

Statement of Qualifications

Contract ID Number:

C00100200DB104

Submitted to:

Virginia Department of Transportation

May 30, 2019



Skiffes Creek Connector Design Build Project

From: Route 60 (Pocahontas Trail)

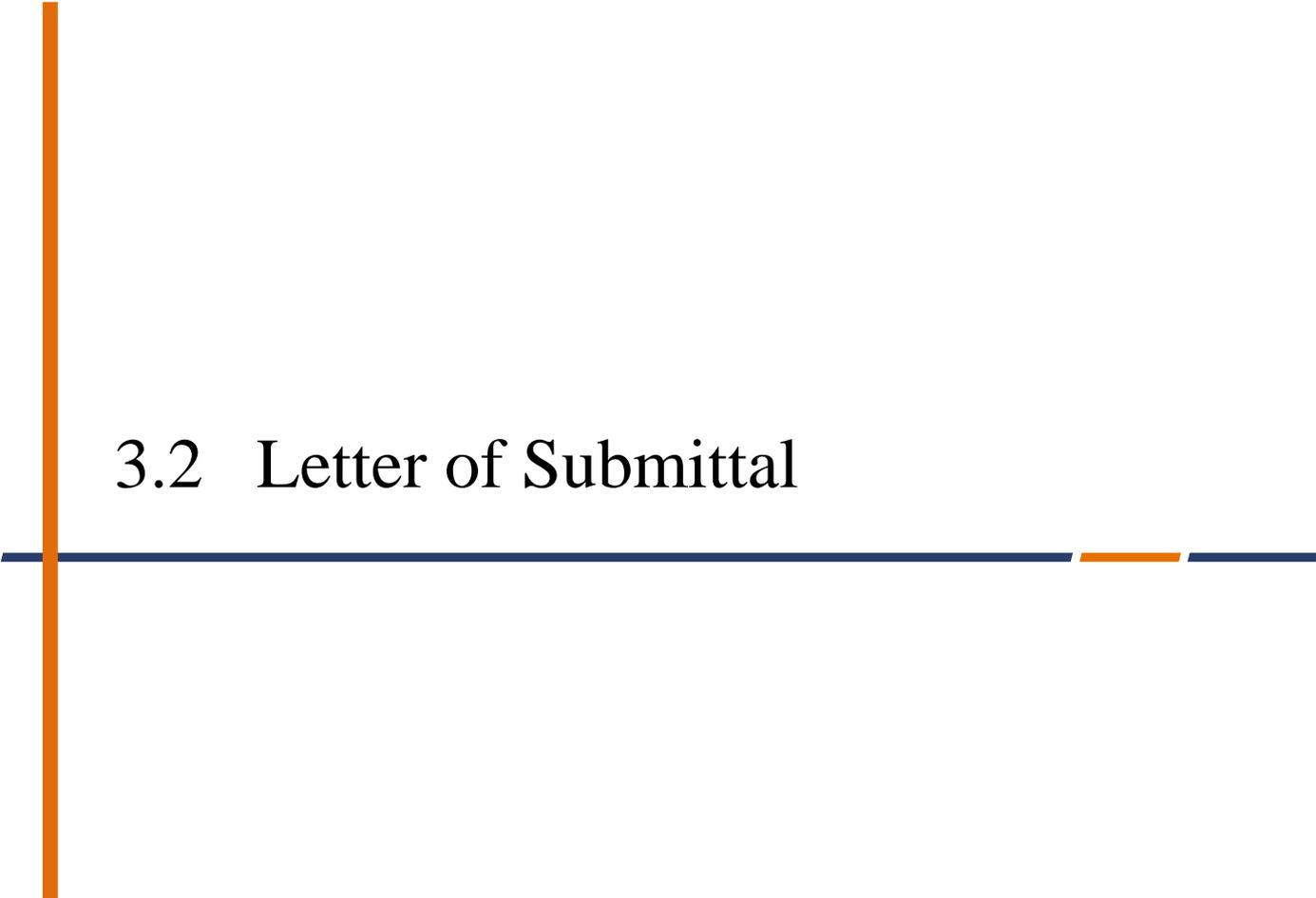
To: Route 143 (Merrimac Trail)

James City County, Virginia

State Project Number 0060-047-627, P101, R201, C501, B619, B620

Federal Project No.: STP-5A03(455)

3.2 Letter of Submittal





General Construction | Heavy Civil | Geotechnical

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

May 30, 2019

Ms. Sudha Mudgade, PE, PMP, DBIA,
Alternative Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

RE: **Statement of Qualifications (SOQ)**
Skiffes Creek Connector From Route 60 (Pocahontas Trail)
to Route 143 (Merrimac Trail), James City County, VA
A Design-Build (DB) Project
RFQ No: C00100200DB104

Dear Ms. Mudgade:

Wagman Heavy Civil, Inc. (Wagman) is pleased to submit our SOQ for Skiffes Creek Connector from Route 60 (Pocahontas Trail) to Route 143 (Merrimac Trail) in James City County, VA. In accordance with the Letter of Submittal requirements for Section 3.2 we offer the following additional information for review:

3.2.1/3.2.2 Authorized Representative/Point of Contact
Mike Mansfield, PE, Design Build Project Manager
26000 Simpson Road, North Dinwiddie, VA 23803-8943
P. 804.631.0007 | M. 804.943.1397
Email. mpmansfield@wagman.com

3.2.3 Principal Officer Information.
Greg Andricos, PE, President/COO
3290 N. Susquehanna Trail, York, PA 17406-9754
P. 717.767.8292 | M. 717.825.8688
Email. gmandricos@wagman.com

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

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

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

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

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

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

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

3.2.11 Achieving a Thirteen Percent (13%) DBE Participation Goal. Wagman is committed to achieving a thirteen percent (13%) DBE participation goal for the entire value of the contract.

Wagman has a long and successful history serving Virginians on numerous projects. As a single, integrated Design-Build Team, we will design and construct Skiffes Creek Connector from Route 60 (Pocahontas Trail) to Route 143 (Merrimac Trail) to ensure the greatest opportunity for success. We will create a transparent working relationship with VDOT and third-party stakeholders to promote trust, confidence, and collaboration. Thank you for the opportunity to submit our Statement of Qualifications.

Respectfully,
Wagman Heavy Civil, Inc.

Mike Mansfield, PE
Design Build Project Manager

York, PA | Berryville, VA | Dinwiddie, VA



3.3 Offeror's Team Structure



Wagman will provide the Virginia Department of Transportation (VDOT) with an experienced and integrated Design-Build Team (DBT) for the **Skiffes Creek Connector Design-Build (DB) Project**. Wagman has carefully selected individuals with relevant expertise from a number of regionally acclaimed firms to provide the most robust team for this Project. These individuals will ultimately report to executive management of Wagman throughout construction.

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



Offeror / Legal Entity / Prime / General Contractor | Wagman, founded in 1902, continues today as a fourth generation, private family-owned heavy civil contractor specializing in transportation infrastructure and has grown to become a nationally recognized leader within the industry. Wagman is an experienced DB Contractor who has partnered to complete the design and construction of over \$1 Billion of transportation projects in the Mid-Atlantic Region. Wagman’s ability to self-perform roadway, bridge, drainage, geotechnical, foundations, latex overlay, grooving and grinding is unique in this industry. With innovative engineering experience and a large fleet of heavy equipment, we are well-positioned to manage this project and can ensure a successful end result.

Wagman is nationally recognized for our innovative programs to promote worker safety and health as core values of the transportation design and construction industry. In addition to numerous other awards, most recently, The Virginia Transportation Construction Alliance (VTCA) awarded Wagman Heavy Civil, Inc. the **2019 Contractor Safety Award** as recognition for our outstanding safety programs and performance.



The Safety Huddle is performed every morning by project supervision to help employees understand the work being performed for that day as well as identifying potential hazards and how they can perform the work safely.



Lead Designer / Project Management / Highway / Structural Design / Traffic Engineering / MOT / Environmental Permitting / Geotechnical / Hydraulics / Utilities / Surveying / SUE / Right-of-Way (VDOT Prequalified ROW

Consultant) | - JMT is a multi-disciplined, A/E employee-owned company that offers a full array of consulting and technology services for infrastructure projects (including DB) throughout the United States. JMT is currently ranked No. 14 in *Engineering News-Record’s (ENR) Top Transportation Firms*. JMT has completed thousands of highway and bridge projects ranging in complexity from local intersection improvements to multiphase interstate projects. They have a documented reputation for the development of innovative solutions for DB projects, delivery of projects on-time and within budget for a variety of project delivery methods including DB and Public-Private-Partnerships (P3). JMT has been the Lead Designer or Quality Assurance Manager on several DB projects and one P3 project throughout Virginia with total design and construction dollars exceeding \$1 Billion.

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

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

Subcontractors/Subconsultants	DBE/SWaM	Role
CES Consulting, LLC (CES)	DBE #690040	Independent QA Management and Inspection
Hassan Water Resources, LLC (HWR)	DBE #DB1010094 SWaM # 662801	Hydraulic/Hydrologic Analysis
DMY Engineering Consultants, Inc. (DMY)	DBE # DB20259665 SWaM #684372	Geotechnical Testing

3.3.1 IDENTITY OF AND INFORMATION ABOUT THE KEY PERSONNEL

The DBT is led by qualified and capable professionals with local-area knowledge and strong DB experience. The DBT's identified personnel have relevant experience on transportation projects (including DB) in roles similar to those proposed on this project team. The DBT structure employs best management practices, emphasizes intra-team communications, and empowers team members to solve issues at the most appropriate organizational level. This similar has been successfully demonstrated on previous **VDOT DB projects, including Odd Fellows Road Interchange, Route 61 Bridge Replacement, and I-95 Southbound CD Lanes Rappahannock River Crossing**. Our proposed key staff members consist of a **Design-Build Project Manager, Quality Assurance Manager, Design Manager, and Construction Manager**, with a combined total of over 75 years of design and construction knowledge, which includes significant experience with VDOT and innovative project delivery methods.

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

Key Personnel Name	Key Personnel Position	Company Name
Michael Mansfield, PE	Design-Build Project Manager (DBPM)	Wagman
Bryan Barnson, PE, CCM, DBIA	Quality Assurance Manager (QAM)	CES
Garth Donahue, PE	Design Manager (DM)	JMT
Gerry Hargis	Construction Manager (CM)	Wagman

3.3.2 ORGANIZATIONAL CHART

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

LEGEND

— = Direct Report Line ◀ = Value Added Personnel
 - - - = Line of Communication 🔑 = Key Personnel

● = RLD ■ = ESCCC ◆ = VDOT Intermediate Work Zone
 ○ = CSXT Roadway Worker Protection Contractor Safety
 □ = Amtrak Contractor Certified

DESIGN JMT
CONSTRUCTION WAGMAN
INDEP. QA/QC

CES = CES Consulting, LLC*
 HWR = Hassan Water Resources, LLC*
 DMY = DMY Engineering Consultants*
 *DBE and/or SWaM firm

VDOT Hampton Roads District
 Virginia Department of Transportation
Project Manager

DB Project Manager
 🔑 Michael Mansfield, PE ●○□

Project Resources Group

Greg Andricos, PE WAGMAN
 Robert Gallagher, PE JMT
 Glen Mays, DBIA WAGMAN
 William Schaub, PE JMT

Safety Manager
 Dawn Pattison

Public Involvement/Relations Manager
 Elisabeth McCollum

Design QA Manager
 Robert Reed, PE

Design QC
 Independent Reviewers

Structural / Bridge Engineer
 Trip Phaup, PE
 David Hieber, PE

Drainage/SWM/ESC
 Steven Rowe, PE
 Christos Damalas, PE

Survey/SUE
 Michael Zmuda, LS, PE
 Gary Campbell, LS, PE

H/H Analysis
 Gamal Hassan, PE (HWR)

Right-of-Way
 Joseph Miklochik, IRWA

Railroad Coordinator
 Jay Utz, PE ○

Railroad Safety Training
 Frank Tiralla, ASP, OHST ○□

Design Manager
 🔑 Garth Donahue, PE

Roadway Design
 Rodney Hayzlett, PE
 Rhys Keller, PE, Assoc. DBIA

Traffic Engineering/MOT
 John Riley, PE, PTOE
 Kathryn Brown, PE, PTOE

Environmental Permitting
 Ian Frost, CEP, AICP, LEED AP
 Carter Teague, PWS

Utility Coordinator
 Dave Malinoski, PE

Water/Sewer Design
 Michael Luning, PE

Geotechnical Engineer
 Michael Leffler, PE

Geotechnical Borings & Laboratory Testing
 DMY

Design Build Integration Mngr.
 Jerry Whitlock, PE, DBIA, PMP, CCM ●■◆○□

Project Superintendent
 Todd "Gator" Scott ●■

ESC Manager
 Randy Sprinkle ●■

Project Controls/ DBE Liaison
 Jeanie Jones

Subcontractors
 TBD

Geotechnical Construction Manager
 Ed Laczynski, PE

Construction Manager
 🔑 Gerry Hargis ●■□

Quality Control Manager

Lead QC Inspector

QC Inspectors

QC Certified Testing Lab

Survey Manager
 Adam Staples

Other VDOT Projects in Area

I-64 Capacity Improvements, Segment II
 I-64 Capacity Improvements, Segment III
 Atkinson Boulevard
 Denhigh Boulevard Bridge

Quality Assurance Manager
 🔑 Bryan Barnson, PE, CCM, DBIA (CES)

Supporting QA Inspectors

QA Certified Testing Lab

Third Party Stakeholders

Businesses, Educational Institutions, James City County, City of Newport News, York County, Williamsburg Area Transit Authority, VDOT Maintenance Center, Virginia Peninsula Regional Jail, Newport News and Williamsburg-James City County Public Schools, CSX, Amtrak, Military Installations, Busch Gardens, Morning Star Baptist Church, Walmart, Haynes Furniture, DEQ, Army Corps of Engineers, Traveling Public, Police, Fire and Rescue, EMS, Property Owners and Utility Companies.

