly progress reviews and payment verification. **Firm:** Virginia Department of Transportation Hampton Roads District **Project Dates:** February 2010 to June 2014	✓ *Design-Build* ✓ *Roadway* ✓ *Survey* ✓ *Structure and/or Bridge* ✓ *Geotechnical* ✓ *Environ./Hydraulics* ✓ *SWM Quantity/ Quality Regulations* ✓ *Traffic Control Devices* ✓ *ITS Devices/Systems* ✓ *TMP* ✓ *Noise Walls* ✓ *Right-of-Way/ Utilities* ✓ *Public Involvement/ PR* ✓ *QA / QC and CE&I* ✓ *Railroad* ✓ *Overall Project Mgmt.*
(3.) FHWA-EFLHD/VDOT, Route 1 Improvements at Telegraph Road at Quantico Marine Base ($4M) – *Quality Assurance Manager.* This intersection provides critical access to a DoD facility on the Marine Corps Base Quantico (MCBQ). Mr. Druhot reported directly to the Design-Build Project Manager with the Quality Assurance authority and responsibility to stop any work not being performed in accordance with the Contract requirements. He conducted QA preparatory inspection meetings prior to the start of any new work. He was responsible for: overseeing and directing the independent quality assurance testing and inspections; for comparing the QA and QC tests to ensure that they are within the tolerances; and for certifying that the work was completed in accordance with the Contract Documents. **Firm:** Quinn Consulting Services, Inc. **Project Dates:** June 2014 to October 2014	✓ *Design-Build* ✓ *Roadway* ✓ *Survey* ✓ *Structure and/or Bridge* ✓ *Geotechnical* ✓ *Environ./Hydraulics* ✓ *SWM Quantity/ Quality Regulations* ✓ *Traffic Control Devices* ✓ *ITS Devices/Systems* ✓ *TMP* ✓ *Noise Walls* ✓ *Right-of-Way/ Utilities* ✓ *Public Involvement/ PR* ✓ *QA / QC and CE&I* ✓ *Overall Project Mgmt.*
(4.) VDOT, I-64 Widening (DB), Segment 1, Newport News, VA ($144M) – *Owner Construction Engineer.* For the contract development phase of this interstate widening FHWA/VDOT DB project. Project elements included: the construction of an additional third lane in each direction from Jefferson Avenue, Newport News for approximately 7 miles toward Williamsburg. During contract development phase, Mr. Druhot provided constructability reviews, RFP development and reviews, road user cost analyses, contract time determination report review, and subject matter expert input into risk identification and assessment. **Firm:** Virginia Department of Transportation Hampton Roads District **Project Dates:** July 2013 to June 2014	✓ *Design-Build* ✓ *Roadway* ✓ *Survey* ✓ *Structure and/or Bridge* ✓ *Geotechnical* ✓ *Environ./Hydraulics* ✓ *SWM Quantity/ Quality Regulations* ✓ *Traffic Control Devices* ✓ *ITS Devices/Systems* ✓ *TMP* ✓ *Noise Walls* ✓ *Right-of-Way/ Utilities* ✓ *Public Involvement/ PR* ✓ *QA / QC and CE&I* ✓ *Overall Project Mgmt.*
h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. **Not required for QAM.**	

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:
Robert G. Reed, P.E. Regional Transportation Manager and Vice President

b. Project Assignment: **Design Manager (DM)**

c. Name of Firm with which you are now associated: **Johnson, Mirmiran & Thompson, Inc.**

d. Years experience: With this Firm **2** Years With Other Firms **39** Years

Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):

Johnson, Mirmiran & Thompson, Inc.

Start Date: 2012 **End Date:** Present **Position:** *Vice President*
Responsibilities: Mr. Reed, a registered licensed PE in Virginia since 1988, manages transportation design and planning projects within the Commonwealth of Virginia with a primary focus serving his long-established clients within Virginia as well as serving as liaison with contractor-partners for design-build projects. He serves as transportation program manager for our Herndon office as well as project manager for major transportation design projects with full support from established staff from all JMT offices. He will be available for immediate assignment to this project.

Parsons

Start Date: 1999 **End Date:** 2012 **Position:** *Senior Project Manager/Design Director*
Responsibilities: Mr. Reed served as Senior Project Manager/Design Director leading all facets of the design of transportation projects for clients including VDOT, FHWA-EFLHD, Fairfax County DOT as well as other local Virginia counties and municipalities. He managed complex design projects including numerous roadway widenings, innovative intersection improvements, and interchanges. Most projects involved the management of multiple disciplines such as surveys, mapping, and SUE; bridge and retaining designs; environmental studies and documentation; roadway, bicycle, pedestrian and street design; drainage, SWM and erosion and sediment control designs. He prepared preliminary plans, estimates, and bid documents for multiple DB projects for VDOT. In addition, he prepared plans for the contractor on DB Projects. He was responsible for all aspects of his projects including quality control, administration, risk assessment, safety, management of multiple disciplines, negotiation of contracts and subcontracts, as well as financial and schedule controls. Mr. Reed led roadway designs conforming to VDOT format using GEOPAK and MicroStation, designed complex maintenance of traffic plans, prepared signal plans, and coordinated geotechnical, structural and bridge designs.

Mr. Reed's experience encompasses the planning and design of complex utility services, including communications (FO and cable), electrical distribution, water supplies, gas lines, steam heating systems, chilled water for cooling, solid waste pneumatic systems, medical gasses, fuel, and sanitary sewers including reuse of water for irrigation and combined stormwater/sanitary sewer systems. He is well experienced in roadway construction throughout the Commonwealth including the Hampton Roads District.

Summary of Relevant Experience

- Registered PE in Virginia
- Worked on multiple DB projects in Virginia
- 20+ years of highway transportation infrastructure experience including innovative intersection design
- Worked on 6 DB projects in the Virginia over the past 5 years as well as numerous design-build pursuits

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Rensselaer Polytechnic Institute (Troy, New York) / BS / 1972 / Civil Engineering
Rensselaer Polytechnic Institute (Troy, New York) / ME / 1973 / Civil Engineering (Transportation)
Kentucky College Of Engineering – Continuing Education / 1976 & 1979 / Engineering Economics
Pennsylvania State University – Continuing Education /1977 & 1991 / River Mechanics & Stormwater Management

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
1988 / Professional Engineer / Virginia #0402-018550 (also PE in PA(1975), DE, NJ, NC, & MD)
2009 / ATTSA-VDOT Advanced Work Zone Traffic Control / Cert. # 121809011 (Expires 7/31/2018)
2006 / Parsons Certified Project Manager / 72903

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

(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)
* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