3.3.2 ORGANIZATIONAL CHART NARRATIVE

Reporting Relationships of Key Personnel - The DBT organizational structure proposed for this project utilizes a successful, fully integrated team implemented and refined by Wagman and JMT on previous award-winning DB projects. We have optimized our core team to present clear, logical, and functioning reporting relationships to manage the design and construction of the Skiffes Creek Connector project. The project organization is structured to facilitate timely and effective communication among all personnel, regardless of position. Details of the roles of each of Key Personnel and reporting relationships are listed below:

Design-Build Project Manager (DBPM) - The DBT organizational chart starts with VDOT at the pinnacle of the hierarchy. VDOT's primary interface will be the **DBPM**. In accordance with sound management practices and VDOT guidance, the DBPM serves in the most crucial role, one that defines success for all aspects of the project. **Mr. Michael Mansfield, PE** will institute and lead the integrated Wagman Team approach to collaboratively meet all RFP requirements under the contract, as well as incorporating our numerous **value-added services**, while answering any questions or

inquiries and avoiding and resolving any disputes. He is the principal conduit for communication with VDOT and exercises direct control over the integrated DBT including design, construction, materials, equipment and labor procurement, quality assurance, quality control, contract administration, safety and public outreach. 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. The DM, CM, QAM, Public Involvement/Relations Manager, Design Build Integration Manager, and Safety Manager report directly to the DBPM.

Independent Quality Assurance Manager (QAM) – **Mr. Bryan Barnson, PE, CCM, DBIA (CES)** is the independent QAM and will report directly to the DBPM and will ensure compliance with all Minimum Requirements for Quality Assurance and Quality Control on Design Build and Public-Private Transportation Act Projects, per the July 2018 Manual. Brian's direct reports include quality assurance inspectors, the off-site materials sampling and testing laboratory, and other QA staff. The QAM organization will, through the DBPM, establish communication paths to the construction quality control and construction organization to ensure that the QAM is apprised of activities and to ensure that corrective activities and remediations are implemented as quickly as possible.

Design Manager (DM) - All design discipline leads, as well as the Design QA and Design QC will report to the **DM, Mr. Garth Donahue, PE**. During 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. Donahue will also establish and oversee the QA/QC program for design. The responsibilities of the Design QA/QC Team will be separated between QA and QC. Mr. Donahue reports directly to the DBPM.

Construction Manager (CM) – **Mr. Gerry Hargis** is the CM for the project and will be onsite during construction operations to oversee all major construction activities and will manage the Construction QC program, Project Superintendents, Construction MOT Manager, ESC Manager, Project Controls/DBE Liaison, Geotechnical Construction Manager, Survey Manager, Field Superintendents, Construction Subcontractors, and Construction Quality Control Manager (QCM). Mr. Hargis' responsibilities will include CPM schedule development and updating, resource planning and allocation, budgetary and cost control, subcontractor scheduling, MOT, ESC, and shop drawing review. The CM will have communication with the DM during design development, and the QAM throughout the project. Utility relocation and major subcontractors will report to the CM. The CM will report directly to the DBPM. In addition to being certified by Amtrak to work on Railroad right-of-way, Mr. Hargis also holds RLD and ESCCC certifications. All of his current assignments will be complete prior to the start of construction.

VALUE ADDED SERVICES:

- ▶ Public Involvement / Relations Manager
- ▶ Design Build Integration Manager
- ▶ Railroad Coordinator
- ▶ ESC Manager
- ▶ Geotechnical Construction Manager

VALUE ADDED PERSONNEL

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

- ▶ **Design Build Integration (Jerry Whitlock, PE, DBIA, PMP, CCM)** reports directly to the DBPM, and has 14 years of experience coordinating award-winning Design-Build projects with JMT, VDOT and both public and private stakeholders in Virginia. Most recently he has performed this coordination with many of the same and similar stakeholders on VDOT's I-95 SB CD Lanes over the Rappahannock River DB project. Jerry continues to coordinate extensively with JMT staff, having become partially embedded in JMT's Richmond office to ensure successful delivery of the project. In addition, Mr. Whitlock is a Reserve Naval Officer with Naval Facilities and Engineering Command and is intimately familiar with federal facility operations and coordination requirements.
- ▶ **Public Involvement / Relations Manager (Elisabeth McCollum)** reports directly to the DBPM and is a Public Involvement and Communications professional with over 17 years of experience. She is familiar with VDOT public involvement requirements and processes, as well as local jurisdictions. Her experience includes: serving as the public point of contact for the project; stakeholder identification; distribution list management; providing project information to post on the project website and social media and to answer public inquiries; content for and distribution of email blast updates/newsletters; planning, logistics, and facilitation for Pardon Our Dust meetings; news/media coordination; and comment/response tracking and database management. Elisabeth is currently successfully performing this role and working closely with VDOT Fredericksburg District staff on the I-95 SB CD Lanes over the Rappahannock River DB project.
- ▶ **Railroad Coordinator (Jay Utz, PE)** reports to the DM and will be responsible for coordinating required railroad reviews and operations affecting the railroad. He has extensive experience working around railroads and has served as CSX railroad representative and construction monitoring representative on 14 public transportation projects in Virginia. As a consultant to CSX, Mr. Utz worked directly with CSX staff and its General Engineering Consultant, particularly the 3rd party most likely to be assigned the review of this project. Mr. Utz also performed multiple reviews of preliminary plans, final plans and construction submittals. Most recently, he served as Railroad Coordinator on VDOT's Odd Fellows Road Interchange DB project.
- ▶ **Utility Coordinator (Dave Malinoski, PE)** reports directly to the DM, and has more than 39 years of experience in the management and design of utility, transportation, and site improvement projects. He will perform utility field inspections that include conflict analysis; cost estimates and prorates; and scheduling and in-plan design for water, sewer, electric and telecommunications facilities. Mr. Malinoski has served as the Utility Project Manager for VDOT's I-495 Capital Beltway HOT Lanes PPTA project in NOVA, as well as VDOT's Odd Fellows Road Interchange DB project.
- ▶ **ESC Manager (Randy Sprinkle)** reports directly to the CM and will be responsible for ensuring that E&S controls are in place in accordance with the design and functioning as intended. Randy has over 20 years of experience in roadway construction and holds RLD and ESCCC certifications. Randy will utilize the following environmental management enhancements: written environmental management plan, environmental compliance training, and use of STOP WORK AUTHORIZATION by all Wagman employees for environmental concerns identified during construction. Items found out of compliance will be tracked and scheduled for corrective action.
- ▶ **Geotechnical Construction Manager (Ed Laczynski, PE)** reports directly to the CM, will communicate with the design team Geotechnical Engineer, and will review the geotechnical investigation plan to ensure borings are identified in accordance with the VDOT Manual of Instructions to provide recommendations for all project elements, based on the potential geotechnical challenges associated with this project including the potential for acid-sulfate soils and low-plasticity lean clays. Mr. Laczynski, along with JMT's Geotechnical Engineer Mr. Michael Leffler, PE, will lead a specific geotechnical and foundations design task force to proactively identify, mitigate, and track geotechnical issues and challenges before they can negatively impact the project.

3.4 Experience of Offeror's Team

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



3.5 Project Risks



INTRODUCTION

The first step in managing risk is to identify the risks, and in order to formalize this for the Skiffes Creek Connector project, the Wagman/JMT Design-Build Team (DBT) conducted a Risk Workshop modeled on the system outlined in VDOT’s Project Management Procedure PMO-15.0 “Project Risk Management” to assess and assign probability and severity to risks. Although all viewpoints of risk were considered, the DBT concentrated more on risks impacting the ability to deliver the project on-time, within budget, and to the quality level expected by VDOT.

The Risk Workshop identified over 100 individual risks. These risks were evaluated by degree of impact (1 to 3) and probability of occurrence (1 to 3). A risk factor was calculated for each risk; (Risk factor = degree of impact multiplied by probability of occurrence) and ranged from 1 to 9. Of the over 100 individual risks, 11 received a maximum risk factor of 9. These risks are shown in the table at right.

Identified Risk	Risk Factor
Roadway Profile Constraints	9
Embankment and Bridge Approach Settlement	9
Property impacts/constraints at the Virginia Peninsula Regional Jail	9
Timeliness of CSX/AECOM Submittal Reviews / Approvals	9
Foundations - proximity to existing utilities/vibration	9
Safety – Construction area includes overhead transmission and railroad activity	9
Proximity to CSX Railroad during erection/pile construction	9
ROW Acquisition of Government Facilities	9
Stream Restoration	9
Overhead Transmission Utilities – Relocation Schedule, Wrong Clearance Adjustment, Ability to Raise the Lines Due to Permitting	9
Unsuitable Subgrade and Swampy Areas in Floodplains	9

Based on the DBT’s risk evaluation process, successfully managing the following three (3) risks were determined to be the most critical to the success of the Skiffes Creek Connector project:

- 1) **Geotechnical Considerations In Dealing With The Windsor and Shirley Formations**
- 2) **Railroad Impacts**
- 3) **Stakeholder Coordination**

The second step in managing risk is to develop strategies, specific processes or actions, in order to minimize or mitigate the impacts associated with the risk. Risk mitigation strategies were developed for these three (3) critical project risks and are described later in this section of the SOQ. However, when responding to the RFP, the DBT will develop a risk management plan for the project that will include a risk register that includes all the risks identified during our workshop with a risk factor of 6 or higher.

This plan will include strategies to respond to each of those risks and will identify the party or individual best responsible for managing the risk. This will allow the DBT to create mitigation plans, build contingencies into the project or adjust the project schedule to manage the risk.

The final steps in managing risk involve tracking the risk, evaluating the effectiveness of the mitigation strategies, and modifying these strategies as necessary. During delivery of the project, our DBPM will be responsible for managing the risk on the project. The diagram to the right shows the steps the DBPM will follow during the project to continually track all trends associated with the risks. Risks will be reviewed and re-evaluated by the DBT and communicated monthly to VDOT until they have been mitigated or are no longer considered a risk. Mitigation strategies will be modified as necessary and new risks will be added to the register and tracked as they are identified.



VALUE ADDED SERVICE:

- ▶ **Design Build Integration Manager, Mr. Jerry Whitlock** brings 14 years of experiencing developing and implementing mitigation strategies for risks similar to the 3 main risks noted herein. He performed the same role on the award-winning VDOT Rt. 7 Bridge Widening & Rehab. DB project which included significant public and private stakeholder coordination that was critical in mitigating schedule delays contributing to the early completion of the project. His design coordination also resulted in the used of multiple foundation systems optimized to fit the project conditionals and schedule constraints. Mr. Whitlock has previously worked with JMT on both the Taylor and 9th Street Bridge DB projects in DC for FHWA. Both bridges crossed CSX tracks and involved construction adjacent to, over, and under CSX tracks, with Mr. Whitlock as the primary designer for construction engineering for railroad protections. Also responsible for onsite public outreach for 9th Street.

Risk No. 1 | GEOTECHNICAL CONSIDERATIONS IN DEALING WITH THE WINDSOR AND SHIRLEY FORMATION

Risk Identification- According to the Virginia Geology Map of the Coastal Plain, the soils underlying the site should consist of the Windsor Formation of the Lower Pleistocene and Upper Pliocene geologic era. However recent alluvium and/or swamp type deposits of the Holocene geologic era may be present along Skiffes Creek and the unnamed creek west of the VDOT Williamsburg Residency Maintenance Facility. The Shirley Formation exists nearby and may be encountered within the project limits. The Shirley Formation generally consists of light- to dark-gray, bluish-gray and brown sand, gravel, silt, clay, and peat. Based on the DBT's experience and review of geological and geotechnical information in the area of the project, the following are challenges associated with the highly variable formation:

- Inaccurate settlement predictions and soil shear strength parameters due to difficulty in sample collection
- Long term settlement of embankments
- Global stability of embankments
- Potential for pile downdrag
- Protection of existing structures, railway, and utilities
- Potential to encounter contaminated groundwater plumes

Inaccurate settlement predictions and soil shear strength parameters due to difficulty in sample collection:

Due to potential sample disturbance, conventional standard penetration tests and laboratory testing may not be indicative of the actual in-situ conditions, which could lead to inaccurate predictions of magnitude and time rate of settlement and global stability safety factors. This could lead to excessively conservative designs and possible delays in construction due to estimated time of settlement being longer than necessary.

Long term settlement of embankments: The Windsor and Shirley Formations and recent alluvium and/or swamp type deposits are known to contain soft to very soft Silts and Clays, which are normally to slightly over-consolidated. As a result, these soils are prone to settle excessively due to the placement of the embankments, inclusive of the bridge approach fills, approximately 30 feet in height. Where the Windsor Formation soils are present, fills of up to about 4 to 8 feet may have limited settlements that could be below allowable limits and may not need ground improvements to mitigate settlement issues. For fills greater than 8 feet within the limits of the Windsor Formation and greater than 3 to 4 feet within the limits of the Shirley Formation and recent alluvium and/or swamp type deposits, settlements will most likely exceed allowable limits and will require some kind of ground improvement.

Global stability of embankments: Due to the soft consistency of the clay soils found within the Windsor and Shirley Formations and recent alluvium and/or swamp type deposits, shear strengths are weak, which can lead to global stability factors of safety being below values required by VDOT. Typical factors of safety required by VDOT are 1.3 for embankments and 1.5 for embankments adjacent to structures,

retaining walls, and abutments.

Potential for pile downdrag: Settlement from placement of fills for the bridge approaches can cause downdrag loads to be applied to the piles.

Protection of existing structures, railway, and utilities: Existing structures, railway, and utilities within the zone of influence of embankments will need to be monitored for and protected from settlements, lateral loads, and vertical loads caused by the embankment fill.

Potential to encounter contaminated groundwater plumes: According to VDOT's Skiffes Creek Hazardous Materials Technical Memorandum, there are four sites within the Skiffes Creek Study Area, which may have caused soil or groundwater contamination within the project limits. VDOT's Williamsburg Residency, Skiffes Creek Headquarters had a past petroleum release from an Underground Storage Tank (UST) and is located within about 50 feet of the project's Limit of Development (LOD). The Yorktown Naval Weapons Station is a National Priorities List (NPL) Superfund site, has numerous regulated Areas of Concern designated by the EPA, and is located within about 350 feet of the project's LOD.

Why the risk is critical- Determining the geotechnical characteristics of a project site is critical during design and construction of a project. As described above, due to potential soil sample disturbance, conventional standard penetration tests and laboratory testing may not be indicative of the actual in-situ conditions leading to design and construction decisions that could affect the ability to deliver the project on-time, within budget, and to the quality level expected by VDOT.

Risk Impact on the Project- The geotechnical risk identified above, if not properly managed, can lead to less conservative designs that can result in long-term maintenance problems and increased expenses, and impacts to the construction schedule associated with redesign or longer settlement periods.

Risk Mitigation Strategy – In order to minimize this risk, a thorough subsurface investigation program would be implemented early and will include normal Standard Penetration Test (SPT) borings and in-situ testing methods to obtain better and more reliable design parameters. In-situ methods include Cone Penetrometer Tests (CPT) with pore pressure dissipation and seismic tests, and Dilatometer Tests (DMT). Per the "Skiffes Creek Connector – Geotechnical Investigation Description" document provided by VDOT dated April 19, 2019, subsurface investigation will be performed on the hatched parcel identified on Exhibits 1-1 and 1-2 during the technical proposal phase of the procurement to identify potential risks on this property.

Ground improvement techniques will be used as required to minimize long term settlement of embankments; increase the global stability of embankments; reduce pile downdrag; and protect existing structures, railway, and utilities. Ground improvement techniques that will be considered include Wick Drains used in conjunction with a drainage layer and surcharge, Lightweight Aggregate (LWA) used as fill material, Expanded Polystyrene (EPS) Geofoam Blocks used as fill core material, and Stone Columns or Rigid Inclusions used with a load transfer platform. Wick drains and surcharge are usually the preferred option as this option is usually the most economical. If settlements have adverse effects on existing structures, railway, or utilities, wick drains and surcharge may not be feasible since this method results in a controlled settlement. LWA, EPS Geofoam Blocks, Stone Columns or Rigid Inclusions with a load transfer platform will be used to minimize settlement near existing structures, railway, or utilities.

VALUE ADDED SERVICES:

- ▶ The DBT has incorporated both LWA and Wick Drains with drainage layer and surcharge into our accepted designs for VDOT's \$104 Million I-95 SB CD Lanes over the Rappahannock River DB Project to successfully mitigate embankment settlement, pile downdrag, and impacts to existing structures that improved the project schedule.
- ▶ The DBT has the in-house capabilities to engineer and self-perform geotechnical construction of many ground improvement techniques including, but not limited to, driven piles, drilled shafts (including polymer slurry), micropiles, auger-cast piles, and retained earth structures. Wagman's ability to self-perform the drilled shafts and micropiles adjacent to both CSX and Norfolk Southern resulted in the early delivery of VDOT's fast-tracked Route 5 over Norfolk Southern project in the City of Richmond in July 2017.

Downdrag from embankment settlement can also be mitigated by designing the piles to carry the downdrag load. To mitigate excessive pile lengths due to downdrag loads and to better estimate ultimate pile capacity, static loading tests per VDOT Road and Bridge Specifications Section 403.07 (a) and ASTM D1143 may be performed if the cost for the reduction of pile lengths is covered by the cost of the loading test. By performing a physical loading test on a pile, the ultimate pile capacity is usually proven to be higher than the value obtained by just performing a dynamic pile test. In addition, by performing a physical loading test on a pile, a higher AASHTO resistance factor can be used. By performing the loading test, pile lengths may be able to be reduced by a combination of the higher ultimate pile capacity and higher resistance factor. At a minimum, pile driving tests and dynamic pile tests will be performed in accordance with VDOT requirements.

The DBT will establish a specific geotechnical and foundations design task force, led by Michael Leffler, PE (JMT) and Ed Laczynski, PE (Wagman) to proactively identify, mitigate, and track these challenges before they can negatively impact the project.

Given the potential for hazardous materials associated with contaminated groundwater plumes, the DBT will complete a Phase 1 Environmental Site Assessment for the project in accordance with the ASTM Method E1527-13, and if recommended, a Phase II ESA, which would investigate specific sites for possible contamination. The DBT will also develop an Environmental Management Plan for this project, which would include procedures for managing, handling, and disposal if undocumented hazardous materials are encountered during construction.

Role of VDOT and other Agencies: The DBT anticipates minimal involvement from the Department over what is normally required. We will need VDOT to provide timely reviews of the Geotechnical Report submittal. VDOT's input at task force meetings would be required to get their input and concurrence on methods proposed to mitigate the challenges identified above.

Risk No. 2 | RAILROAD IMPACTS

Risk Identification- A critical risk to the project schedule during both the design and construction phase is the required involvement of CSX Railroad (CSX) resulting from a new VDOT facility crossing CSX right-of-way that could impact railroad facilities or operations. While CSX owns the track structure through the project site, both Amtrak passenger service (4 trains per day with maximum authorized speed of 79 mph) and CSX freight service (13 trains per day) operate through the proposed project site.

Why the risk is critical- CSX is a key stakeholder on this project, however; they have no interest or investment in the success of the project other than the continued safe operation of trains through the project site with no unnecessary delay. Failure to understand, anticipate, and address CSX concerns, both in the plan development process and during construction, poses a risk to the ability of the DBT to deliver project by the established final completion date.

Risk Impact on the Project- This risk poses potential impacts to the schedule during two phases of the project:

- **Design Phase:** Failure to understand, anticipate, and clearly address items most critical to CSX can result in extended plan review times, lengthy comment resolution efforts, and multiple plan submission and review cycles. Each plan submission to CSX has the potential to add an additional 30 to 45 days of the schedule. Railroad priorities to be addressed during the design stage include:
 - Safety of railroad staff and operations
 - Drainage along trackside ditches
 - Railroad operations
 - Clearances from track to temporary or permanent structures
 - Support of excavation
 - Zone of influence of railroad loading for structures and support of excavation
 - Design elements that result in consolidation or settlement of the tracks

- **Construction Phase:** Proactive engagement of the DBT field staff and CSX is key to delay avoidance once construction is underway. Failure to address any of the following can result in a project shutdown or the loss of flagging protection until the issue is remedied:
 - Safety of railroad staff and operations
 - Preservation of rail, ties, ballast, communication systems, and trackside ditches
 - Development of thorough construction submissions in accordance with all CSX policies and standards for overhead bridges
 - Adherence to the requirements in the VDOT/CSX agreement and approved project plans
 - Addressing issues identified during inspections by CSX’s on-site representative
 - Working on or over the CSX right-of-way without a railroad flagman present

VALUE ADDED EXPERIENCE:

- ▶ DB Team Members (**Greg Andricos, Glen Mays, and Trip Phaup**) successfully initiated and executed a Value Engineering Change Proposal (VECP) for modifying the permanent bridge foundations, resulting in a savings of over \$400,000 and several months on VDOT’s CSX over Braddock Road project.

Risk Mitigation Strategy – The DBT has designated Jay Utz, PE, to assist with railroad coordination. Mr. Utz will be involved early in the design process to provide feedback and guidance on railroad items. This experience provides the DBT with valuable insight into the railroad’s priorities and how best to address them in a proactive manner, to avoid multiple review and comment cycles which can unnecessarily extend the schedule.

During the design phase, the following mitigation strategies will be used:

- Follow the requirements and guidance provided in CSX’s “Public Project Information” Manual including adhering to the “Process Steps to be Taken” and “Key Points” listed in the chapter on Requirements for Preliminary Engineering Review.
- Evaluate and modify the design to limit or avoid CSX right-of-way
- Engage CSX’s General Engineering Consultant (GEC) plan review staff early in design
- Review design elements affecting CSX right-of-way with the GEC prior to submitting plans to expedite review process.

Mr. Utz will coordinate his efforts with the DBT’s Lead Structural Engineer, Trip Phaup, PE, who also has extensive experience working with CSX in Virginia and understands the importance of coordination during the design phase. His CSX experience in Virginia includes:

- Serving as bridge and structural design engineer for –
 - CSX over Braddock Road, City of Alexandria - 4 track bridge, phased construction
 - CSX over Lorton Road, Fairfax County – 3 track bridge, temporary 3 track detour trestle
 - CSX over 9th-10th Street Connector, City of Charlottesville – 1 track bridge
 - CSX over CSX and Virginian Railway, City of Suffolk – bridge walkway system
 - CSX over CSX Portsmouth Line, City of Suffolk – retaining wall
 - CSX over Caroline and Princess Anne Street, City of Fredericksburg – bridge and station inspection and repair plans

During the construction phase, mitigation strategies will include:

- Follow the requirements and guidance provided in CSX’s “Public Project Information” Manual including adhering to all of the requirements listed in the chapter on Construction Submission Criteria.
- Provide in-house, CSX road worker safety training, to all field staff. The DBT’s Railroad Safety Trainer, Frank Tiralla, ASP, OHST, is certified by CSX to provide this training.
- Consolidate work activities within the CSX right-of-way to minimize the length of track affected and minimize the construction duration.
- Establish the flagging schedule when the project plans are submitted to the railroad in order to secure a flagman when needed during construction.

- Submit detailed work plans well in advance of performing work.
- Monitor the condition of the project site from a safety, material storage, and drainage standpoint.
- Survey top of rail elevations prior to and at regular intervals during construction activities to ensure railroad safety.
- Conduct daily CSX pre-job briefing with Wagman construction crews and CSX's on-site representative and flagman.

Wagman has extensive experience working with railroads in Virginia and Maryland and understands the importance of coordination and safety during the construction phase. Their railroad experience includes:

- Serving as general contractor for –
 - Route 340 over N. Fork Shenandoah River & Norfolk Southern Railway, VDOT – bridge replacement.
 - Route 5 Bridge Replacement over Norfolk Southern Railway (adjacent to and beneath a CSX Viaduct), VDOT – bridge replacement.
 - Amelia Avenue over Norfolk Southern Railway, VDOT – bridge replacement.
 - Route 49 over Norfolk Southern Railway Switchyard, VDOT – bridge replacement.
 - Dupont Entrance over CSX, E.I du Pont de Nemours and Company - bridge replacement.
 - Franklin Turnpike Ext. over Norfolk Southern Railway, VDOT – new bridge construction.

VALUE ADDED SERVICE:

▶ Dedicated railroad coordinator (**Jay Utz, PE**), with extensive experience working around railroads, served as CSX railroad representative and construction monitoring representative on 14 public-private transportation projects in Virginia. As a consultant to CSX, Mr. Utz worked directly with CSX staff and its General Engineering Consultant, particularly the 3rd party most likely to be assigned the review of this project. Mr. Utz also performed multiple reviews of preliminary plans, final plans and construction submittals.

Role of VDOT and other Agencies – VDOT will need to provide timely reviews on all submittals to facilitate early coordination with CSX during the design phase. However, during the construction phase, the DBT anticipates minimal involvement from the Department.

Risk No. 3 | STAKEHOLDER COORDINATION

Risk Identification- Located near numerous industrial and commercial office parks, residential neighborhoods, institutional and military facilities, and recreational areas, construction of the Connector will affect commuters, governmental entities, businesses, and local residents. US 60 and VA 143 are the two main east-west primary routes which run along the Hampton Roads Peninsula and serve both local and regional traffic. US 60 experiences higher than average truck traffic as well as higher than average crash rates. This portion of US 60 is only two lanes and acts as a choke point for traffic travelling between Busch Gardens and Newport News. To meet the project goals of improving safety, emergency evacuation, and the movement of goods along these two routes, the project will add a connector road between US 60 and VA 143, along with intersection improvements at the termini. The design and construction efforts must be done while avoiding and minimizing the impacts to the affected third parties—which can only be done through extensive coordination and communication with these entities.

Why the risk is critical- A significant number of third parties are affected by the project and have different needs and concerns that must be understood and addressed for the project to be successful. These impacts include changes to access; potential lost business/revenue; reduced business visibility; noise during construction; impacts to operations such as delivery times and resource availability; response times; area avoidance (commuters and local drivers avoiding the area during construction, overloading other local road networks); and overall perception of the project. Each third party will be engaged during design and construction to provide input and feedback. These coordination efforts may impact the overall project schedule. Figure 1 below provides a partial list of the third parties potentially impacted by this project, as well as the potential issues and concerns.

Figure 1 – Potential 3rd Parties Impacted

	3 rd Party Agency	Potential Impacts
Local Governments	James City County	James City County provides project funding and will want to see that its funds are benefiting the community as quickly and efficiently as possible.
	City of Newport News and York County	Skiffes Creek feeds the Skiffes Creek Reservoir which is part of Newport News Waterworks. Impacts to Skiffes Creek could affect water quality in the reservoir.
	First Responders	Response times are critical and any impacts to their ability to respond quickly can cost lives. However, any improvements to traffic flow and congestion relief make their jobs easier.
	Williamsburg-James City County Public Schools (James River Elementary School) and Newport News Public Schools (Lee Hall Elementary)	Bus route impacts from construction can affect resource planning for schools and increase time spent by students on buses.
	VDOT Williamsburg Residency Maint. Facility Virginia Peninsula Regional Jail, and Merrimac Juvenile Detention Center	Material and equipment deliveries and access times may be impacted. Process for obtaining ROW and easements on Government properties can impact project cost and schedule.
	Williamsburg Area Transit Authority	Two bus routes have daily service along US 60 and VA 143 that require consistent transit times. Congestion and difficulty getting through the area could slow buses and disrupt riders.
Utilities	Dominion Power, Columbia Gas, Verizon, Cox, James City County Public Works	Utility relocations can impact project cost and schedule. Utility outages will affect customers.
Federal	Yorktown Naval Weapons Station, Cheatham Annex, Fort Eustis	Nearby government facilities could have some “black” utilities that cross through the project site.
Railroad	CSX /Amtrak	With an average 13 CSX trains/day and 4 Amtrak trains/day with Amtrak running at speeds up to 79 mph, the railroad needs unimpeded access to maintain schedules. The rail crossing represents a new encumbrance that could disrupt service.
Religious	Morning Star Baptist Church	Difficulty getting through the area could affect congregation.
Business and Residential	Busch Gardens Williamsburg Theme Park	Congestion or confusion getting through the area could impact patron’s enjoyment of this major tourist attraction.
	Walmart Distribution Center	2 nd largest Walmart direct import center on the east coast requires consistent delivery times and access to operate efficiently.
	Branscome Inc. Lee Hall Plant	Branscome’s business relies on truck access and delivery. Impacts to access could delay deliveries and impact business.
	Haynes Furniture Carter Machinery	As with Branscome above, any impacts to access could delay deliveries and impact reputation.