	SIMILAR SCOPE ACTIVITIES
(1.) VDOT, I-264 Pavement Rehabilitation, Virginia Beach, VA ($169K fee, $61M constr.) – *Design Task Manager.* Mr. Reed is the Design Task Manager leading design reviews, development of Design Exceptions, and document control for three simultaneous DB projects including I-264 providing major pavement rehabilitation for deteriorating interstates in the Hampton Roads District. His work involves serving as VDOT's Location and Design Division representative on the I-264 project overseeing designs of paving, traffic control devices, drainage modifications, concrete barrier and guardrail modifications and upgrades. He provides all Document Control services for the projects using CADAC system including compilation of documents for requesting design approvals from the Chief Engineer. He also assists in evaluation of change orders and contract modifications in consultation with all levels of VDOT staff. He is responsible for coordinating stringent maintenance of traffic requirements with VDOT and the contractors. Mr. Reed represents VDOT L&D at Contractor coordination meetings. **Firm:** Johnson, Mirmiran & Thompson, Inc. **Project Dates:** 2014 - 2015	✓ *Design-Build* ✓ *Roadway* ✓ *Survey* ✓ *Structure and/or Bridge* ✓ *Environmental* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *SWM Quantity/ Quality Regulations* ✓ *Traffic Control Devices* ✓ *ITS Devices/Systems* ✓ *TMP* ✓ *Public Involvement/ PR* ✓ *QA / QC and CE&I* ✓ *Overall Project Mgmt.*
(2.) VDOT, Elizabeth River Crossings, Norfolk & Portsmouth, VA ($2.9B) – *Assistant Project Manager / Design Manager.* As Design Manager and Assistant Project Manager, Mr. Reed was responsible for augmenting VDOT in the development of this PPTA project to add a second tube to the Midtown Tunnel under the Elizabeth River, upgrade the Downtown Tunnel, and provide the Martin Luther King Expressway to connect the Midtown Tunnel to I-264. He managed an international team of expert, multi-disciplined subconsultants on this $44M contract. He was responsible for Providing QC and approval reviews of all design submittals including: geotechnical designs; alignments; maintenance of vehicular, marine, and rail traffic; establishment and enforcement of design criteria; utility relocations; right of way acquisitions, and review of design exceptions and waivers. **Firm:** Southeast Transportation Partners (JV including Parsons Transportation Group Inc. of VA) **Project Dates:** 2010 - 2012	✓ *Roadway* ✓ *Survey* ✓ *Structure and/or Bridge* ✓ *Environmental* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *SWM Quantity/ Quality Regulations* ✓ *Traffic Control Devices* ✓ *ITS Devices/Systems* ✓ *TMP* ✓ *Noise Walls* ✓ *Right-of-Way/Utilities* ✓ *Public Involvement/ PR* ✓ *QA / QC and CE&I* ✓ *Overall Project Mgmt.*
(3.) VDOT, I-81 Truck Climbing Lane (DB), Christiansburg, VA ($3.5M fee) – *Project Design Manager.* Mr. Reed was Design Project Manager for preliminary design of a $72M DB project to provide a 9-mile truck climbing lane for southbound I-81 in Montgomery County with complex phasing to accommodate traffic during construction with heavy truck volumes. Led design of roadway widening, complex rock cuts, three bridges, development of SWM system with rock substrata, and conducted VDOT Risk Analysis and Value Engineering Workshops. He conducted Public Hearings and provided design QC. He supported and assisted VDOT in the preparation of DB procurement. This project included a major roadway designed in rock, bridge construction, and roadway widening involving a design phased to maintain bridge and roadway traffic. Project also includes design of roadway widening, structural engineering for three bridges, TMP, relocations of FO lines and overhead utilities, drainage and stormwater management design, and all associated project management functions. Extensive rock cut investigation (including helicopters to deliver drill rigs to otherwise inaccessible sites) and excavation plan drove the design of the widening concept. **Firm:** Parsons Transportation Group Inc. of VA / **Project Dates:** 2007 - 2009	✓ *Design-Build* ✓ *Roadway* ✓ *Survey* ✓ *Structure and/or Bridge* ✓ *Environmental* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *SWM Quantity/ Quality Regulations* ✓ *Traffic Control Devices* ✓ *ITS Devices/Systems* ✓ *TMP* ✓ *Right-of-Way/Utilities* ✓ *Public Involvement/ PR* ✓ *QA / QC and CE&I* ✓ *Overall Project Mgmt.*
(4.) VDOT, Routes 7-15 Widening (Leesburg Bypass) ($3.5M fee) – *Project Manager.* The Leesburg Bypass design project included modifications to two crossings of Tuscarora Creek, two interchanges, provided a grade-separated overpass at the Sycolin Road intersection, and designed trail relocations and new connections for the crossing of the W&OD Trail. He was responsible for the widening of the southeast quadrant of the bypass around Leesburg, Virginia. He directed design efforts including roadway, trail and drainage design (including hydraulic modeling for stream crossings), configuration of bridges and retaining walls, and developed a full transportation management plan. He documented and conducted VDOT's Risk Analysis Workshop. He was responsible for design QC and conducted Public Hearings and led development of Design-Build procurement documents for the Sycolin Road Overpass portion of the project. Project included design of road widening on heavily travelled highway, stream hydraulics, and relocation of water, sewer, and overhead utility lines, detour traffic analysis for road closures during construction, and all associated project management functions. He was key to coordination for W&OD Trail with NVRPA and Virginia Power underpass, utility relocations, bridges and retaining walls, noise walls, roadway widening, SWM, and preparation of DB procurement documents for the Sycolin Road Overpass. **Firm:** Parsons Transportation Group Inc. of VA / **Project Dates:** 2009-2012	✓ *Roadway* ✓ *Survey* ✓ *Structure and/or Bridge* ✓ *Environmental* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *SWM Quantity/ Quality Regulations* ✓ *Traffic Control Devices* ✓ *TMP* ✓ *Noise Walls* ✓ *Right-of-Way/Utilities* ✓ *Public Involvement/ PR* ✓ *QA / QC and CE&I* ✓ *Overall Project Mgmt.*
h. 9 to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. **Not required for Design Manager.**	

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:
David Passmore Senior Project Manager

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

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

d. Years experience: With this Firm <1 Years With Other Firms 19 Years

Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):

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

Start Date: March 2014 **End Date:** Present **Position:** *Senior Project Manager*
Responsibilities: Mr. Passmore is a Senior Project Manager for Wagman, Inc. a heavy civil and site contractor in the Mid-Atlantic region. His responsibilities include estimating, proposal preparation, financial, quality control and management of all aspects of construction projects. He oversees the construction activities in the field to ensure project delivery that meets or exceeds all expectations quality, timeliness and budget.

American Infrastructure, Inc.

Start Date: 2008 **End Date:** 2014 **Position:** *Project Manager II*
Responsibilities: As a Project Manager for American Infrastructure, Mr. Passmore was a DB Construction Manager as well as a Project Manager for VDOT projects. His responsibilities included overall construction, schedule, quality and safety on his projects. He was involved in proposal development as well as estimating. His notable accomplishments were the successful outcome of highly restricted time schedule projects. As well as transparency on projects with all stakeholders, to achieve a successful outcome for all.

CD Hall Construction, Inc.

Start Date: 2006 **End Date:** 2008 **Position:** *Senior Project Manager*
Responsibilities: As a Project Manager for CD Hall Construction, a civil/site utility contractor in Central Virginia, Mr. Passmore was responsible for all aspects of construction projects. He main functions were quality control, the development and establishment of management systems, supervision of projects in process, specifically road construction and deep sewer projects. Mr. Passmore was the lead on projects that involved unknown utilities and complex traffic control aspects.

Vrana Construction Company, Inc.

Start Date: 1996 **End Date:** 2006 **Position:** *Senior Project Manager*
Responsibilities: As a Senior Project Manager for Vrana Construction, a leader in heavy civil construction in the Mid-West, Mr. Passmore was responsible for numerous roadway and bridge projects. Mr. Passmore oversaw the projects as well as the project managers assigned to the projects. He had complete responsibility for the projects including, all financials aspects, quality, schedule and partnering. Numerous partnering success's landed Mr. Passmore on the Contractor/Engineer evaluation board for the City of Omaha.

Summary of Relevant Experience

- Multiple VDOT DB projects
- DB Construction Manager
- Phased Construction
- HCSS Heavy Bid & Heavy Job
- VDOT ESCC Certified
- Primavera P6 and Expedition
- Survey and Stakeout Experience
- First Aid and CPR
- Fall Protection & Rigging Training
- Excavation Training
- Virginia DEQ RLD Certified

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
The Military College of South Carolina, The Citadel/B.S./1994/Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
Erosion and Sediment Control Contractor #1-04973C Expiration August 29, 2019
DCR Responsible Land Distributor Certification #41824 Expiration April 18, 2017

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

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

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

	SIMILAR SCOPE ACTIVITIES
(1.) **VDOT, Middle Ground Boulevard (DB), Hampton Roads, VA ($40M)** – *Construction Manager* for overall Design-Build construction activities, construction quality management, and contract administration required for the completion of the $40,000,000 four lane connector with 2 span bridge. The overall scope of work is the construction of infrastructure improvements for VDOT, the City of Newport News, Hampton Roads Sanitation District and CSX Railroad. To accomplish this work, phased construction will be performed over the course of the 3 year 4 month long project, ensuring that no aspect of the existing infrastructure is compromised during its completion. This 3 mile improvement will provide 4 lanes for through traffic and a 13-foot median for left turn lanes as needed. The proposed roadway project will provide improved roadway lighting, signals, drainage, landscaping, bike lanes, curb, gutter and sidewalks. Additionally, an improved 36" force main will be added as an improvement to the project. This force main is 1.2 miles long with connections to existing main at each end. For the connecting bridge to remain 2 span required the use of one of the largest concrete web dimensions cast in Virginia. **Firm:** American Infrastructure, Inc. / **Project Dates:** 2013 - 2014	✓ *Design/Build* ✓ *Roadway Design* ✓ *Survey* ✓ *Structure and/or Bridge* ✓ *Environmental* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *SWM Quantity/Quality Regs.* ✓ *Traffic Control Devices* ✓ *ITS Devices/Systems* ✓ *TMP* ✓ *Noise Walls* ✓ *Right-Of-Way / Utilities* ✓ *Public Involvement/ PR* ✓ *QA / QC and CE&I* ✓ *Railroad* ✓ *Overall Project Mgmt.*
(2.) **VDOT, B26 Hampton Boulevard Grade Separation Project, Norfolk, VA ($49M)** – *Construction Manager* for overall construction activities, construction quality management, and contract administration. The overall scope of work was the construction of infrastructure improvements for VDOT, the City of Norfolk, Norfolk Southern/Portsmouth Beltline Railroads, the Virginia Port Authority, and the Navy. To accomplish this work, phased construction was performed over the course of the project, ensuring that no aspect of the existing infrastructure is compromised during its completion. This seven-tenths of a mile improvement will provide six lanes for through traffic and a 13-foot median for left turn lanes as needed and will provide improved roadway lighting, signals, drainage, landscaping, bike lanes, curb, gutter and sidewalks. The existing at-grade conflict with the Norfolk Southern/Norfolk Portsmouth Beltline railroad will be removed by excavating the existing Hampton Boulevard 35 feet below existing grade and constructing a new 350m long underpass retaining wall, founded upon over 1800 piles. Two new at-grade bridges will be constructed to streamline flow of rail and pedestrian traffic across Hampton Boulevard at its new elevation. A double-span steel bridge will provide a railroad crossing, while a single span concrete bridge will provide vehicle access into Norfolk International Terminal and Naval Station Norfolk Gate 6. To facilitate drainage, a new Pump Station and drainage outfall will be built to transport site-runoff to the Elizabeth River. **Firm:** American Infrastructure, Inc. / **Project Dates:** 2009-2013	✓ *Roadway Design* ✓ *Operational Improvements* ✓ *Survey* ✓ *Structure and/or Bridge* ✓ *Environmental* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *SWM Quantity/Quality Regs* ✓ *Traffic Control Devices* ✓ *ITS Devices/Systems* ✓ *TMP* ✓ *Right-Of-Way/ Utilities* ✓ *Public Involvement/ PR* ✓ *Railroad* ✓ *Overall Project Mgmt.*
(3.) **VDOT, Route 54 Interchange Reconstruction over I-95, Ashland, VA ($8.4M)** - *Construction Manager.* Responsible for this fast-tracked multi phased construction project consisting of multiple crews performing grading, excavation, traffic control, storm drainage, pile driving and bridge construction. The project required Wagman to replace 2 bridges and approaches in 3 stages with a significant grade change between old and new construction, not to mention ramp modifications. Mr. Passmore led the Wagman Team in providing a revised, innovative TMP to VDOT. This revised Traffic Management Plan not only created a safer travel corridor, a safer construction project but shortened the project duration. The project is currently ahead of the revised, shorten project delivery schedule. This project has had no work zone related traffic incidents and no lost time accidents. **Firm:** G.A. & F.C. Wagman Construction, Inc. / **Project Dates:** 2014-2015	✓ *Roadway Design* ✓ *Operational Improvements* ✓ *Survey* ✓ *Structure and/or Bridge* ✓ *Environmental* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *SWM Quantity/Quality Regs* ✓ *Traffic Control Devices* ✓ *ITS Devices/Systems* ✓ *TMP* ✓ *Right-Of-Way/ Utilities* ✓ *Public Involvement/ PR* ✓ *Overall Project Mgmt.*
(4.) **Nebraska DOT, I-680, Maple to Fort Street/Sprague Street Bridge/108th and Maple Streets. Omaha, NE ($22M)** – *Construction Manager.* Responsible for overall construction activities, construction quality management, and contract administration. The project consisted of the widening of I-680, the completion of a cloverleaf interchange, along with the construction of the Sprague Street Bridge that was offsite but connected to the project. Construction activities included 2 bridges which were 250' long x 138' wide, 16,000 lf of pipe pile with 26 girders; 190,000 SY of doweled concrete interstate paving, 190,000 SY of stabilized fly ash subgrade, 240,000 CY of excavation, 71,500 SY of crushed concrete and 60,000 LF of concrete protection barrier. Coordination was necessary for numerous utility contractors working as independents. The weekly meetings held between the utility contractors, the State, Power Company and the City of Omaha for the total relocation of high tension wire structure and many underground utilities resulted in a "non-delay" outcome. Mr. Passmore led the monthly public meetings for the project as well as spoke with any news media that questioned the project. With 6 lanes of traffic a $500 per lane per minute penalty was implemented for any lane restriction still set up after a specified time limit and all traffic switches, shutdowns and lane closures were designed and implemented without a penalty. **Firm:** Vrana Construction / **Project Dates:** 2003-2006	✓ *Roadway Design* ✓ *Operational Improvements* ✓ *Survey* ✓ *Structure and/or Bridge* ✓ *Environmental* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *SWM Quantity/Quality Regs* ✓ *Traffic Control Devices* ✓ *ITS Devices/Systems* ✓ *TMP* ✓ *Noise Walls* ✓ *Right-Of-Way* ✓ *Utilities* ✓ *Public Involvement/ PR* ✓ *Overall Project Mgmt.*

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

- Mr. Passmore is currently assigned as Project Manager for the VDOT SR 54 Interchange and Intersection Reconstruction over I-95, Ashland, VA Contract ID No. C00094932B01. This commitment ends October 2015. He will be available full-time for the construction of the Military Highway Continuous Flow Intersection project.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:
Matthew J. Wolniak, P.E., P.T.O.E., Chief Traffic Engineer

b. Project Assignment: **Traffic Operations Designer and Manager**

c. Name of Firm with which you are now associated: **Johnson, Mirmiran & Thompson, Inc.**

d. Years experience: With this Firm **27** Years With Other Firms **5** 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: 1984 **End Date:** Present **Position:** *Vice President/Chief Traffic Engineer (23 years)*

Responsibilities: Mr. Wolniak has 32+ years of professional traffic engineering experience and is a Professional Traffic Operations Engineer with extensive experience including capacity analysis and design plans, MOT plans, traffic signal designs, signing, marking and lighting, Intelligent Transportation Systems (ITS) and traffic analysis. He has served as project manager on numerous traffic engineering contracts in the mid-Atlantic region.

Summary of Relevant Experience

- Virginia Professional Engineer
- Certified Professional Traffic Operations Engineer
- Lead traffic engineer on a majority of JMT's DB projects
- Has CFI experience developing travel demand forecasts and performed traffic analysis
- Experienced in traffic control system design and coordination
- Experienced in integrated networks for Traffic Control signalization with communication and control links

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
University of Baltimore, Baltimore, MD/MBA/1987/Business Administration
Clarkson University/Potsdam, NY/BSCEE/1982/Civil and Environmental Engineering
Dale Carnegie Management Training

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
1992/Virginia Registered Professional Engineering No. 0402 023760
Also registered in DC, DE, FL, MD, NY, OH, PA and SC
1999/Professional Traffic Operations Engineer (P.T.O.E.) No. 086

g. Document the extent and depth of your experience and qualifications relevant to the Project.
4. *Note your specific responsibilities and authorities for each project, not those of the firm.*
5. *Note whether experience is with current firm or with other firm.*
6. *Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.*

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

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

SIMILAR SCOPE ACTIVITIES

(1.) MSHA, MD 4 (MD 2 to MD 235, Calvert and St. Mary's Counties, MD ($525K) – *Traffic Project Manager.* Developed travel demand forecasts and performed traffic analysis for interchange and continuous flow intersection (CFI) alternatives for MD 4 from MD 2 in Calvert County to MD 235 in St. Mary's County including the Thomas Johnson Bridge. The modeling of the CFI was accomplished in VISSIM and is utilized by MSHA as the example modeling project for CFIs. Prepared preliminary plans for the CFI and the improvement alternatives. Developed existing average daily traffic and peak hour volumes based on traffic counts. Developed no-build traffic based on MWCOG TP+ MPO model for this project. Performed traffic analysis using VISSIM, CLV and HCS for intersections along the project. Prepared preliminary TMP. Attended numerous public meetings. Prepared cost estimates.
Firm: Johnson, Mirmiran & Thompson, Inc.
Project Dates: March 2007 – October 2014

- ✓ *Roadway*
- ✓ *CFI Features*
- ✓ *Survey*
- ✓ *Structure and/or Bridge*
- ✓ *Environmental*
- ✓ *Hydraulics*
- ✓ *Traffic Control Devices*
- ✓ *TMP*
- ✓ *Right-Of-Way*
- ✓ *Utilities*
- ✓ *Public Involvement/ PR*
- ✓ *QA / QC*
- ✓ *Overall Project Mgmt.*