Climatrol Self-Storage	Congestion and difficulty getting through the area could push customers to other options.
Nearby Residential Neighborhoods	Home to many of the end-users for other 3 rd parties stated above. Difficulty getting through the area could impact commute times.

Risk Impact on the Project- A failure in 3rd Party Coordination could have negative effects on the project. Access, operations, and services of the third parties in the area could be affected if not communicated and coordinated early and often throughout the project.

Without proper communication and coordination, the project could realize the following impacts:

- Potentially conflicting project design input from stakeholders, requiring resolution effort from the DBT and VDOT
- Delays and longer school-bus routes during construction
- Delays to emergency-vehicle response times
- Increased likelihood of accidents during construction and resulting delays
- Additional accidents, injuries, and other safety impacts, along with poor perceptions of VDOT and James City County because of driver frustrations during construction
- Business service times could be interrupted, creating increased or delayed operation
- Delivery of materials to the nearby businesses could delay development, impact sales, and cause additional backups on the road network
- Utility services to nearby businesses, residences, and government facilities could be impacted or degraded
- Elected officials could receive an inordinate number of calls from angry constituents requiring resolution
- Review time by certain third parties could impact the project schedule

Risk Mitigation Strategy – The primary overall strategy for minimizing this risk is early and continual communication and coordination with third parties. The DBT’s dedicated professionals will be available for this coordination immediately after Notice of Award. This communication and coordination will include the following:

- An overall proactive and robust Public Outreach and Coordination Program involving design and construction personnel
- “Pardon-our-dust” and other public information meetings
- Direct one-on-one meetings with third parties to discuss the project, timing, coordination of operations, lane closures, and detours and changes to traffic patterns so that the third parties’ delivery and operations services know what to expect
- Coordination with VDOT communications staff, including providing information to be used for social media, newspapers/websites, and radio to notify the public and other third parties on the project, schedule, and changes to traffic patterns
- Direct and continual communication with EMS and public-school transportation services to ensure that they are knowledgeable and plan for changes in traffic patterns and that they develop emergency plans and contact call trees
- Direct meetings with the local emergency response teams to ensure unimpeded passage through the work zone, and access to the construction site itself should an emergency arise.
- Sight-line analyses with 3D modeling help to ensure safe stopping distances are provided throughout construction
- Temporary and long-term lane-closure coordination
- Potential detour development and coordination
- Access closure timing with new access construction
- Commercial signage and view shed coordination to minimize impacts to business revenue
- Coordination of lane closures to overlap usage when possible
- Direct communication with the construction team during construction
- Message boards throughout the corridor to communicate to the traveling public

We will also look to design enhancements, construction sequencing, and MOT strategies that optimize the coordination between the parties and reduce overall impacts.

Early and continual communication and coordination will allow the DBT to reduce impacts through innovative design and construction. For example, on the Inter-County Connector (ICC) B project in MD, through traffic analyses and communication with the community, the owner, the utilities, and other businesses operating in the area, the DBT determined that slight changes to the traffic pattern and constructing the interchange in halves would minimize community and environmental impacts, remove the need for a temporary lane shift, and avoid impacts to/relocations for dozens of utilities in the area. We built the SPUI without reducing the number of through travel lanes and minimized impacts to the traveling public, residences, adjacent resources, and local businesses.

Robust communication plans have been integral to the success of all DBT projects and were used on the ICC B, I-395/Seminary Road HOV Ramp, as well as the Route 7 Bridge Replacement over the Dulles Toll Road.

The following staff will provide added value in mitigating this project risk:

- **Design Manager, Garth Donahue**, has considerable experience in VDOT's Hampton Roads District, including James City County, for local, state and federal clients. These projects have included coordination with James City County for design reviews of roadway, traffic congestion, utilities, drainage and stormwater, environmental, and cultural resources plans. His experience is detailed in his Key Personnel Resume Form.
- **The DBT's DBPM, Mike Mansfield**, collaborated with JMT on VDOT's Route 61 Bridge Replacement DB Project in the Town of Narrows to effectively manage stakeholder coordination with localities and utilities. This experience is detailed in his Key Personnel Resume Form.

These experiences and established relationships with key stakeholders will provide valuable insight and enhanced understanding over the course of this project. In addition to our key personnel, the DBT includes several additional roles including **CSX Liaison Jay Utz, PE; Utility Coordinator Dave Malinoski, PE, and Public Involvement/ Relations Manager Elisabeth McCollum** that will provide focused coordination and supply added value in mitigating this project risk.

Role of VDOT and other Agencies – As promised at previous public meetings and presentations, VDOT and James City County, along with the DBT, will work with the impacted third-party stakeholders to avoid and minimize impacts and to coordinate overlapping and adjacent activities to minimize cumulative impacts and effects.

VALUE ADDED EXPERIENCE:

- ▶ On the VDOT Route 61 Bridge Replacement DB Project (See Attachment 3.4.1(a) Lead Contractor Work History Form), our proposed DBPM and Designer worked with VDOT to communicate impacts, traffic changes, and the project schedule with third parties. These efforts were instrumental in the project having no negative impacts to the local economy, fishing and tourism industry.
- ▶ The DBT is currently performing these services on VDOT's \$104 Million I-95 SB CD Lanes over the Rappahannock River DB project. The Fredericksburg Trails Alliance has reported "We met the VDOT/Wagman Team back on May 21, 2018 at the jobsite... they have exceeded our expectations and have really done an amazing job by doing everything that they said they would do and more."
- ▶ Our Public Involvement/Relations Manager Elisabeth McCollum, who has extensive recent experience working closely with VDOT staff, remains unchanged from the I-95 SB CD Lanes over the Rappahannock River project.



APPENDIX





Attachment 3.1.2

Statement of Qualifications Checklist and Contents

ATTACHMENT 3.1.2

Project: 0060-047-627

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

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

ATTACHMENT 3.1.2

Project: 0060-047-627

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Appendix
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	1
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	3
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix
Organizational chart	NA	Section 3.3.2	yes	4
Organizational chart narrative	NA	Section 3.3.2	yes	5-6

ATTACHMENT 3.1.2

Project: 0060-047-627

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

Attachment 2.10

Acknowledgement of RFQ, Revision and./or Addenda

ATTACHMENT 2.10**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00100200DB104
PROJECT NO.: 0060-047-627

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

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

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

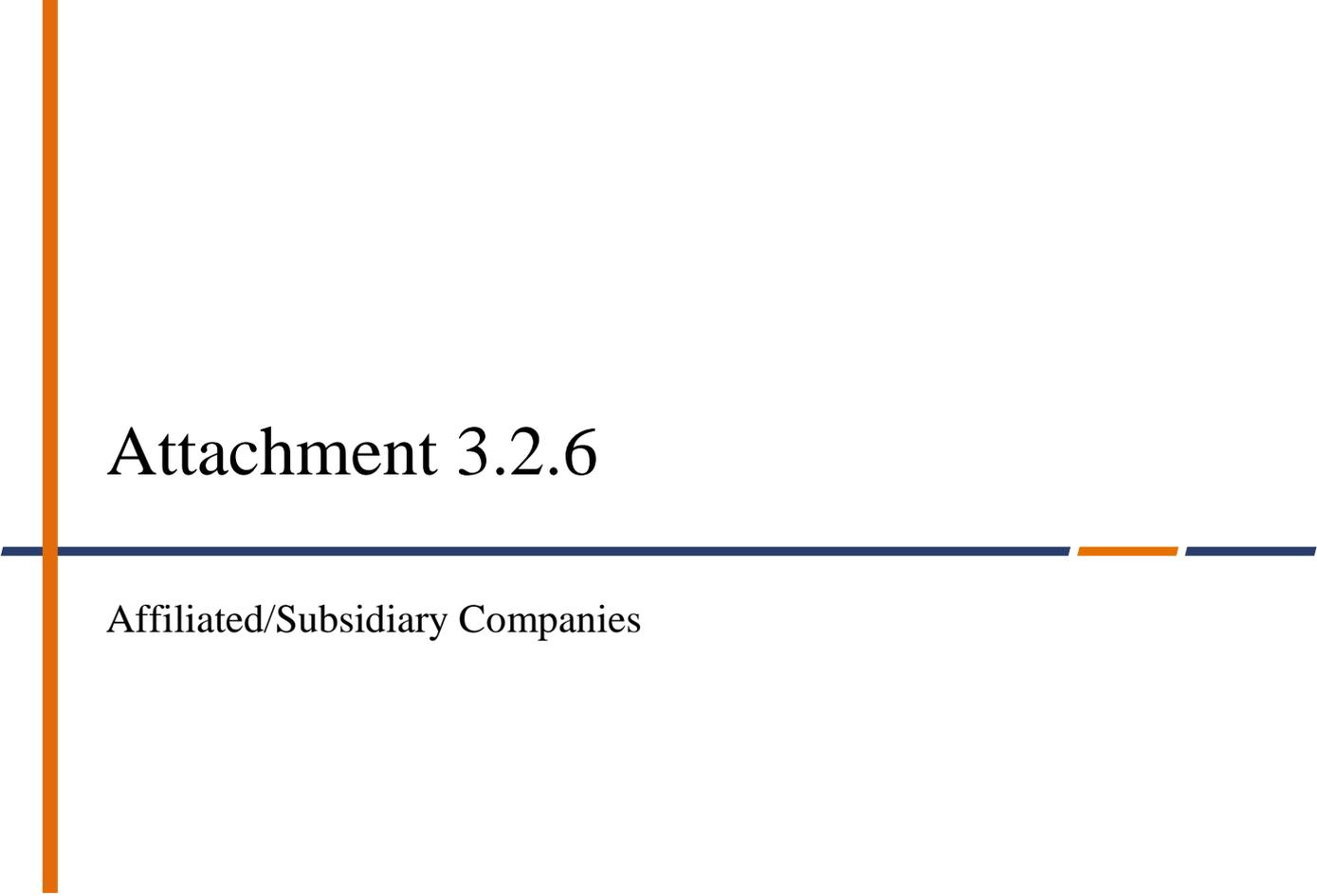
1. Cover letter of RFQ – February 27, 2019
(Date)
2. Cover letter of RFQ Addendum #1 – April 2, 2019
(Date)
3. Cover letter of RFQ Addendum #2 – April 19, 2019
(Date)


SIGNATURE

5/16/19
DATE

Mike Mansfield
PRINTED NAME

Chief Estimator
TITLE



Attachment 3.2.6

Affiliated/Subsidiary Companies

ATTACHMENT 3.2.6

State Project No. 0060-047-627

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.

<input type="checkbox"/> The Offeror does not have any affiliated or subsidiary companies.
<input checked="" type="checkbox"/> Affiliated and/ or subsidiary companies of the Offeror are listed below.

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Affiliate (Parent)	Wagman, Inc.	3290 North Susquehanna Trail, York, PA 17406
Affiliate	Wagman Construction, Inc.	3290 North Susquehanna Trail, York, PA 17406
Affiliate	Wagman Investments, Ltd.	3290 North Susquehanna Trail, York, PA 17406
Affiliate	Route 52 Constructors	3290 North Susquehanna Trail, York, PA 17406
Affiliate	404 Corridor Safety Constructors	3290 North Susquehanna Trail, York, PA 17406
Affiliate	Corman – Wagman, A Joint Venture	12001 Guilford Road, Annapolis Junction, MD 20701
Affiliate	Intercounty Constructors	120 White Plain Road, Suite 310, Tarrytown, NY 10591
Affiliate	Wagman-Trumbull-Week, JV	3290 North Susquehanna Trail, York, PA 17406



Attachment 3.2.7(a)

Debarment Forms - Primary

ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0060-047-627

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

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

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

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

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

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

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



Signature

5/15/19

Date

VP/General Manager VA Ops

Title

Wagman Heavy Civil, Inc.

Name of Firm



Attachment 3.2.7(b)

Debarment Forms – Lower Tier

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0060-047-627

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

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


Signature

5/29/19
Date

Senior Vice President
Title

Johnson, Mirmiran & Thompson, Inc.
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0060-047-627

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

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



Signature

5-15-19

Date

Regional Director

Title

CES Consulting, LLC

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0060-047-627

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

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



Signature

5/13/2019

Date

Vice President

Title

DMY Engineering Consultant Inc.

Name of Firm

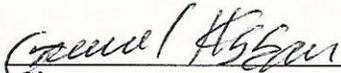
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

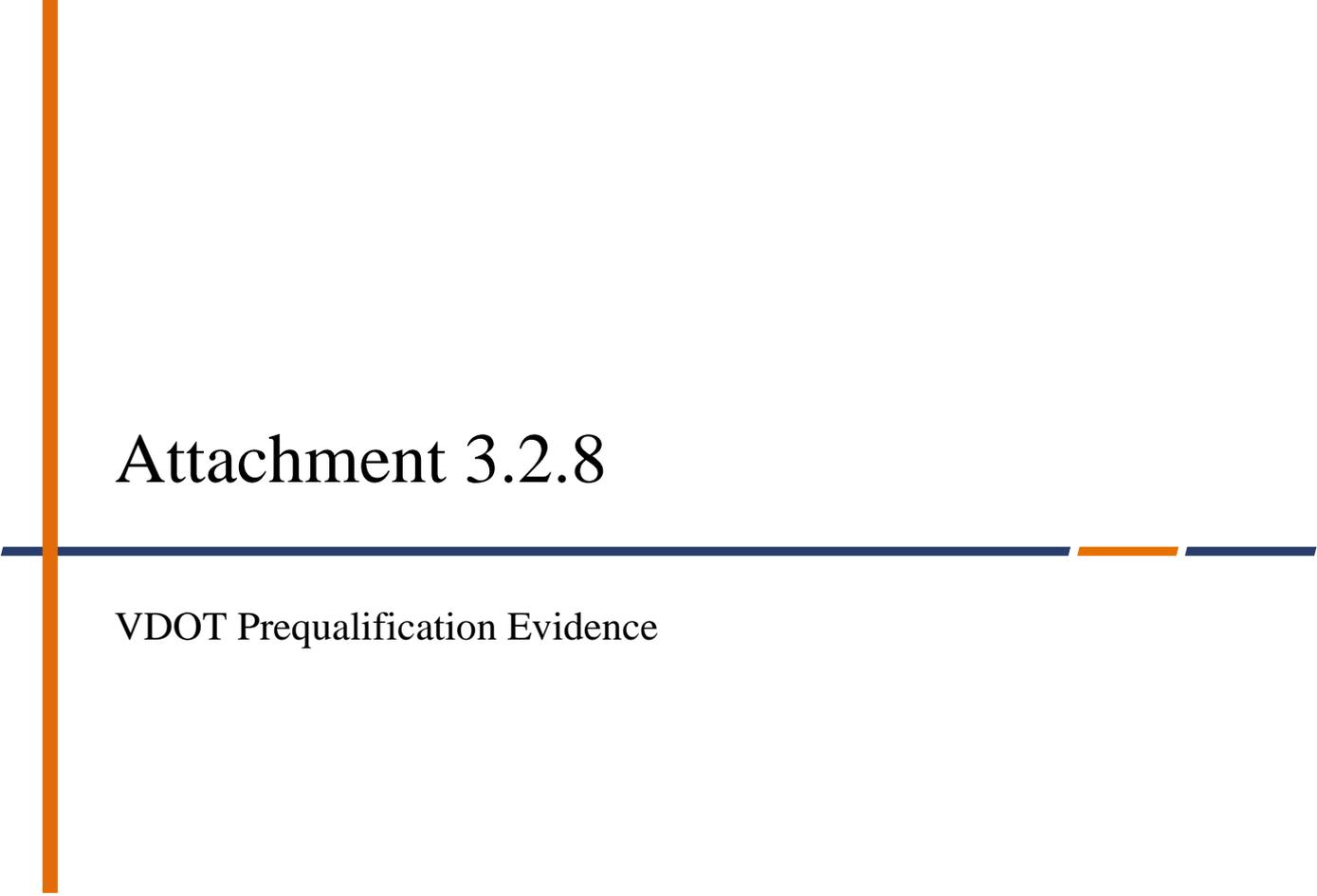
Project No.: 0060-047-627

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

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

 Signature	4/17/2019 Date	President Title
--	-------------------	--------------------

Hassan Water Resources, PLC
Name of Firm



Attachment 3.2.8

VDOT Prequalification Evidence



**Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 5/3/2019
- W -**

Vendor ID: W002
Vendor Name: WAGMAN HEAVY CIVIL, INC.
Prequal Level: Prequalified
Prequal Exp: 10/31/2019

-- PREQ Address --

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

Work Classes (Listed But Not Limited To)

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

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

-- DBE Information --

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



Attachment 3.2.9



Surety Letter

CNA SURETY

151 N. Franklin Street
Chicago, IL 60606

April 4, 2019

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

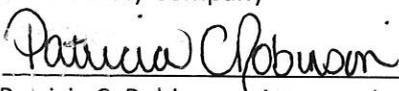
Re: A Design-Build Project
RFQ No.: C00100200DB104
Skiffes Creek Connector
From : Route 60(Pocahontas Trail) To: Route 143 (Merrimac Trail)
James City County, Virginia
State Project No: 0060-047-627, P101, R201 C501, B619, B620
Federal Project No : STP-5A03(455)
Contract ID Number: C00100200DB104

Dear Sirs:

As surety for Wagman Heavy Civil, Inc., Western Surety Company , with A.M. Best Financial Strength Rating "A" and Financial Size Category "XV", is capable of obtaining 100% Performance and 100% Labor and Materials Payment Bonds in the amount of \$28,000,000 (estimated contract value) and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this Project.

Sincerely,

Western Surety Company

By: 

Patricia C. Robinson, Attorney-in-Fact

Western Surety Company

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

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

James R Gould, Alson O Wolcott Jr, Robert N Striewig Jr, Eugene M Fritz, Patricia C Robinson, Kathy R Reisinger, Donald R Wert, Anthony S Phillips, Kristen D Shive, 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 18th day of March, 2019.



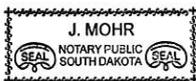
WESTERN SURETY COMPANY

Paul T. Bruflat
Paul T. Bruflat, Vice President

State of South Dakota }
County of Minnehaha } ss

On this 18th day of March, 2019, before me personally came Paul T. Bruflat, to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is the Vice President of WESTERN SURETY COMPANY described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said corporation and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said corporation.

My commission expires
June 23, 2021



J. Mohr
J. Mohr, Notary Public

CERTIFICATE

I, L. Nelson, Assistant Secretary of WESTERN SURETY COMPANY do hereby certify that the Power of Attorney hereinabove set forth is still in force, and further certify that the By-Law of the corporation printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said corporation this 4th day of April, 2019.



WESTERN SURETY COMPANY

L. Nelson
L. Nelson, Assistant Secretary

Authorizing By-Law

ADOPTED BY THE SHAREHOLDERS OF WESTERN SURETY COMPANY

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

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



Attachment 3.2.10

SCC and DPOR Information

ATTACHMENT 3.2.10

State Project No. 0060-047-627

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Wagman Heavy Civil, Inc.	F019898-8	Foreign Corporation	Active	3290 North Susquehanna Trail York, PA 17406	Class A Contractors	2701015887	01-31-2021
Johnson, Mirmiran & Thompson, Inc.	F149901-3	Foreign Corporation	Active	9201 Arboretum Pkwy. Suite 310 Richmond, VA 23236	ENG, LS	0411000029	02-29-2020
Johnson, Mirmiran & Thompson, Inc.	F149901-3	Foreign Corporation	Active	40 Wight Avenue Hunt Valley, MD 21030	ENG, LA, ARC, LS	0407001314	12-31-2019
Johnson, Mirmiran & Thompson, Inc.	F149901-3	Foreign Corporation	Active	13921 Park Center Rd. Suite 140 Herndon, VA 20171	ENG, LS	0411000441	02-29-2020
Johnson, Mirmiran & Thompson, Inc.	F149901-3	Foreign Corporation	Active	272 Bendix Road Suite 260 Virginia Beach, VA 23452	ENG, LS	0411000440	02-29-2020
CES Consulting	S341600-7	Limited Liability Company	Active	317 Office Square LN St. 101A, Virginia Beach, VA 23462	ENG	0411001331	02-29-2020
DMY Engineering Consultants Inc.	07688955	S-Corp.	Active	309 McLaws Circle, Suite F Williamsburg, VA 23185	ENG	0411001322	02-29-2020
Hassan Water Resources, PLC	S2293282	LLC	Active	2255 Parkers Hill Drive, Maidens VA 23102	Professional Engineering	0413000299	12/31/2019

ATTACHMENT 3.2.10

State Project No. 0060-047-627

SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Johnson, Mirmiran & Thompson, Inc.	Garth Donahue, PE	Virginia Beach, VA	1417 Pine Bark Drive, Chesapeake, VA 23322	ENG	0402050898	07/31/2020
Wagman Heavy Civil, Inc.	Michael Mansfield, PE	North Dinwiddie, VA	13716 Berkley Davis Drive, Chesterfield, VA 23838	ENG	0402040130	12/31/2020
CES Consulting	Bryan Barnson, PE	Virginia Beach, VA	105 Saint Andrews Dr., Suffolk, VA 23435	ENG	0402055847	12/31/19



SCC Documentation



Alert to business entities regarding mailings from VIRGINIA COUNCIL FOR CORPORATIONS or U.S. BUSINESS SERVICES is available from the Bulletin Archive link of Clerk's Office website.

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



SCC eFile > Entity Search > Entity Details

Login | Create an Account



SCC eFile Business Entity Details

[Help](#)

Wagman Heavy Civil, Inc.

SCC eFile

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

Business Entities

UCC or Tax Liens

Court Services

Additional Services

General

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

Select an action

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

Principal Office

3290 NORTH SUSQUEHANNA TRAIL
 YORK PA17406

[New Search](#)

[Home](#)

Registered Agent/Registered Office

CORPORATION SERVICE COMPANY
 100 Shockoe Slip Fl 2
 Richmond VA 23219
 RICHMOND CITY 216
 Status: Active
 Effective Date: 1/1/2018

Screen ID: e1000

Supported Browsers

Need additional information? Contact scinfo@sc.virginia.gov Website questions? Contact: webmaster@sc.virginia.gov

[Adobe Acrobat PDF Reader](#) [Microsoft Office Online Applications](#): (Excel, PowerPoint, Word)

Build #: 1.0.0.31267

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That Wagman Heavy Civil, Inc., a corporation incorporated under the law of Pennsylvania, is authorized to transact business in the Commonwealth of Virginia;

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

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

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

November 29, 2018

Joel H. Peck

Joel H. Peck, Clerk of the Commission

Alert to business entities regarding mailings from VIRGINIA COUNCIL FOR CORPORATIONS or U.S. BUSINESS SERVICES is available from the Bulletin Archive link of Clerk's Office website.

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



SCC eFile > Entity Search > Entity Details

Login | Create an Account



SCC eFile Business Entity Details

[Help](#)

Johnson, Mirmiran & Thompson, Inc.

SCC eFile

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

Business Entities

UCC or Tax Liens

Court Services

Additional Services

General

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

Select an action

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

Principal Office

40 WIGHT AVE
 HUNT VALLEY MD21030

[New Search](#) [Home](#)

Registered Agent/Registered Office

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

Screen ID: e1000

Supported Browsers

Need additional information? Contact scinfo@scv.virginia.gov Website questions? Contact: webmaster@scv.virginia.gov

[Adobe Acrobat PDF Reader](#) [Microsoft Office Online Applications](#): (Excel, PowerPoint, Word)

Build #: 1.0.0.31267

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That Johnson, Mirmiran & Thompson, Inc., a corporation incorporated under the law of Maryland, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on October 17, 2006; and

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

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

January 8, 2019

Joel H. Peck

Joel H. Peck, Clerk of the Commission

Alert to business entities regarding mailings from VIRGINIA COUNCIL FOR CORPORATIONS or U.S. BUSINESS SERVICES is available from the Bulletin Archive link of Clerk's Office website.

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



SCC eFile > Entity Search > Entity Details

Login | Create an Account



SCC eFile Business Entity Details

[Help](#)

SCC eFile

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

Business Entities

UCC or Tax Liens

Court Services

Additional Services

CES Consulting, LLC

General

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

Principal Office

23475 ROCK HAVEN WAY
 SUITE 255
 DULLES VA20166

Registered Agent/Registered Office

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

Select an action

- [File a registered agent change](#)
- [File a registered office address change](#)
- [Resign as registered agent](#)
- [File a principal office address change](#)
- [Pay annual registration fee](#)
- [Order a certificate of fact of existence](#)
- [Submit a PDF for processing \(What can I submit?\)](#)
- [View eFile transaction history](#)
- [Manage email notifications](#)

New Search

Home

Screen ID: e1000

Supported Browsers

Need additional information? Contact scinfo@sc.virginia.gov Website questions? Contact: webmaster@sc.virginia.gov

[Adobe Acrobat PDF Reader](#) [Microsoft Office Online Applications](#): (Excel, PowerPoint, Word)

Build #: 1.0.0.31267



**COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION**

**LLC-1018.1
(04/10)**

**STATEMENT OF CHANGE OF THE PRINCIPAL OFFICE ADDRESS
OF A LIMITED LIABILITY COMPANY**

1. Limited Liability Company's Name:

SCC ID #: S341600-7

CES CONSULTING, LLC

2. Current principal office address on record:

**13991 VIRGINIA CEDAR COURT
GAINESVILLE, VA 20155**

3. The limited liability company's principal office address, including the street and number, is changed to:

**23475 ROCK HAVEN WAY
SUITE 255
DULLES, VA 20166**

Executed in the name of the limited liability company by:

Signed on October 18, 2016, on behalf of CES Consulting, LLC

By: Avtar Singh, Member

/s/ Avtar Singh

The statement must be executed in the name of the limited liability company by any manager or other person who has been delegated the right and power to manage the business and affairs of the limited liability company, or if no manager or such other person has been selected, by any member of the limited liability company.

**COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION**

AT RICHMOND, OCTOBER 26, 2010

The State Corporation Commission has found the accompanying articles submitted on behalf of

CES Consulting, LLC
(formerly known as Construction Engineering & Scheduling Consulting
Engineers, PLC)

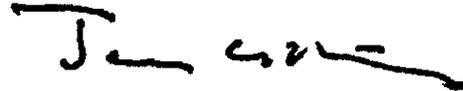
to comply with the requirements of law, and confirms payment of all required fees. Therefore, it
is ORDERED that this

CERTIFICATE OF AMENDMENT

be issued and admitted to record with the articles of amendment in the Office of the Clerk of the
Commission, effective October 26, 2010.