	SIMILAR SCOPE ACTIVITIES
(2.) MSHA District 3, Congestion Management Studies, Montgomery and Prince George's Counties, MD ($132K) *Project Manager.* Performed sixteen congestion management studies in Prince George's and Montgomery Counties. The studies included traffic data collection, capacity and LOS analysis, development of existing ADTs, AM/PM peak volumes, land-use information, review of traffic impact studies, signal timings and microscopic simulation modeling using Synchro. Developed conceptual plans for unconventional intersection designs including designs for continuous flow intersections, continuous green T-intersections, quadrant roadway intersections and median U-turn intersections. Prepared cost estimates. **Firm:** Johnson, Mirmiran & Thompson, Inc. **Project Dates:** November 2008 – July 2009	✓ *Roadway* ✓ *CFI Features* ✓ *Survey* ✓ *Structure and/or Bridge* ✓ *Environmental* ✓ *Hydraulics* ✓ *Traffic Control Devices* ✓ *TMP* ✓ *Right-Of-Way* ✓ *Utilities* ✓ *Public Involvement/ PR* ✓ *QA / QC* ✓ *Overall Project Mgmt.*
(3.) VDOT, Route 29/Charlottesville Bypass (DB), Albemarle County, VA ($136M) – *Chief Traffic Engineer.* The project involved the development of an Interchange Modification Report and traffic operational analysis for the proposed U.S. Route 29 Bypass in Charlottesville. A separate traffic study was prepared for the northern termini interchange. Performed Synchro and VISSIM modeling of the study area. The southern interchange involved evaluating six different interchange concepts. A framework document was prepared in preparation for the IJR and was submitted to FHWA. Coordinated the development of travel demand forecasts. Performed travel time runs and supervised traffic count collection. **Firm:** Johnson, Mirmiran & Thompson, Inc. **Project Dates:** June 2012 - April 11, 2014 (Stop Work Order)	✓ *Design-Build* ✓ *Roadway* ✓ *CFI Features* ✓ *Survey* ✓ *Structure and/or Bridge* ✓ *Environmental* ✓ *Geotechnical* ✓ *TMP* ✓ *Utilities* ✓ *Public Involvement/ PR* ✓ *QA / QC* ✓ *Overall Project Mgmt.*
(4.) VDOT, Rixeyville Road (Route 229), Culpeper, VA ($347K) –*Traffic Engineer.* Responsible for the preliminary layouts of bridge structures in a complex network of multilevel interchange design at the I-695 & I-895 interchanges. Responsible for the final design of all structures within the Interchange which includes 22 bridges, 38 retaining walls, 7 noise barriers and 5 culverts. Performed VISSIM modeling and travel demand forecasting associated with the construction of express toll lanes and reconstruction of the interchange. For the interchange, designed MOT, signing, pavement markings, lighting and ITS equipment/ communications. Also provided the post-it note layout of all signing. Other tasks included design of field equipment locations, conduit/fiber optic cable layouts to the field equipment as well as pavement marking for the interchange. **Firm:** Johnson, Mirmiran & Thompson, Inc. **Project Dates:** January 2010 – July 2013	✓ *Roadway* ✓ *Structure and/or Bridge* ✓ *Hydraulics* ✓ *SWM Quantity/ Quality Regulations* ✓ *Traffic Control Devices* ✓ *TMP* ✓ *Right-Of-Way* ✓ *Public Involvement/ PR* ✓ *QA / QC* ✓ *Overall Project Mgmt.*
(5.) DDOT, 11th Street Bridges and Interchanges over the Anacostia River (DB), Washington, DC ($378M) – *Lead Traffic Engineer.* JMT was the lead designer and worked directly with the Lead JV Contractor, Skanska on three new major continuous steel multi-girder bridge crossings of the Anacostia River and two complex interchanges. Traffic analysis consisted of developing Synchro/CORSIM models for the local street network to determine lane configurations. Developed an IJR for the project and developed traffic engineering plans for signals, signing, pavement marking, lighting and MOT. Signal plans included phasing for the temporary signals during MOT. Signal plan design incorporated Federal and DC ADA requirements. The MOT included analysis of traffic operations during construction and included project phasing, layout of temporary signing, marking, channelization devices, temporary pavement and temporary concrete barrier. Plans were developed to DDOT/MUTCD standards. Signing plans included the layout of all guide, regulatory and warning signs. **Firm:** Johnson, Mirmiran & Thompson, Inc. **Project Dates:** April 2009 – May 2015 (Substantial Completed June 2013)	✓ *Design-Build* ✓ *Roadway* ✓ *Survey* ✓ *Structure and/or Bridge* ✓ *Environmental* ✓ *Geotechnical* ✓ *TMP* ✓ *Utilities* ✓ *Public Involvement/ PR* ✓ *QA / QC* ✓ *Railroad* ✓ *Overall Project Mgmt.*

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:
David Malinoski, P.E., Utility Project Engineer

b. Project Assignment: **Lead Utility Coordination Manager**

c. Name of Firm with which you are now associated: **Johnson, Mirmiran & Thompson, Inc.**

d. Years experience: With this Firm **<1** Years With Other Firms **34** 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: 2014 **End Date:** Present **Position:** Associate/Utilities Project Engineer

Responsibilities: Dave brings 34+ years of design experience in the management and design of utility, transportation and site improvement projects. He will be responsible for preparing utility design plans and coordinating the relocation of utilities on interstate, arterial and secondary roadways constructed as DB and Design-Bid-Build projects.

Stantec, Inc. (formerly Greenhorne & O'Mara, Inc.)

Start Date: 2000 **End Date:** 2014 **Position:** Project Manager

Responsibilities: Dave provided utility field inspection services that include conflict analysis, cost estimates and prorates, scheduling and in-plan design deliverables for water, sewer, electric and telecommunications facilities.

Summary of Relevant Experience

○ Multiple VDOT DB projects	○ VDOT Intermediate Work Zone	○ First Aid and CPR
○ DB Construction Manager	○ VDOT ESCC Certified	○ Fall Protection & Ridding Training
○ Phased Construction	○ Primavera P6 and Expedition	○ Excavation Training
○ HCSS Heavy Bid & Heavy Job	○ Survey and Stakeout Experience	○ Virginia DEQ RLD Certified

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Northeastern University, Burlington, MA /Bachelor of Science/1978/Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
1998/Virginia Registered Professional Engineering No. 0402 031971

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

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

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

SIMILAR SCOPE ACTIVITIES

(1.) VDOT, Route 3 Widening (DB) - Culpeper District, Culpeper District, VA ($23.5M) – *Lead Utilities Coordination Manager.* JMT is the lead designer on this widening project that consists of a 5-mile section of this rural arterial roadway from 2 lanes to 4 lanes with a 40 foot median through a historically sensitive corridor. Responsible for identifying utility conflicts, conducting utility field inspections, coordinating the relocation of existing utilities, and reviewing utility relocation plans and estimates. Utilities that are being relocated include overhead electric distribution and telephone facilities and several underground fiber optic cables. The project also requires relocation of an overhead electric transmission tower. The roadway alignment is being adjusted to eliminate the need to relocate three high pressure gas transmission lines and accommodate the limited length of casing extensions that can be added to each pipeline

Firm: Johnson, Mirmiran & Thompson, Inc.

Project Dates: March 2014 – May 2017

- ✓ *Design-Build*
- ✓ *Roadway*
- ✓ *Survey*
- ✓ *Structure and/or Bridge*
- ✓ *Environmental*
- ✓ *Geotechnical*
- ✓ *Hydraulics*
- ✓ *SWM Quantity/Quality Regulations*
- ✓ *Traffic Control Devices*
- ✓ *ITS Devices/Systems*
- ✓ *TMP*
- ✓ *Noise Walls*
- ✓ *Right-of-Way*
- ✓ *Utilities*
- ✓ *Public Involvement/ PR*
- ✓ *QA / QC*
- ✓ *CE&I*
- ✓ *Overall Project Mgmt.*

	SIMILAR SCOPE ACTIVITIES
(2.) VDOT, I-495 Capital Beltway HOT Lanes Utility Relocation, Fairfax, VA ($1.2B) – *Lead Utilities Coordination Manager.* Responsible for coordinating utility relocations and design of water and sewer relocations for 14 miles of interstate roadway widening that added high occupancy toll lanes. Tasks included analyzing utility conflicts, conducting multiple utility field inspections, coordinating the relocation of existing utilities, and reviewing utility relocation plans and estimates. Relocation designs included 12-inch and 16-inch ductile iron waterlines on three new bridge attachments and 20-inch PCCP relocation in conflict with bridge pier construction. New bored crossings were designed to replace existing gravity sewers in conflict with the roadway widening. An 1,800 LF duct bank was designed for telephone and CATV relocation. **Firm:** Stantec, Inc. (formerly Greenhorne & O'Mara, Inc.) **Project Dates:** April 2007 – May 2011	✓ *Roadway* ✓ *Survey* ✓ *Structure and/or Bridge* ✓ *Environmental* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *SWM Quantity/Quality Regulations* ✓ *Traffic Control Devices* ✓ *ITS Devices/Systems* ✓ *TMP* ✓ *Noise Walls* ✓ *Right-of-Way/ Utilities* ✓ *Public Involvement/ PR* ✓ *QA / QC and CE&I* ✓ *Overall Project Mgmt.*
(3.) VDOT, I-295/Meadowville Interchange (DB), Chesterfield County, VA ($13M) – *Lead Utilities Coordination Manager.* Responsible for the identification of utility conflicts and coordination of electric, telephone and water utility relocations within the project located in Chesterfield that included the first phase of construction of a new cloverleaf interchange on I-295 at VA 618 and local road improvements to improve access to the Meadowville Technology Park. **Firm:** Stantec, Inc. (formerly Greenhorne & O'Mara, Inc.) **Project Dates:** April 2010 – May 2011	✓ *Design-Build* ✓ *Roadway* ✓ *Survey* ✓ *Structure and/or Bridge* ✓ *Environmental* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *SWM Quantity/Quality Regulations* ✓ *Traffic Control Devices* ✓ *ITS Devices/Systems* ✓ *TMP* ✓ *Noise Walls* ✓ *Right-of-Way/ Utilities* ✓ *Public Involvement/ PR* ✓ *QA / QC and CE&I* ✓ *Overall Project Mgmt.*
(4.) Route 10 Utility Design, Chesterfield County, VA ($30M) – *Utility Project Manager.* Responsible for preparation of design plans and specifications of water, gravity sewer and sewer force main relocations for this project that included approximately one mile of roadway widening from four to six lanes and bridge replacement over a CSXT rail line. Relocations include 3000 LF of 12-inch ductile iron waterline, 2,000 LF of 24-inch ductile iron sewer force main and 1500 LF of 10-inch gravity sewer. Tasks included sewer flow analysis, cost estimates, betterment calculations and preparation of CSX railroad permit for bored utility crossing. **Firm:** Stantec, Inc. (formerly Greenhorne & O'Mara, Inc.) **Project Dates:** April 2006 – May 2008	✓ *Roadway* ✓ *Survey* ✓ *Structure and/or Bridge* ✓ *Environmental* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *SWM Quantity/Quality Regulations* ✓ *Traffic Control Devices* ✓ *ITS Devices/Systems* ✓ *TMP* ✓ *Noise Walls* ✓ *Right-of-Way/ Utilities* ✓ *Public Involvement/ PR* ✓ *QA / QC and CE&I* ✓ *Overall Project Mgmt.*
(5.) VDOT, I-95/U.S. Route 1 Interchange at Woodrow Wilson Memorial Bridge Utility Relocation, Alexandria, VA ($600M) – *Utility Project Manager.* Developed design plans for the utility relocation of 2,500 LF of fiber optic duct bank and of 12,500 LF overhead power into underground duct banks crossing interchange, interstate and arterial highway and waterway in 5 phased construction contracts. Reviewed utility relocation plans and estimates. **Firm:** Stantec, Inc. (formerly Greenhorne & O'Mara, Inc.) **Project Dates:** April 2001 – May 2005	✓ *Roadway* ✓ *Survey* ✓ *Structure and/or Bridge* ✓ *Environmental* ✓ *Geotechnical* ✓ *Hydraulics* ✓ *SWM Quantity/Quality Regulations* ✓ *Traffic Control Devices* ✓ *ITS Devices/Systems* ✓ *TMP* ✓ *Noise Walls* ✓ *Right-of-Way/ Utilities* ✓ *Public Involvement/ PR* ✓ *QA / QC and CE&I* ✓ *Overall Project Mgmt.*