STATE CORPORATION COMMISSION

By



James C. Dimitri
Commissioner

10-10-26-1101
LLAACPT
CIS0368



COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

LLC-1014N
(04/10)

ARTICLES OF AMENDMENT
CHANGING THE NAME OF A VIRGINIA LIMITED LIABILITY COMPANY
By the Members

The undersigned, on behalf of the limited liability company set forth below, pursuant to § 13.1-1014 of the Code of Virginia, states as follows:

1. The current name of the limited liability company, as it appears on the records of the State Corporation Commission, is

Construction Engineering & Scheduling Consulting Engineers, PLC

2. The name of the limited liability company is changed to

CES Consulting, LLC

The LLC is now a general business LLC

(The name must contain the words limited company or limited liability company or the abbreviation L.C., LC, L.L.C., or LLC)

3. (See "Approval" Instructions for requisite vote.) The foregoing amendment was adopted by a vote of the members in accordance with the provisions of the Virginia Limited Liability Company Act on 10/25/2010
(date)

Executed in the name of the limited liability company by:


(signature)

Avtar Singh
(printed name)

S341600-7
(limited liability company's SCC ID no. (optional))

10/25/2010
(date)

Member
(title (e.g., manager or member))

(571) 722-9824
(telephone number (optional))

CHECK IF APPLICABLE (see instructions):

The person signing this document on behalf of the limited liability company has been delegated the right and power to manage the company's business and affairs.

(The articles must be executed in the name of the limited liability company by any manager or other person who has been delegated the right and power to manage the business and affairs of the limited liability company, or if no managers or such other person has been selected, by any member of the limited liability company.)

PRIVACY ADVISORY: Information such as social security number, date of birth, maiden name, or financial institution account numbers is NOT required to be included in business entity documents filed with the Office of the Clerk of the Commission. Any information provided on these documents is subject to public viewing.

SEE INSTRUCTIONS ON THE REVERSE

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, October 14, 2010

This is to certify that the certificate of organization of

**Construction Engineering & Scheduling Consulting
Engineers, PLC**

was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: October 14, 2010



State Corporation Commission

Attest:

Joel H. Pesh
Clerk of the Commission

Alert to business entities regarding mailings from VIRGINIA COUNCIL FOR CORPORATIONS or U.S. BUSINESS SERVICES is available from the Bulletin Archive link of Clerk's Office website.

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



SCC eFile > Entity Search > Entity Details

Login | Create an Account



SCC eFile Business Entity Details

[Help](#)

DMY ENGINEERING CONSULTANTS INC.

SCC eFile

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

Business Entities

UCC or Tax Liens

Court Services

Additional Services

General

SCC ID: 07688955
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 9/6/2013
 Status: Active
 Shares Authorized: 10000

Select an action

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

[New Search](#) [Home](#)

Principal Office

45662 TERMINAL DRIVE
 SUITE 110
 DULLES VA20166

Registered Agent/Registered Office

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

Screen ID: e1000

Supported Browsers

Need additional information? Contact scinfo@sc.virginia.gov Website questions? Contact: webmaster@sc.virginia.gov

[Adobe Acrobat PDF Reader](#) [Microsoft Office Online Applications](#): (Excel, PowerPoint, Word)

Build #: 1.0.0.31267

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That DMY ENGINEERING CONSULTANTS INC. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is September 6, 2013;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
November 5, 2018*

Joel H. Peck

Joel H. Peck, Clerk of the Commission

Alert to business entities regarding mailings from VIRGINIA COUNCIL FOR CORPORATIONS or U.S. BUSINESS SERVICES is available from the Bulletin Archive link of Clerk's Office website.

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



SCC eFile > Entity Search > Entity Details

Login | Create an Account



SCC eFile Business Entity Details

[Help](#)

Hassan Water Resources, PLC

SCC eFile

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

Business Entities

UCC or Tax Liens

Court Services

Additional Services

General

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

Select an action

- [File a registered agent change](#)
- [File a registered office address change](#)
- [Resign as registered agent](#)
- [File a principal office address change](#)
- [Pay annual registration fee](#)
- [Order a certificate of fact of existence](#)
- [Submit a PDF for processing \(What can I submit?\)](#)
- [View eFile transaction history](#)
- [Manage email notifications](#)

Principal Office

2255 PARKERS HILL DR
 MAIDENS VA23102

[New Search](#) [Home](#)

Registered Agent/Registered Office

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

Screen ID: e1000

Supported Browsers

Need additional information? Contact sccinfo@scc.virginia.gov Website questions? Contact: webmaster@scc.virginia.gov

[Adobe Acrobat PDF Reader](#) [Microsoft Office Online Applications](#): (Excel, PowerPoint, Word)

Build #: 1.0.0.31267

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, July 16, 2007

This is to certify that the certificate of organization of

Hassan Water Resources, PLC

was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: July 16, 2007



State Corporation Commission

Attest:

Joel H. Peck
Clerk of the Commission

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF FACT

I Certify the Following from the Records of the Commission:

That Hassan Water Resources, PLC is duly organized as a limited liability company under the law of the Commonwealth of Virginia;

That the date of its organization is July 16, 2007; and

That the limited liability company is in existence in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:

October 25, 2018

A handwritten signature in cursive script that reads "Joel H. Peck".

Joel H. Peck, Clerk of the Commission





DPOR Office Documentation



DPOR License Lookup License Number 2701015887

License Details

Name	WAGMAN HEAVY CIVIL INC
License Number	2701015887
License Description	Contractor
Firm Type	Corporation
Rank ¹	Class A
Address	3290 NORTH SUSQUEHANNA TRAIL, YORK, PA 17406
Specialties²	Highway / Heavy (H/H)
Initial Certification Date	1976-10-29
Expiration Date	2021-01-31

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

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

DPOR License Lookup build 1,198 (built 2017-07-13 02:34:41).

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

01-31-2021

NUMBER

2701015887

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS H/H



WAGMAN HEAVY CIVIL INC
3290 NORTH SUSQUEHANNA TRAIL
YORK, PA 17406



Jay W. DeBoer
Jay W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)



COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

CLASS A BOARD FOR CONTRACTORS
CONTRACTOR

CLASSIFICATIONS H/H

NUMBER: 2701015887 EXPIRES: 01-31-2021

WAGMAN HEAVY CIVIL INC
3290 NORTH SUSQUEHANNA TRAIL
YORK, PA 17406



(FOLD)

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

DPOR-PC (02/2017)

DPOR License Lookup License Number 0411000440

License Details

Name	JOHNSON MIRMIRAN & THOMPSON INC
License Number	0411000440
License Description	Business Entity Branch Office Registration
Rank	Business Entity Branch Office
Address	272 BENDIX ROAD SUITE 260, VIRGINIA BEACH, VA 23452
Initial Certification Date	2006-03-06
Expiration Date	2020-02-29

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402031186	FOWLER, JOHN DUSTIN	Professional Engineer License	Engineering	2020-02-29
0402021268	MOORE, WALTER MERRITT	Professional Engineer License	Engineering	2020-07-31
0402018688	TAYLOR, CHRISTOPHER ARMAND	Professional Engineer License	Engineering	2020-07-31
0402015764	LUNING, MICHAEL PERRY	Professional Engineer License	Engineering	2019-07-31
0403001728	HASKETT, MARK ANTHONY	Land Surveyor License	Land Surveying	2020-01-31
0402019314	CAMPBELL, GARY DALE	Professional Engineer License	Engineering	2021-02-28
0403002234	STICKLES, CHARLES BRIAN	Land Surveyor License	Land Surveying	2020-06-30

Showing 1 to 7 of 7 entries

- ¹ The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform the Broker and DPOR so that appropriate action may be taken.

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

DPOR License Lookup build 1,198 (built 2017-07-13 02:34:41).

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-29-2020

NUMBER

0411000440

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

PROFESSIONS: LS, ENG



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



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

Jay W. DeBoer
Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)



COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APESCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000440 EXPIRES: 02-29-2020
PROFESSIONS: LS, ENG
JOHNSON MIRMIRAN & THOMPSON INC
272 BENDIX ROAD
SUITE 260
VIRGINIA BEACH, VA 23452



(FOLD)

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

DPOR-PC (02/2017)

DPOR License Lookup License Number 0411000029

License Details

Name	JOHNSON, MIRMIRAN & THOMPSON, INC.
License Number	0411000029
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	9201 ARBORETUM PKWY SUITE 310, RICHMOND, VA 23236
Initial Certification Date	1992-03-24
Expiration Date	2020-02-29

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402023016	GALLAGHER, ROBERT TAYLOR	Professional Engineer License	Engineering	2020-01-31
0403002078	ZMUDA, MICHAEL WILLIAM	Land Surveyor License	Land Surveying	2019-12-31

Showing 1 to 2 of 2 entries

- 1 The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform the Broker and DPOR so that appropriate action may be taken.

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

DPOR License Lookup build 1,198 (built 2017-07-13 02:34:41).

COMMONWEALTH of VIRGINIA

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

EXPIRES ON
12-31-2019

NUMBER
0407001314

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

PROFESSIONS: ENG, LS, LA, ARC



JOHNSON MIRMIRAN & THOMPSON INC
40 WIGHT AVE
HUNT VALLEY, MD 21030




Jay W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)



COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407001314 EXPIRES: 12-31-2019
PROFESSIONS: ENG, LS, LA, ARC
JOHNSON MIRMIRAN & THOMPSON INC
40 WIGHT AVE
HUNT VALLEY, MD 21030



(FOLD)

DPOR-LIC (02/2017)
(DETACH HERE)

DPOR License Lookup License Number 0411000441

License Details

Name	JOHNSON MIRMIRAN & THOMPSON INC
License Number	0411000441
License Description	Business Entity Branch Office Registration
Rank	Business Entity Branch Office
Address	13921 PARK CENTER RD SUITE 140, HERNDON, VA 20171
Initial Certification Date	2006-03-06
Expiration Date	2020-02-29

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402030511	BOICE, RANDY LAWRENCE	Professional Engineer License	Engineering	2020-12-31
0402018550	REED, ROBERT G	Professional Engineer License	Engineering	2021-04-30

Showing 1 to 2 of 2 entries

- 1 The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform the Broker and DPOR so that appropriate action may be taken.

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy,

completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

DPOR License Lookup build 1,198 (built 2017-07-13 02:34:41).

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-29-2020

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



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

Jay W. DeBoer
Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)



COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

BOARD FOR APESCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000029 EXPIRES: 02-29-2020
PROFESSIONS: ENG, LS
JOHNSON, MIRMIRAN & THOMPSON, INC.
9201 ARBORETUM PKWY
SUITE 310
RICHMOND, VA 23236



(FOLD)

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

DPOR-PC (02/2017)

DPOR License Lookup License Number 0407001314

License Details

Name	JOHNSON MIRMIRAN & THOMPSON INC
License Number	0407001314
License Description	Business Entity Registration
Rank	Business Entity
Address	40 WIGHT AVE, HUNT VALLEY, MD 21030
Initial Certification Date	1982-08-30
Expiration Date	2019-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402023730	CLEMENT, PAUL FRANKLIN	Professional Engineer License	Engineering	2020-12-31
0402032610	SMITH, JAMES WALTER	Professional Engineer License	Engineering	2020-06-30
0402023760	WOLNIAK, MATTHEW J	Professional Engineer License	Engineering	2020-12-31
0401006089	RUBELING, ALBERT WILLIAM JR	Architect License	Architecture	2019-07-31
0403003034	STICKLES, DAVID KEITH	Land Surveyor License	Land Surveying	2019-12-31
0406001444	CONNER, JON SCOTT	Landscape Architect License	Landscape Architecture	2019-12-31
0402020282	CHENG, DANIEL T	Professional Engineer License	Engineering	2019-09-30

Showing 1 to 7 of 7 entries

1 The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or

implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform the Broker and DPOR so that appropriate action may be taken.

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

DPOR License Lookup build 1,198 (built 2017-07-13 02:34:41).

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23223
Telephone: (804) 367-8500

EXPIRES ON

02-29-2020

NUMBER

0411000441

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

PROFESSIONS: ENG

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



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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)



BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000441 EXPIRES: 02-29-2020
PROFESSIONS: ENG
JOHNSON MIRIMIRAN & THOMPSON INC
13921 PARK CENTER RD
SUITE 140
HERNDON, VA 20171



(FOLD)

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

DPOR-PC (02/2017)

DPOR-LIC (02/2017)
(DETACH HERE)

James W. DeBorja

DPOR License Lookup License Number 0411001331

License Details

Name	CES CONSULTING LLC
License Number	0411001331
License Description	Business Entity Branch Office Registration
Business Type	LLC - Limited Liability Company
Rank	Business Entity Branch Office
Address	5269 GREENWICH RD, VIRGINIA BEACH, VA 23462
Initial Certification Date	2016-12-06
Expiration Date	2020-02-29

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402026174	PERKOSKI, JULIANNE	Professional Engineer License	Engineering	2019-06-30

Showing 1 to 1 of 1 entries

- 1 The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform the Broker and DPOR so that appropriate action may be taken.

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

COMMONWEALTH of VIRGINIA

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

EXPIRES ON

02-29-2020

NUMBER

0411001331

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

PROFESSIONS: ENG



CES CONSULTING LLC
317 OFFICE SQUARE LN STE 101A
VIRGINIA BEACH, VA 23462



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

July W. DeBoer
July W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)



COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APESCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411001331 EXPIRES: 02-29-2020
PROFESSIONS: ENG
CES CONSULTING LLC
317 OFFICE SQUARE LN STE 101A
VIRGINIA BEACH, VA 23462



(FOLD)

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

DPOR-PC (02/2017)

DPOR License Lookup License Number 0411001322

License Details

Name	DMY ENGINEERING CONSULTANTS INC
License Number	0411001322
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	309 MCLAWS CIR STE F, WILLIAMSBURG, VA 23185
Initial Certification Date	2016-09-22
Expiration Date	2020-02-29

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402041123	MA, WEIYI	Professional Engineer License	Engineering	2019-06-30

Showing 1 to 1 of 1 entries

- 1 The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform the Broker and DPOR so that appropriate action may be taken.

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-29-2020

NUMBER

0411001322

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

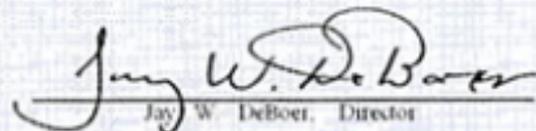
PROFESSIONS: ENG



DMY ENGINEERING CONSULTANTS INC
309 MCLAWS CIR STE F
WILLIAMSBURG, VA 23185



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


Jay W. DeBoer, Director

DPOR License Lookup License Number 0413000299

License Details

Name	HASSAN WATER RESOURCES PLC
DBA Name	HWR
License Number	0413000299
License Description	Professional Limited Liability Company
Rank	Professional Limited Liability Company
Address	2255 PARKERS HILL DRIVE, MAIDENS, VA 23102-2244
Initial Certification Date	2009-07-06
Expiration Date	2019-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402033382	HASSAN, GAMAL ELDIN	Professional Engineer License	Engineering	2019-06-30

Showing 1 to 1 of 1 entries

- 1 The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform the Broker and DPOR so that appropriate action may be taken.