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

VDOT
Virginia Department of Transportation

3.4.1

Work History Forms (Lead Contractor & Designer)

WAGMAN JMT
A DESIGN-BUILD TEAM

3.4.1(a)
Lead Contractor
Work History Form

A DESIGN-BUILD TEAM

ATTACHMENT 3.4.1(a)

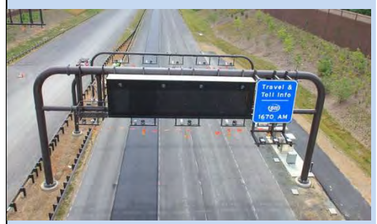
LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
(1.) Intercounty Connector (ICC MD 200) **MD 97 to MD 29** **Contract B (DB)** **Contract #AT3765B60** **SINGLE CONTRACT** Montgomery and Prince George's Counties, MD	Lead Designer Parsons Transportation Group Design coordination with JMT on ICC Contract C	**Maryland State Highway Administration** **P** 410.545.0400 **PM** Ms. Melinda Peters **P** 410.545.0400 **E** *mpeters@sha.state.md.us*	November 2011	November 2011 (Actual)	$570,000	$570,000 (Actual)	$112,500 Intercounty Constructors Joint Venture Lead Contractor Wagman Fee

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.

New Hampshire Avenue & ICC MD 200 Single Point Urban Interchange



ICC MD 200 Toll Gantry

Longmead Crossing Drive over ICC(MD 200

Scope/Project Description - ICC B was a $570 million highway Design-Build, best value project extending from MD 97 to US 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 project.

Contract B involves 7.5 miles of new controlled access, six-lane, tolled roadway with two interchanges; MD 650 New Hampshire Avenue and MD 182 Layhill Road. The work includes 2.5 million yards of excavation, drainage, temporary detours for cross roads, utility relocations, 13 bridges, 300,000 sf of noise walls and retaining walls. New Stormwater Management (SWM) structures were created and we reconstructed several existing SWM facilities to handle the new storm-water run-off and updated regulations. The project included Intelligent Transportation System (ITS) to inform the public and open road tolling to collect tolls that included hardwired and cellular connections. The ITS and Electronic Toll Collection (ETC) system had to be integrated with the existing system maintained by the State. QC was the responsibility of the Design-Builder and we managed the program.

The ICC project was an extremely environmentally and community sensitive project and extensive measures have been planned by the design-build team to minimize the environmental impact of this project. Contact B was the second of five contracts planned to create the $1.5 billion, 18.8 mile Intercounty Connector that ultimately connected the I-270 corridor in Montgomery County to the I-95/US1 corridor in Prince George's County, MD.

Our proposed DBPM, Mr. Anthony Bednarik, DBIA was assigned to this ICC MD 200 project as an Assistant DBPM, and was also Wagman's executive. Many other Wagman Personnel excelled and were placed in position of authority, such as structure Construction Manager, General Bridge Superintendent, Piling Manager, Beam Erection Manager, Field Engineers, Carpenters, Operators Laborers, ESC Workers and MOT Personnel.

We utilized many Alternate Technical Concepts and other innovations to reduce cost, improve schedule or improve environmental performance, such as Caissons in lieu of spread footings to minimize permanent impacts to wetlands and flood plains, Underground SWM facilities to minimize the thermal impact to fresh water streams after a rain event. Alternate pier locations to minimize impacts with wetlands, streams and underground utilities. Our survey team utilized three dimensional modeling to increase production of the bulk excavation. Working with the model and adjusting vertical alignment we were able to match existing elements and eliminate excess material to be hauled off site, thus reducing cost

Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience - The Similar Scope Activities list to the right outlines work completed on the ICC project that will be similar to the Military Highway CFI project. The proposed staff and their demonstrated experience with similar scope items will ensure continuity within the DBT and within its approach and will result in an experienced team that is integrated and has a proven history of completing projects on time and within budget.

Relevant and Verifiable Evidence of Good Performance - Wagman and members of the Intercounty Constructors helped to increase the mobility between I-270 and I-95 in this heavily traveled corridor. The ICC DB project was an extremely environmentally and community sensitive project and extensive measures were planned to minimize the environmental impact of this project. Wagman had the ability to self-perform drilled shafts, driven piles, and predrilled pile foundations, which was key to successful project completion. 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 Contract B was recognized with the following national and local 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 Alliance Award - *Northern Virginia Transportation Alliance*
- 2012 Globe Award for Environmental Excellence - *American Road & Transportation Builders Association (ARTBA)*
- 2012 Best Transportation Project - *Engineering News Record (ENR)*

SIMILAR SCOPE ACTIVITIES

- ✓ *Design-Build*
- ✓ *Roadway*
- ✓ *CFI Features*
- ✓ *Survey*
- ✓ *Structure and/or Bridge*
- ✓ *Environmental*
- ✓ *Geotechnical*
- ✓ *Hydraulics*
- ✓ *SWM Quantity/ Quality Regulations*
- ✓ *Traffic Control Devices*
- ✓ *ITS Devices/Systems*
- ✓ *TMP*
- ✓ *Noise Walls*
- ✓ *Right-of-Way*
- ✓ *Utilities*
- ✓ *Public Involvement, Relations and Mgmt.*
- ✓ *QA / QC*
- ✓ *CE&I*
- ✓ *Overall Project Mgmt.*

LESSONS LEARNED ON THE ICC CONTRACT PROJECT

- ***Single Point Urban Interchange (SPUI)*** *was designed and constructed with closely coordinated signalization to allow traffic to merge from a high speed divided highway onto an urban artery reducing back-ups*
- ***Maintenance and Protection of Traffic*** *had to create a full TMP reflecting the entire project from preliminary construction access to final design. Developed MOT plans to accommodate construction and construction access on existing I-370 to access the median.*
- ***Utility Coordination*** *required the development of a Utility Task Force that was established to manage design and construction of utilities. Through design discipline cooperation, we were able to reduce impacts to utilities and minimize relocations.*

WAGMAN
BRIDGING GENERATIONS · SINCE 1902

ATTACHMENT 3.4.1(a)

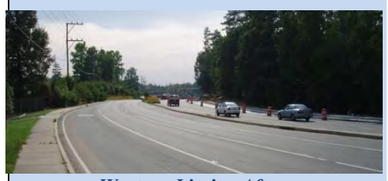
LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

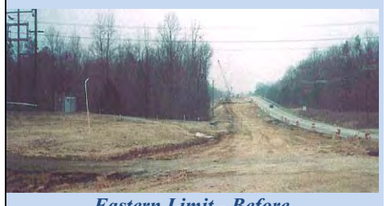
a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
(2.) Route 604 (Genito Road) Improvements Project # 0604-020-158, C504, B674 **SINGLE CONTRACT** Chesterfield County, VA	Virginia Department of Transportation (VDOT)	***VDOT Richmond*** ***P*** *804.371.4312* ***PM*** *Mr. Kerry Bates, PE** ***P*** *804.371.4312* ***E*** *Kerry.Bates@VDOT.Virginia.gov* ** Position during Route 604 project, Chesterfield Asst. Resident Engr. Current position VDOT's Construction Division - State Construction Engineer.*	January 2004	November 2003 (Actual)	$8,100	$8,100	$8,100

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.

Western Limit - Before



Western Limit - After



Eastern Limit - Before

Eastern Limit - After

Scope/Project Description – Wagman (Key Construction Co., Inc.) was awarded the Route 604(Genito Road) Improvement Project. Responsibilities included grading, drainage, curb and gutter, utilities, paving, guardrail, striping, signals, landscaping and a new bridge across Route 288. Included within the project was the reconstruction of two major signalized intersections with extended connection construction. These reconstructed intersections included the intersection of Genito/Warbro Road and Genito/Old Hundred Road. Not only was this project a heavily traveled commuter corridor, but home to a significant number of businesses for whom maintaining daily ingress/egress was critical. D.W. Lyle Corporation (acquired by G.A & F.C. Wagman, see below), served as a subcontractor to provide bridge construction, bridge widening and partial/selective demolition worked diligently to successfully meet the schedule for the project.

In addition to high volume traffic, complicating factors encountered during construction included numerous utility conflicts and a temporary project shutdown due to a VDOT funding crisis. **Despite these factors, the project was finished ahead of schedule and earned an early completion incentive.**

Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience - This highly visible project, located in very sensitive environmental surroundings, required the best cooperative efforts between the Contractor, VDOT, private utility companies, local governmental agencies, and the general public's cooperation to deliver a successful job. The phased MOT required for roadway and utility construction on this project was very similar to that required on the proposed Military Highway Improvement projects. The Contractor's proven performance on this project with its experienced management and construction staff is verifiable evidence of its ability to build the proposed project in a safe and timely manner.

Relevant and Verifiable Evidence of Good Performance –Completed the project ahead of required schedule, achieving an Early Completion Incentive from VDOT. The Wagman team (Key Construction Co., Inc.) also received award recognition for ride ability.

Both Key Construction Co., Inc. and D.W. Lyle Corporation were acquired by G.A. & F.C. Wagman, Inc. in 2013. These strategic acquisitions supplement our construction capabilities in Virginia and other southern states. G.A. & F.C. Wagman retained the key personnel from these acquisitions whose knowledge, resources, and experience strengthen G.A. & F.C. Wagman team's overall capabilities. G.A. & F.C. Wagman is justified in utilizing a Key Construction Co./ D.W. Lyle Corporation past project to satisfy the relevant project experience on this project due to the retention of the acquired firms' personnel and resources. Our past experience and combined resources will allow us to successfully deliver the Military Highway Continuous Flow Intersection.

SIMILAR SCOPE ACTIVITIES

- ✓ *Roadway*
- ✓ *CFI Features*
- ✓ *Survey*
- ✓ *Structure and/or Bridge*
- ✓ *Environmental*
- ✓ *Geotechnical*
- ✓ *Hydraulics*
- ✓ *Traffic Control Devices*
- ✓ *TMP*
- ✓ *Right-of-Way*
- ✓ *Utilities*
- ✓ *Public Involvement, Relations and Mgmt.*
- ✓ *QA / QC*
- ✓ *Overall Project Mgmt.*

LESSONS LEARNED ON THE ROUTE 604 IMPROVEMENTS PROJECT

- ***Utility Conflict Delays*** *overcame utility conflict delays.*
- ***Effective Communications and Coordination*** *with all stakeholders – VDOT, City and County officials, utility owners, retailers association and the general public ensure success.*
- ***Signalized Intersections*** *in heavily traveled corridors requires continuous communication and coordinated efforts.*
- ***Innovative Use of Retaining Walls*** *of various types to maximize use of available right-of-way that provided cost and time savings.*

WAGMAN

BRIDGING GENERATIONS · SINCE 1902

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

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

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

Intersection of Route 41 and Route 293

Roadway Widening Along Route 41

Installation of Storm Drainage

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

Activities within the new construction area of the project included large diameter storm drainage pipe, heavy excavation and embankment placement, and bridge construction across a creek and the Norfolk Southern Railroad (NSRR). The heavy excavation, which included blasting, required coordinated monitoring efforts; the bridge required coordination with the NSRR; and the excavation, storm drainage installation and the bridge construction all required close adherence to environmental regulations.

This project required a substantial amount of third party coordination between VDOT, Pittsylvania County, the City of Danville, and NSRR. Through the establishment of communication channels early in the project, Key was able to foster efficient and proactive coordination. The coordination required with Norfolk Southern involved the submission of shop drawings and work plans to ensure there would be no impact to Norfolk Southern Railroad's infrastructure. Additionally, frequent communication practices as well as the establishment of relationships between NSRR representatives and our field personnel resulted in smooth interaction when scheduling escorts and flagmen. The early communication, proactive coordination and establishment of field relationships are all practices that will be implemented on the Military Highway Continuous Flow Intersection project.

Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience - The reconstruction of Routes 41 and 293 almost exactly replicate requirements necessary for the Military Highway Continuous Flow Intersection project's relevant features included phased MOT, utility relocations, signalization, and providing continuous access to property owners during construction. The proposed staff, most of whom worked on the Route 265 project, exhibit the knowledge, experience, and proven history to deliver the proposed project successfully.

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

Both Key Construction Co., Inc. and D.W. Lyle Corporation were acquired by G.A. & F.C. Wagman, Inc. in 2013. These strategic acquisitions supplement our construction capabilities in Virginia and other southern states. G.A. & F.C. Wagman retained the key personnel from these acquisitions whose knowledge, resources, and experience strengthen G.A. & F.C. Wagman team's overall capabilities. G.A. & F.C. Wagman is justified in utilizing a Key Construction Co. D.W. Lyle Corporation past project to satisfy the relevant project experience on this project due to the retention of the acquired firms' personnel and resources. Our past experience and combined resources will allow us to successfully deliver the Military Highway Continuous Flow Intersection.

SIMILAR SCOPE ACTIVITIES

- ✓ *Roadway*
- ✓ *CFI Features*
- ✓ *Survey*
- ✓ *Structure and/or Bridge*
- ✓ *Environmental*
- ✓ *Geotechnical*
- ✓ *Hydraulics*
- ✓ *SWM Quantity/ Quality Regulations*
- ✓ *Traffic Control Devices*
- ✓ *ITS Devices/Systems*
- ✓ *TMP*
- ✓ *Noise Walls*
- ✓ *Right-of-Way*
- ✓ *Utilities*
- ✓ *Public Involvement, Relations and Mgmt.*
- ✓ *QA / QC*
- ✓ *Railroad*
- ✓ *CE&I*
- ✓ *Overall Project Mgmt.*

LESSONS LEARNED ON THE ROUTE 265 PROJECT

- ***Effective Communications and Coordination*** *with all stakeholders – VDOT, City and County officials, utility owners, retailers association and the general public generate successful results for all.*
- ***Signalized Intersections*** *in heavily traveled corridors requires considerable planning for a well-executed plan of construction.*
- ***Formal Partnering*** *can be a very effective tool when properly carried out between VDOT and our company.*

WAGMAN

BRIDGING GENERATIONS · SINCE 1902

3.4.1(b)

Lead Designer Work History Form

A DESIGN-BUILD TEAM

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
(1.) Fairfax County Parkway (FCP) (Route 286) Extension (DB) SINGLE CONTRACT Springfield, VA	Cherry Hill Construction, Inc.	**Federal Highway Administration Eastern Federal Lands Hwy. Div.** **P** 703-404-6302 **PM** Mr. Robert Morris, PE **P** 703-404-6302 **E** robert.morris@fhwa.dot.gov	July 2011	July 2011 (Actual)	$73,756	$112,416 (Actual) *Increased due to additional Scope by Owner*	$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.

JMT is the Lead/Prime Designer. Design work was performed from:
- Sparks, MD (Headquarters)
- Virginia Beach, VA
- Herndon, VA
- Richmond, VA

Fairfax County Parkway Defense Access Road Interchange

Fairfax County Parkway over Accotink Creek and Boudinot Drive

Fairfax County Parkway over Fullerton Road "Fullerton Flip"e

Scope/Project Description - JMT was responsible for complete design of the Project including work in the following disciplines: highway, structural, water resources, traffic, multipurpose trail, lighting designs, surveys, utility designations, SUE, geotechnical engineering, environmental analysis and permitting. JMT also provided services to finalize conveyance of the ROW from the U.S. Army to VDOT. To meet the requirements of BRAC, the FCP project had an extremely aggressive schedule of 750 calendar days to design, permit, relocate utilities, and construct the parkway. The design team initiated design upon notice of award beginning in 10/08 and delivered approval for construction plans that allowed construction of the western end (west of Accotink Creek) of the Project to commence in 4/09. Full plan approval for the remainder of the contract was received on 8/09, approx. 3 months ahead of schedule. ***This accelerated design schedule allowed earlier construction starts that enabled the opening of segments I/II on 9/20/10, nearly a month ahead of schedule.*** The design included a new interchange at FCP and Barta Rd. for access to West North Loop Rd. National Geospatial-Intelligence Agency (NGA) interior roadway network within the new NGA facility. Extensive design collaboration/coordination with the U.S. Army for this access point was required and included coordination for security lighting, overheight vehicle detection, geometry and utility connections. A majority of this roadway was located on the southern portion of the Fort Belvoir North Area. The work involved in the FCP included: grading, drainage and paving, bridges, noise walls, lighting, traffic signals, landscaping, signing/ striping and extensive environmental services. The environmental challenges were further complicated by the fast-track schedule, involvement of multiple stakeholders, and complex environmental and regulatory issues. The FCP alignment cut through the Fort Belvoir North Area and crossed five former firing ranges and testing sites including three RCRA sites that had significant groundwater and soil contamination, and stringent Land Use Controls required by an EPA Consent Order to protect human health and the environment. Design services included a comprehensive investigation of the nature and extent of the contamination on several of these areas, including groundwater modeling to evaluate the impact of construction on the fate and transport of multiple contaminated groundwater plumes. The project also included widening of I-95 to accommodate a new exit lane designed as a certified Defense Access Road to provide direct access to the NGA.