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

12-31-2019

NUMBER

0413000299

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
PROFESSIONAL LIMITED LIABILITY COMPANY

PROFESSIONS: ENG



HASSAN WATER RESOURCES PLC

HWR

2255 PARKERS HILL DRIVE

MAIDENS, VA 23102-2244



Jay W. DeBoer
Jay W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)



DPOR Key Staff Documentation

DPOR License Lookup License Number 0402040130

License Details

Name	MANSFIELD, MICHAEL PATRICK
License Number	0402040130
License Description	Professional Engineer License
Rank	Professional Engineer
Address	CHESTER, VA 23838
Initial Certification Date	2004-12-21
Expiration Date	2020-12-31

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

DPOR License Lookup build 1,198 (built 2017-07-13 02:34:41).

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

12-31-2020

NUMBER

0402040130

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



MICHAEL PATRICK MANSFIELD
13716 BERKLEY DAVIS DRIVE
CHESTER, VA 23838



Jan W. DeBoer
Jan W. DeBoer Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)



COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR AP/ELSC/DLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402040130 EXPIRES: 12-31-2020

MICHAEL PATRICK MANSFIELD
13716 BERKLEY DAVIS DRIVE
CHESTER, VA 23838



(FOLD)

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

DPOR-PC (02/2017)

DPOR License Lookup License Number 0402055847

License Details

Name	BARNSON, BRYAN SCOTT
License Number	0402055847
License Description	Professional Engineer License
Rank	Professional Engineer
Address	SUFFOLK, VA 23435
Initial Certification Date	2017-12-20
Expiration Date	2019-12-31

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

DPOR License Lookup build 1,198 (built 2017-07-13 02:34:41).

COMMONWEALTH of VIRGINIA

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

EXPIRES ON
12-31-2019

NUMBER
0402055847

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



BRYAN SCOTT BARNSON
105 SAINT ANDREWS DR
SUFFOLK, VA 23435



Jay W. DeBoer
Jay W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)
(DETACH HERE)



COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APESCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402055847 EXPIRES: 12-31-2019

BRYAN SCOTT BARNSON
105 SAINT ANDREWS DR
SUFFOLK, VA 23435



(FOLD)

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

DPOR-PC (02/2017)

DPOR License Lookup License Number 0402050898

License Details

Name	DONAHUE, GARTH THOMAS
License Number	0402050898
License Description	Professional Engineer License
Rank	Professional Engineer
Address	CHESAPEAKE, VA 23322
Initial Certification Date	2012-07-03
Expiration Date	2020-07-31

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

DPOR License Lookup build 1,198 (built 2017-07-13 02:34:41).

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

07-31-2020

NUMBER

0402050898

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



GARTH THOMAS DONAHUE
1417 PINE BARK DR
CHESAPEAKE, VA 23322



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

July W. DeBorja
July W. DeBorja, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)



BOARD FOR APPLSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402050898 EXPIRES: 07-31-2020

GARTH THOMAS DONAHUE
1417 PINE BARK DR
CHESAPEAKE, VA 23322



(FOLD)

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

DPOR-PC (02/2017)



Attachment 3.3.1

Key Personnel Resumes

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Michael Mansfield, P.E., Chief Estimator / Chief Engineer
b. Project Assignment: Design-Build Project Manager
Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time) : Wagman Heavy Civil, Inc., Full time
c. Employment History: With this Firm 6 Years With Other Firms 14 Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): <u>Wagman Heavy Civil, Inc.,</u> Start Date: 2015 End Date: Present Position: <i>Chief Estimator / Chief Engineer</i> Responsibilities: Mike leads and coordinates an estimating team to prepare bids, cost estimates and proposals. He assists with project controls & scheduling and is responsible for maintaining cost control data. Mike helps perform cost-benefit analyses of different construction methods in an effort to value-engineer projects. Mike performs constructability reviews of design drawings. He is also responsible for managing construction engineering and surveying needs. With 20 years of experience, Mike has participated in 12 Design-Build projects and 18 projects involving a railroad. <u>Wagman Heavy Civil, Inc.,</u> Start Date: 2013 End Date: 2015 Position: <i>Senior Project Manager</i> Responsibilities: *In June of 2013, Wagman Heavy Civil acquired D.W. Lyle Corporation. As a Senior Project Manager, Mike provided management oversight for all aspects of construction including safety, quality, schedule and cost. He was responsible for coordinating labor, equipment, materials, and subcontractors. Mike managed multiple projects simultaneously and took a lead role in project estimating and cost proposal preparation. <u>D.W. Lyle Corporation</u> Start Date: June 2012 End Date: 2013 Position: <i>Vice President - Construction</i> Responsibilities: Mike was responsible for management of all construction projects from the procurement process through project completion. He oversaw bidding/estimating, contract administration and scheduling. Mike coordinated a team of project managers and superintendents to achieve safety, quality, and budget goals. He coordinated all labor and equipment resources to ensure schedule and production requirements were met. <u>D.W. Lyle Corporation</u> Start Date: 2003 End Date: 2012 Position: <i>Project Manager</i> Responsibilities: Mike has held positions of progressive responsibility from Surveyor, Superintendent, Project Engineer, and Project Manager. His experience has allowed him to acquire skills in construction means and methods, surveying & layout, and contract management. As a Project Manager, Mike oversaw all aspects of projects including scheduling, submittals, material procurement, and subcontractor management. Mike coordinated with the owner, stakeholders, subcontractors and suppliers. Mike was responsible for construction means and methods, cost controls and quality. Much of his focus was on VDOT and design build projects.
d. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, Blacksburg, VA / MSCE / 2004 / Civil Engineering Virginia Polytechnic Institute and State University, Blacksburg, VA / BSCE / 1999 / Civil Engineering
e. Active Registration: Year First Registered/ Discipline/VA Registration #: 2004 / Professional Engineer / #040130 VA Responsible Land Disturber RLD12084 CSX Roadway Worker Protection Amtrak Roadway Worker Protection
f. Document the extent and depth of your experience and qualifications relevant to the Project.

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

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

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

VDOT Route 0061 Bridge Replacement Design-Build, Town of Narrows, VA (\$16 million)

Name of Firm: Wagman Heavy Civil

Project Role: Construction Manager

Beginning Date: December 2010

End Date: September 2014

Specific Responsibilities: As Construction Manager, Mike was involved with the project from procurement through construction completion. He was on the estimating team and assisted with preparation of the Technical Proposal and Price Proposal. During design, Mike coordinated closely with the JMT Design Team and performed constructability and budget reviews. During construction, Mike managed the phased replacement of the bridge and approaches over the New River within the Town of Narrows. Mike was responsible for overseeing all aspects of construction, including contract administration, project scheduling, project cost controls, and QA/QC coordination. Construction was designed and phased to have minimal disruption to both bridge and river traffic. Bridge construction included drilled shaft foundations and MSE walls. Stringent environmental constraints were followed for working within the New River. Mike coordinated closely with utility owners to execute significant utility relocation efforts to move power, water, sewer, gas, cable TV, fiber optic and telephone service without interruption. Mike coordinated closely with the Design-Build Team, VDOT, and third-party stakeholders to construct ARRA funded project enhancements that included context sensitive solutions, increased user functionality with scenic overlooks and landscaped park-and-ride facility.

Similarities with the Skiffes Creek Connector

VDOT Design-Build	Stakeholder Coordination	Utility Coordination
Drainage	Structure/Bridge	ROW Acquisition
Geotechnical Challenges	TMP	MSE Walls

VDOT Route I-495 HOT Lanes (I-495-00-C-042 Section 7 Jones Branch & Dulles Toll Road) Fairfax County, VA (\$43 million)

Name of Firm: D.W. Lyle Corporation

Project Role: Project Manager

Beginning Date: April 2009

End Date: December 2012

Specific Responsibilities: As Project Manager, Mike was responsible for the construction management of 16 bridges at the Interstate 495 and Dulles Toll Road interchange. He was responsible for overseeing all aspects of construction, including contract administration, project scheduling, project cost controls, and QA/QC coordination. Mike served as D.W. Lyle Corporation's main point of contact with Fluor-Lane from procurement through project completion. The scope of work included construction of 16 new bridge structures, drilled shaft foundations, pile foundations, approximately 170,000 square feet of MSE walls, complex shoring systems, bridge utility supports, and storm drainage. Mike was involved in phased plan reviews and provided input to the design team on constructability. He managed an aggressive schedule which was coordinated around phased design. As the designs were completed, Mike ensured that adequate resources were available to execute the project timely and within the project specifications. Detailed planning and logistics within a complex MOT plan and highly congested roads were critical for success.

Similarities with the Skiffes Creek Connector

VDOT Design-Build	Stakeholder Coordination	Utility Coordination
Drainage	Structure/Bridge	TMP
MSE Walls		

VDOT Route 895 Airport Connector, Henrico County, VA (\$4 million)

Name of Firm: D.W. Lyle Corporation

Project Role: Project Manager

Beginning Date: February 2009

End Date: September 2010

Specific Responsibilities: As Project Manager, Mike led and coordinated construction of bridge work. He was responsible for managing labor, equipment, materials, and subcontractor resources. Mike also provided input to the design team during constructability reviews. The project included construction of a bridge over Route 895 as well as a second bridge over CSX railroad, which involved a main line track plus a spur line. Mike was instrumental in the development and approval of the submittals required by CSX prior to working over active tracks. Mike coordinated closely with CSX and industrial spur line customers throughout planning and execution in order not to affect service. While working over Route 895, Mike coordinated operations with Transurban to minimize impacts to the toll road service. Working in close proximity to the Richmond International Airport, Mike was also responsible for coordinating crane operations with the FAA. Constant communication with stakeholders allowed Mike to complete this project ahead of schedule and within the budget.

Similarities with the Skiffes Creek Connector

VDOT Design-Build	Stakeholder Coordination	Utility Coordination
Railroad Coordination	Structure/Bridge	

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: Bryan Barnson, P.E., CCM, DBIA - Construction Manager/Design Project Manager	
b. Project Assignment: Quality Assurance Manager	
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time): CES Consulting LLC (Full Time)	
<p>d. Employment History: With this Firm 4 Years With Other Firms 4 Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): CES Consulting LLC Start Date: 2015 End Date: Present Position: Construction Manager/Design Project Manager Responsibilities: In his time with CES Consulting, Bryan has served as the VDOT Construction Manager on the I-64 Segment II Widening Design-Build Project, as well as serving as a VDOT Project Manager for the Hampton Roads District Structure and Bridge Office. While serving in these roles, Bryan developed extensive experience managing key aspects of VDOT design-bid-build and design-build projects from the Preliminary Engineering stage through Construction. He has been able to tackle complex issues through each phase of construction having had experience managing both the design and construction side of projects. Examples of typical work items Bryan manages include project submittal review as an owner (VDOT) representative to include coordination with VDOT Hampton Roads District disciplines (Structure & Bridge, Materials, Traffic Engineering, Environmental), Quality Assurance (QA) plan development for unique roadway items (CCPRM/FDR), coordination/scheduling of office engineers/inspection staff, review of project documentation ensuring conformance with the minimum requirements for VDOT Design Build projects, coordination of IA/VST inspections/testing, review of complex MOT implementations, coordination of MOT/Work activities with localities/stakeholders, review and processing of design build pay applications, and facilitating VDOT project environmental inspections. Skanska USA Civil Southeast, Inc. Start Date: 2011 End Date: 2015 Position: Project Engineer/Superintendent Responsibilities: While employed with Skanska, Bryan progressively garnered boots on the ground experience managing large scale Design-Build, and Design-Bid-Build heavy civil construction sites. As both a Project Engineer and Superintendent, Bryan was tasked with managing Quality, Safety, and Environmental risks. In these roles, he has gained exposure in a leadership capacity in activities including pile driving, concrete placement, formwork design, crane lifting and rigging, quality control/assurance testing, and environmental risk mitigation.</p>	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Military Institute, Lexington, Virginia / BS / 2011 / Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2017 / Professional Engineer / Virginia Registration #55847 2016 / Professional Engineer / Maryland Registration #50258 2016 / Certified Construction Manager (CMAA) 2019 / DBIA (Assoc. 2016)	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <p>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</p> <p>* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.</p>	
VDOT I-64 Segment II Widening Design Build Project - James City County, York County, City of Newport News, VA	
Name of Firm: CES	Project Role: Consultant Construction Manager
Beginning Date: November 2016	End Date: Present
Specific Responsibilities: Bryan has been vital to the successful project delivery for the \$138M I-64 Widening Segment II design-build project serving as the consultant VDOT Construction Manager. This project (located just outside the proposed Skiffes Creek Connector limits) extends the 3-lane section of I-64 from roughly mile marker 248 to mile marker 241 of which includes the addition of 12' wide travel lanes and 12' wide shoulder lanes within the existing median space, and the repair and widening of 9 existing bridges. In his role, Bryan has taken a key leadership	

position within the VDOT team structure, managing all facets of the project including quality, safety, environmental, project/document controls., and public relations

Similar to the requirements of the Quality Assurance Manager role, Bryan is actively managing every aspect related to Quality for this design build project. This includes responsibilities such as:

- Coordinating and scheduling all Independent Assurance (IA) inspection and testing resources
- Maintaining VDOT’s owner frequency of testing logs/testing documentation
- Coordinating with VDOT disciplines (Hampton Roads Materials/Elko) for IA/VST testing
- Reviewing all Design Build Quality Control/Quality Assurance testing and inspection frequencies for compliance with the minimum requirements for VDOT Design Build projects
- Acting as project Quality Assurance lead for CCPRM and FDR operations on the project to include development of VDOT Quality Assurance plan, facilitating Preparatory Inspection Meetings, maintaining all deficiency tracking/Non-compliance reporting, and implementing testing/inspection FOT
- Responsible for coordination with QAM on tracking and VDOT resolution of Non-compliance reports
- Responsible for monthly review of QA/QC testing, inspection documentation, and material book to ensure compliance with the VDOT design build minimum requirements, as it relates to pay application review/approval.
- Construction submittal review and approval authority to include appropriate coordination and review/comment resolutions with Hampton District resources (TE, S&B, Materials etc.)
- Responsible for approval of all lane closures and LCAM coordination as well as verification of Plan/WAPM compliance for unique phased TMP implementations
- Facilitating all VDOT bridge repair/widening inspections for acceptance.