To address the utility relocations, the team met early with utility owners and provided assistance in the development of the plans and estimates by providing design plan and profiles in CAD for them to design their relocations against. The team also adjusted roadway design to minimize relocations. Conducted vibration analysis to predict impacts from rock drilling near a Fairfax County 48" diameter reinforced concrete sanitary sewer and provided emergency sewer back-up system design to provide redundant protection. Adjusted roadway design 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 relocation along Fullerton Road, coordinated utility relocations with Washington Gas, Dominion Power, Verizon, Cox Communication, US Army and others**.**
The project was located in a heavily developed urban corridor in Springfield, VA, between the Franconia-Springfield Pkwy., I-95, Fort Belvoir, the NGA's headquarters, adjacent businesses, residences and industrial facilities. The project also relocated portions of Rolling Rd., a heavily traveled local roadway and widened I-95 to accommodate DAR and new exit Ramp from I-95 to FCP and NGA. To address the numerous stakeholders goals, the team instituted formal partnering that emphasized open communication between the numerous and diverse stakeholders. Throughout construction bi-weekly partnering or task force meetings were held with all major stakeholders. The DBT completed the following work:
- Design of a 4-lane divided, limited access highway, designed to facilitate future widening to 6-lanes within the project ROW; Relocation of portions of Rolling Rd.; Interchange at FCP with Barta Rd.
- New Bridges at Fullerton Rd., Accotink Creek/Barta Rd.; and multipurpose trail alongside a portion of the road.
- Construction of Ramp A/Loop D at the Barta Rd. Interchange.; Construction of Ramp C of the Boudinot Dr. interchange. This ramp was approx. 0.3 miles long.
- Provided an access road for approx. 1.0 mile beginning at the existing exit ramp connecting SB I-95 to WB FCP to a new alignment to the W. South Loop Road, included widening of existing Br. 675.
- Provided access to NB FCP from Boudinot Dr. and constructing Loop B. Also provided a connection from FCP NB to Boudinot Dr. via Ramp B.
- Access from SB FCP to Boudinot Dr. via Ramp D and a new bridge crossing Accotink Creek.

Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience – Members of the JMT FCP Design Team will be assigned to the Military Highway Continuous Flow Intersection (CFI) project. The Similar Scope Activities lists work completed that will be needed on this D-B project. The proposed staff and their demonstrated experience with similar scope items will ensure continuity in the DBT and its approach and results in an experienced team that is integrated and has a proven history of completing projects on time and within budget.

Relevant and Verifiable Evidence of Good Performance - This project has relevance because of the D-B method of innovative project deliver, involved EFLHD as the project representative and VDOT as the project owner; involved a new project through a portion of the Army's Fort Belvoir in northern Virginia. ***Several members of EFLHD and the DBT received the "Star Partner" awards for their exceptional dedication, teamwork and professionalism in support of the project's goals by the NGA and USACE.*** This project was recognized with several awards from DBIA – National Competition Merit Award 'Design Build Done Right'; DBIA Mid-Atlantic Region – Transportation Award; VTCA – Transportation Engineering Awards for VDOT Projects Greater than $10M; ACEC/VA – Merit Award; and ACEC/MW and MD – Honor Awards for Excellence

SIMILAR SCOPE ACTIVITIES

- ✓ *Design-Build*
- ✓ *Roadway*
- ✓ *CFI Features*
- ✓ *Survey*
- ✓ *Structure and/or Bridge*
- ✓ *Environmental*
- ✓ *Geotechnical*
- ✓ *Hydraulics*
- ✓ *SWM Quantity/Quality Regulations*
- ✓ *Traffic Control Devices*
- ✓ *ITS Devices/Systems*
- ✓ *TMP*
- ✓ *Noise Walls*
- ✓ *Right-Of-Way*
- ✓ *Utilities*
- ✓ *Public Involvement, Relations and Mgmt.*
- ✓ *QA / QC*
- ✓ *CE&I*
- ✓ *Overall Project Mgmt.*

PROJECT HIGHLIGHTS

- *Several members of EFLHD and JMT received the "Star Partner" awards for their exceptional dedication, teamwork and professionalism in support of the project's goals by the NGA and USACE.*
- *This project was recognized with several awards from many professional organizations.*
- *"I am extremely pleased with the performance of CHC & JMT…they proved to be extremely responsive to our needs and concerns throughout the project.*
  Tom Fahrney, VDOT/BRAC Coord. (3/25/11)
- *"Impressed with the solutions that were reached to counter the site constraints and the numerous ways the owner/client's expectations were obviously exceeded. Your work ethic and ingenuity on this project is impressive."*
  ACEC/MW Judging Panel (1/25/13)

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ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
(2.) Centerville Turnpike Improvements **SINGLE CONTRACT** Virginia Beach, VA	N/A	**City of Virginia Beach** **P** 757-385-8647 **PM** Ms. Katie Shannon, PE **P** 757-385-1514 **E** kshannon@vbgov.com	Fall 2015	Fall 2020 (Estimated)	$9,374	$22,854 (Including EWO)	$1,066 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.

JMT is the Lead/Prime Designer. Design work was performed from:

- Virginia Beach, VA
- Sparks, MD (Headquarters)
- Herndon, VA
- Richmond, VA

Proposed Rendering of Centerville Turnpike and Indian River Road Intersection

Proposed Rendering of Centerville Turnpike Typical Section

Proposed Rending of Ultimate Section of Centerville Turnpike just South of Jake Sears Road

Scope/Project Description - The City of Virginia Beach plans to ultimately widen 1.9 miles of Centerville Turnpike, from Kempsville Road to Indian River Road, from its existing two-lane configuration to a four-lane divided urban roadway with a 5' northbound sidewalk, 8' southbound sidewalk, and 4' on-road bike lanes within a proposed 130' right-of-way. The initial improvements are being designed to accommodate the ultimate (future) six-lane typical section, placing the outside curb and gutter in the ultimate location and providing a wider "grass" median in the initial condition. This approach addresses all of the right-of-way and utility impacts with the initial project, simplifying the construction of the ultimate six-lane roadway essentially in the median to provide the additional travel lanes. Over 50 partial right-of-way plats and 5 complete property takes are required for the project. In addition, the improvements include intersection improvements at the Indian River Road, Kempsville Road, and Jake Sears Road improving capacity and pedestrian access to adhere to ADA requirements. LED street lighting will be incorporated for energy efficiency and potential noise barrier locations have been identified for consideration.

A major component to this project was the stormwater management. The stormwater quality was designed to treat the proposed four lane condition using the VRRM while the stormwater quantity was designed for the ultimate six-lane condition. It was cost effective to construct the larger stormwater trunk lines during the construction of the four-lane condition than it was during the possible construction of the six-lane condition. Design of both the water quality and quantity aspect of the project was challenging. High groundwater table elevation and limited available area made design of the water quality measures challenging. A majority of the project discharges into the Cedar Hill Canal. The existing watershed model for this area was out of date and needed to be updated. The old SWM created in EPA SWM V4.0 was recreated using the output text files and XP-SWMM. An updated XP-SWMM model reflecting the existing channel geometry, culvert size and location, land uses, and recent modifications to Lake James was incorporated into the existing conditions model. The proposed BMPs and changes to drainage area were added to the post development model and compared against the pre-developed model. Because the total watershed/model area was so large and the proposed project was only a small percentage of the area, the results between the pre-development and post-development were not as different as expected. The Lake James community if very sensitive to the effects of stormwater and quality entering the lake. JMT and the City actively reached out to the community to answer questions and address concerns including attending a community meeting, talking with community representatives and meeting with the community at the public hearing.

Another key component to the implementation is the development of the Transportation Management Plan. JMT's Traffic Engineers will ensure that existing mobility is maintained during construction of the proposed improvements. The intersection with Indian Road lies in close proximity to the I-64 interchange. The roadway on a daily basis backs up on the interstate and is a great concern to the city and the public. The design calls for the construction to be multi-phased with limiting work times to sensitive areas to off peak or night time.

Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience - Assisting JMT on this project are the following subcontractors that are also proposed on our team for Military Highway CFI. ***EEE Consulting, Inc.*** is providing environmental and cultural resources investigations. ***The Miles Agency*** is providing public outreach and involvement services. ***Engineering and Testing Services, Inc.*** is providing geotechnical and construction materials testing services.

Relevant and Verifiable Evidence of Good Performance - JMT, in conjunction with its subconsultants and the City of Virginia Beach, recently held a successful Public Hearing for the Centerville Turnpike Improvements project. To assist in effectively communicating the design intent with the public, engineers worked closely with graphic designers to create mounted boards showcasing the various proposed improvements and highlighted the constructed wetlands and typical roadway section. Brochures and comment forms were also generated and distributed to the public. JMT specialists representing all major areas of design were available to discuss the project with the public and answer questions and concerns in depth. Detailed plan sets, scroll plots, environmental documents, and noise barrier reports were also available for discussion. Over 60 guests attended the Public Hearing and nearly half provided written feedback. This highly effective Public Hearing was well received and demonstrates the close coordination between JMT, sub-consultants, and the City of Virginia Beach leading up to the event. In an email after the event, City of Virginia Beach Project Manager Katie Shannon recapped *"We had a great turnout from the public and I think we did a great job responding to questions and addressing people's concerns. The boards looked fantastic and I heard a lot of positive feedback from people on the project, the presentation documents as well as the engineers and staff responding to questions. I know a lot of hard word went into preparing for the Public Hearing and I am sincerely grateful."*

SIMILAR SCOPE ACTIVITIES

- ✓ *Roadway*
- ✓ *Survey*
- ✓ *Structure and/or Bridge*
- ✓ *Environmental*
- ✓ *Geotechnical*
- ✓ *Hydraulics*
- ✓ *SWM Quantity/Quality Regulations*
- ✓ *Traffic Control Devices*
- ✓ *ITS Devices/Systems*
- ✓ *TMP*
- ✓ *Noise Walls*
- ✓ *Right-Of-Way*
- ✓ *Utilities*
- ✓ *Public Involvement, Relations and Mgmt.*
- ✓ *Overall Project Mgmt.*

PROJECT HIGHLIGHTS

- *JMT's Transportation Management Plan will ensure that existing mobility is maintained during construction.*
- *JMT's Drainage and Stormwater Management Design complies with Virginia's stringent new Stormwater Quality Regulations.*
- *Members of the Military Highway DB Team are working together to successfully deliver this important and highly publicized project.*

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ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

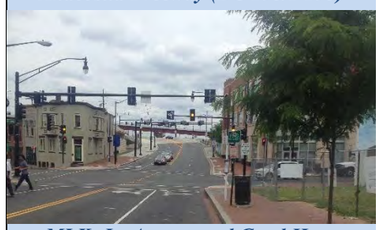
(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
(3.) 11th Street Corridor (DB) Bridges and Interchanges **SINGLE CONTRACT** Washington, DC	Skanska USA Civil Southeast Inc./ Facchina Construction Company A Joint Venture	**District Department of Transportation** **P** 202-673-6813 **PM** Mr. Joseph Dorsey, PE **P** 202-671-4605 **E** joseph.dorsey@dc.gov	July 13, 2013	Nov. 30, 2015	$260,000	$375,079	$17,300 JMT Design Fee

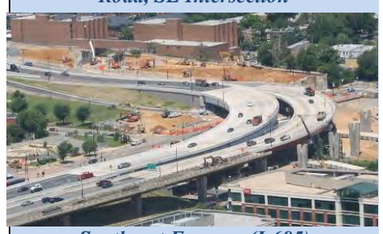
h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant.

JMT is the Lead/Prime Designer. Design work was performed from:
- Sparks, MD (Headquarters)
- Virginia Beach, VA
- Herndon, VA
- Richmond, VA

Anacostia Freeway (DC 295/I-295)



MLK, Jr. Avenue and Good Hope Road, SE Intersection



Southeast Freeway (I-695) over CSXT Tracks

Scope/Project Description - Previously, no direct connection existed between the Southeast Freeway (I-695) and the northern segment of the Anacostia Freeway (DC 295/I-295). Because of this unfinished connection, regional traffic was forced to neighborhood streets, resulting in significantly increased traffic on local streets within the Anacostia and Capitol Hill neighborhoods. The 11th Street Project completed all freeway connections for regional traffic between the I-695 and DC 295/I-295, and to-date is the largest construction project in DDOT history. The project also promotes job growth and economic stimulus to the area as part of the greater Anacostia Waterfront Initiative Plan.

In our nation's capital, the JV Contractor worked with JMT as the Lead/Prime Designer for this stipulated sum DB Project of $260M (modified to $287.6M) in Washington, DC adjacent to the Washington Navy Yard. The original engineer's estimate to complete the entire project was $460M (including initial and ultimate construction). Due to budget constraints, DDOT undertook a $260M Design-Build-to-Budget Stipulated Sum procurement with a challenge of seeing how much of a functional improvement of the initial project could be built for this sum. The DBT was selected as the team that would provide DDOT the best value, providing three new bridges over the Anacostia River.

This project has included three new major continuous steel multi-girder bridge crossings of the Anacostia River and two complex interchanges with the Southeast Anacostia Freeway (I-295). These bridges have included a 5 span 866-ft. long bridge, a 5 span 926-ft. long bridge and a 10 span 1,650-ft. long bridge. Spans range up to 234-ft. for the main span over the Anacostia River. Several existing bridges were rehabilitated for use in the new interchanges. One new interchange has a lower overall height and was located further away from the adjacent neighborhood, thereby reducing impacts on the local community, which had significant input on the design of the project. It provides better regional connections and affords drivers with easier accessibility to DC neighborhoods and full replacement deficient infrastructure. Three bridges were designed to accept the tracks and OCS poles required for a future streetcar line. Extensive coordination was required with the railroad to accommodate expansion/reconstruction of the Virginia Avenue tunnel and to carry vehicular traffic over CSXT tracks.

JMT refined the planning document alignments and interchange layouts to reduce costs, environmental and community impacts, minimized community impacts, maintained traffic and built public support through extensive public involvement. Seventy percent of the project was constructed without major interruption to vehicular traffic. In such a large metropolitan region, extensive traffic engineering plans and analysis; and MOT was critical to keep construction on schedule. All modeling for the local street network to determine lane configurations was developed using SYNCHRO. JMT developed traffic engineering for signals, signing, marking and MOT. The extensive MOT phasing includes layout of temporary signing, marking, channelization devices, temporary pavement, temporary concrete barrier and detour plans. Signing plans include the layout of all guides, regulatory and warning signs.

As a result of the Team's innovative and cost effective design and construction, the DBT was awarded $90.7M in additional scope to complete the final design and construction of the total project to provide the full functionality considered in the NEPA documentation. JMT authored the NEPA Environmental Reevaluation of the FEIS and has provided all environmental compliance and permitting efforts for this project. To date the project has had perfect compliance with all 188 environmental commitments.

Numerous utilities were present throughout the project site. Our team focus was to avoid and minimize impacts to utilities. Innovative deep foundations that bridged utilities were designed to avoid relocations of several facilities and eliminate schedule conflicts. Pedestrian and bicycle traffic was continuously maintained across the Anacostia River throughout the duration of construction. JMT was able to accomplish this by enhancing local pedestrian and bicycle connections by separating freeway and local traffic on to separate bridges crossing the Anacostia River.

Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience - Members of the JMT 11th Street Design Team will be assigned to the Military Highway Continuous Flow Intersection (CFI) project. The Similar Scope Activities lists work completed that will be needed on this D-B project. The proposed staff and their demonstrated experience with similar scope items will ensure continuity in the DBT and its approach and results in an experienced team that is integrated and has a proven history of completing projects on time and within budget.

Relevant and Verifiable Evidence of Good Performance – The DBT was able to provide the best value to the project owner DDOT by saving them a total of $81.7M from the original engineer's estimate. This project has been recognized with several awards from ACEC/MD – Grand Award; ACEC/MW – Honor Award; Ranked 1st in the 2012 "Top 10 Bridges" by *Roads & Bridges magazine*; and was recognized as Skanska's Global Project of the Year for 2012.

SIMILAR SCOPE ACTIVITIES

- ✓ *Design-Build*
- ✓ *Roadway*
- ✓ *CFI Features*
- ✓ *Survey*
- ✓ *Structure and/or Bridge*
- ✓ *Environmental*
- ✓ *Geotechnical*
- ✓ *Hydraulics*
- ✓ *SWM Quantity/Quality Regulations*
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- ✓ *Utilities*
- ✓ *Public Involvement, Relations and Mgmt.*
- ✓ *QA / QC*
- ✓ *Railroad*
- ✓ *CE&I*
- ✓ *Overall Project Mgmt.*

PROJECT HIGHLIGHTS

- *Largest Constr. Project to Date in DDOT's History.*
- *Completes all freeway connections and replaces structurally deficient river bridges.*
- *Innovative/cost-effective design/construction saved the client (DDOT) a total of $81.7M from the original engineer's estimate.*
- *JMT was responsible for all pedestrian/ bicycle enhancements that help Washington, DC to earn the designation as a "Gold Level Walk Friendly Community" by the Pedestrian and Bicycle Information Center.*
- *Ranked 1st in the 2012 "Top 10 Bridges" list by Roads & Bridges magazine, a nationwide review of significant roadway projects.*
- *Recognized as Skanska's Global Project of the Year for 2012.*
- *Recognized with Awards from ACEC/MD & by ACEC/MW in 2014.*

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A DESIGN-BUILD TEAM

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