In addition, Bryan is also serving as a key asset to VDOT in maintaining environmental compliance similar to the Skiffes Creek Connector, this project entails highly sensitive wetlands/streams and property owners. Typical environmental/permit compliance responsibilities include:

- Coordinating VDOT project ECI inspections (Direct report to CM)
- Reviewing and performing project C-107 processes to ensure permit compliance is maintained

Similarities with the Skiffes Creek Connector

VDOT Design-Build	Stakeholder Coordination	Utility Coordination
Drainage	Structure/Bridge	ROW Acquisition
Geotechnical Challenges	TMP	MSE Walls

New Midtown Tunnel- Elizabeth River Tunnel - Portsmouth/Norfolk, VA

Name of Firm: Skanska Civil Southeast	Project Role: Superintendent Tunnel Rehabilitations (EB & WB)
Beginning Date: March 2013	End Date: April 2015

Specific Responsibilities: As a superintendent on one of the largest PPTA projects in the state of Virginia Bryan was exposed to every aspect of a design build/PPTA project. Specifically, Bryan managed all field operations related to the rehabilitation of the two existing downtown tunnels, to include the installation of 200k sf of Promat fireproofing, complete electrical rehab (total elec. rehab value: \$90m), installation of Jet Fan ventilation systems, concrete spall/delamination repairs, and removal of suspended concrete panel ceiling in the EB Downtown Tunnel. Bryan was also responsible for coordination of quality control testing and inspection to include maintenance of quality control testing logs, facilitating preparatory inspection meetings, as well as managing MOT deployment, maintenance, and pickup during nightly lane/tunnel closures.

Similarities with the Skiffes Creek Connector

VDOT Design-Build	Stakeholder Coordination	Utility Coordination
Structure/Bridge	TMP	Retaining Walls

Pier 5 Replacement Project (NAVFAC) – NNSY Portsmouth, VA

Name of Firm: Skanska Civil Southeast	Project Role: Project Engineer
Beginning Date: June 2011	End Date: March 2013

Specific Responsibilities: Bryan provided field engineering support on the \$164M Pier 5 replacement project. This project entailed an extensive amount of pile driving, concrete, and demolition work. Bryan’s responsibilities included developing detailed work plans and Activity Hazard Analysis (AHAs) for all work activities involved with Pier 4 and Pier 5 demolition, of which included coordination of all quality testing and inspections. His boots on the ground experience entailed managing concrete pours ranging from 30-200cy, engineering formwork plans for utility trenches, and performing/ maintaining pile driving logs. Bryan also developed and maintained the project turbidity monitoring plan during dredging operations of existing Pier 4 and Pier 5 and was responsible for quality assurance reporting of all dredge operations to include coordination of 3-D side scan sonar and manual sounding.

Similarities with the Skiffes Creek Connector

Structure/Bridge	Utility Coordination	Geotechnical Challenges
------------------	----------------------	-------------------------

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 applicable for this position.**

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: Garth Donahue, PE, Vice President	
b. Project Assignment: Design Manager (DM)	
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time) : Johnson, Mirmiran & Thompson, Inc. (JMT), Full Time	
<p>d. Employment History: With this Firm <u>14</u> Years With Other Firms <u>2</u> Years</p> <p>Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):</p> <p><u>Johnson, Mirmiran & Thompson, Inc.</u> Start Date: January 2005 End Date: Present Position: <i>Vice President</i> Responsibilities: Mr. Donahue was promoted to Vice President in March of 2017 and serves as the Section Head for the Virginia Beach Transportation Group. He leads teams of multidiscipline staff through all stages of projects including, public outreach, traffic, bridge, drainage and stormwater management (SWM), environmental permitting, noise analysis, geotechnical, and landscape design drawing support from staff in all JMT offices and associated sub-consultants. Project responsibilities include signing and sealing plans for ROW acquisition and construction; management of design sub-consultants; internal coordination between discipline leaders; implementation and monitoring of the design QA/QC process; and coordination with construction staff and QA/QC staff. Mr. Donahue is currently involved in four VDOT Hampton Roads individual projects and a staff augmentation task assisting VDOT Hampton Roads L&D staff with multiple projects using OpenRoads. His years of experience in innovative roadway techniques has allowed his staff the ability to assist and train VDOT staff in OpenRoads, SUDA, and ProjectWise. Mr. Donahue also has extensive experience working on the Peninsula with design on-calls with the City of Hampton and the City of Newport News. He has been integrated into multiple design build projects throughout the company to provide his expertise in advance geometric design, design innovation, and roadway optimization. Mr. Donahue is the JMT expert in Civil Information Modeling (CIM) utilizing Bentley InRoads/Geopak/OpenRoads and frequently is consulted with throughout JMT on roadway design and modeling approaches for projects. His experience has led to the development of specialized software designed to improve efficiency and accuracy of designs and client operations as well as improve document management and quality initiatives internally and externally.</p> <p><u>Vollmer Associates, LLP.</u> Start Date: June 2003 End Date: January 2005 Position: Structural Designer Responsibilities: Mr. Donahue assisted with multiple vertical and horizontal structural design projects in Maryland and Pennsylvania. His designs responsibilities included bridge approach improvements, design of foundations, connection design, load calculations, STAAD and RAM analysis, plan development and maintenance of traffic design, specifications.</p>	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Pennsylvania State University, University Park, PA / Bachelor of Science / 2003 / Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2008 / Professional Engineer / 0402050898 (also PE in PA, TN, & TX)	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <p>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</p> <p>* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.</p>	
VDOT, Odd Fellows Road Interchange at US Route 29/460 and Road Improvements, City of Lynchburg, VA (Design-Build)	
Name of Firm: JMT	Project Role: Senior Roadway Engineer
Beginning Date: November 2015	End Date: August 2018
Specific Responsibilities: As Senior Roadway Engineer, Mr. Donahue was responsible for the overall management of geometric design, 3D modeling, and roadway engineering team coordination to upgrade and extend Odd Fellows Road to US 460/29 in Lynchburg, VA, a Design-Build Project with an approximate \$29.5 million contract value. JMT teamed with Wagman Heavy Civil, Inc. construction firm and is serving as the prime design firm on the project. The project includes the design/construction of a new tight diamond interchange between Odd Fellows Road and US 460/29;	

widening and reconstruction of 1.5 miles of Odd Fellows Road to a three-lane typical section with a two-way left turn lane, curb and gutter, sidewalk and a 10-foot shared use path; reconstruction and widening of a bridge over the Norfolk Southern Railroad; and construction of three roundabouts along Odd Fellows Road. The project included a combination of 3 proposed stormwater management basins and the purchase of nutrient credits to meet VDOT SWM Requirements.

Mr. Donahue managed and coordinated with a multidiscipline design team to develop a full 3D model of Odd Fellows roadway widening. The modeling included complex geometry to determine the constructability and design of roundabouts. His expertise was paramount to reduce property impacts and ensure that the design would meet criteria. His instruction to the design team led to the development of checking multiple driveway sight distance dynamically as the project progressed. This enabled the team to optimize grading and limit property impacts to ensure the project's success. His expertise in OpenRoads technology also led to the use of advanced roundabout modeling and the use of civil cells to quickly model and analyze risk and impacts. This led to grading enhancements that reduced property and utility impacts. This model was also used to check railroad right of way impacts and clearances for the bridge crossing. Through each design phase, Mr. Donahue organized quality control measures on the design model with an independent modeler evaluating the design to ensure accuracy and constructability.

Similarities with the Skiffes Creek Connector

VDOT Design-Build, Designed with Wagman Team, Alternative Intersections, Right of Way Acquisitions (including government-owned properties), Railroad Crossing, New Alignment, Commercial Property, Similar in Size, Intersection Design, Environmental Impacts, OpenRoads Modeling.

Centerville Turnpike Improvements - Phase II, City of Virginia Beach, VA (Design-Bid-Build)

Name of Firm: JMT

Project Role: Design Manager

Beginning Date: 2012

End Date: est. 2023

Specific Responsibilities: As Design Manager, Mr. Donahue is responsible for the multidisciplinary team coordination, management and design of the project. JMT was selected by the City of Virginia Beach for this highly publicized project to complete interim improvements for the widening of Centerville Turnpike between Jake Sears Road and Broad Windsor Lane, and intersection improvements at Indian River Road/Centerville Turnpike. This project was initially fast tracked to provide improved access for development with local and state funding. The project was later modified to provide an ultimate 1.86-mile condition providing four lanes on a six-lane right of way section from Indian River Road to Kempsville Road. The project budget was increased with the addition of federal funding to the project. Mr. Donahue implemented the NEPA process that resulted with the funding changes. This change added noise barriers and the need for major utility relocations. The roadway corridor contains businesses, residential, and educational stakeholders that are engaged in the project. Mr. Donahue continues to coordinate the relocation of Dominions overhead and underground power facilities and the various other utilities including communication, gas, school, traffic, water, and sewer. Mr. Donahue has coordinated public outreach and engaged the public one on one to help move the project forward and benefit the needs of the stakeholders. Through each design phase, Mr. Donahue implements a QA/QC program in line with company and client requirements. This includes managing project independent subject matter experts that evaluate the design to ensure proper document management, accuracy, constructability for the project.

Similarities with the Skiffes Creek Connector

Similar size and scope, Serves as Design Manager, Roadway connection off I-64, Utility Impacts and Coordination, Environmental Impacts, Intersection Design, Property Impacts to Residential, Commercial, Churches, and University. Designed in accordance to VDOT Standards. Hydraulic Modeling of tidal facility.

DELDOT, SR-1 / SR72 Diverging Diamond Interchange, New Castle County, DE (Design-Build)

Name of Firm: JMT

Project Role: Senior Roadway Design Manager

Beginning Date: November 2015

End Date: November 2016

Specific Responsibilities: As Roadway Design Manager, Mr. Donahue was responsible for the overall management of geometric design, 3D modeling, and roadway engineering team coordination for widening and reconfiguring the ramps in the existing diamond interchange to accommodate the diverging diamond configuration. The Diamond Materials/JMT Design-Build Team developed a DDI solution to the interchange configuration that was cost efficient, minimized the duration of construction, minimized the project footprint and permanent impacts, minimized impacts to vehicular and bicycle traffic during construction, and provides for safe movement for motorists, bicyclists, and pedestrians through the project limits. With schedule being a major driver of the project, it was determined that the project should be modeled to ensure accuracy and constructability. Mr. Donahue led an advanced modeling team, using OpenRoads design software to develop complex horizontal and vertical geometry, superelevation, ADA facilities, drainage, terrain models, and linear and surface templates. Under his direction, his team generated grades and geometrics data, plans, cross-sections for the mainline and ramps. Mr. Donahue's innovative approach to modeling the alternative intersection led to more efficient design and multidisciplinary coordination efforts that resulted in a product that could be built efficiently and with minimal construction changes.

Similarities with the Skiffes Creek Connector

Design Build, Alternative Intersections, Bridge Over Highway Facility, Utility Coordination, Property Impacts, Intersection Design, OpenRoads Modeling, Right of Way Acquisition, DOT Design Build

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.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: Gerry Hargis / Senior Construction Manager	
b. Project Assignment: Construction Manager	
Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time) : Wagman Heavy Civil, Inc., Full time	
c. Employment History: With this Firm <u>1</u> Years With Other Firms <u>40</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Wagman Heavy Civil, Inc. 2018-Present, Senior Construction Manager. Gerry provides executive oversight for the SB Rappahannock project to help insure that project goals are met. He also assists with project procurement and estimating. Gerry provides a wealth of experience and is skilled in construction means and methods, cost controls and forecasting, estimating, CPM scheduling, and contract administration. He has more than 40 years of experience working on VDOT projects. Lane Construction Company, 2017-2018, District Manager. Gerry was actively involved in Design-Build pursuits in Virginia, Maryland, and North Carolina. He provided executive oversight for the Design-Build Bus Rapid Transit (BRT) project in Richmond, VA. He aided the estimating team and project management staff. R.R. Dawson Bridge Company, 1978-2017, Area Manager. Through his career at R.R. Dawson Bridge Company, Gerry has held positions of increasing responsibility, from Safety Manager, Contract Manager, and Area Manager. Serving as the Area Manager for more than 24 years, Gerry was responsible for overall management of operations in Virginia and South Carolina. Gerry was actively involved in all phases of construction from procurement through completion. During procurement, he led the estimating and bidding process. After project award, he negotiated contracts with subcontractors and suppliers. During construction, he oversaw day to day operations of projects and managed a team of project managers, field superintendents, and safety personnel. He created and maintained project schedules in order to meet milestones and completion dates. Gerry focused on completing projects on-time and under budget while maintaining high quality and safety records.	
d. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Morehead State University, Morehead, Kentucky / BS / 1972 / Business Management	
e. Active Registration: Year First Registered/ Discipline/VA Registration #: VA Responsible Land Disturber RLD12385 VDOT Erosion and Sediment Control Contractor Certification (ESCCC) 4-00261 Amtrak Roadway Worker Protection	
f. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.) * On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.	
VDOT – Dominion Blvd. over Elizabeth River, Chesapeake, VA (\$45 million)	
Name of Firm: R.R. Dawson Bridge Company	Project Role: Area/Project Manager
Beginning Date: April 2013	End Date: March 2017
Specific Responsibilities: As the Area/Project Manager, Gerry was responsible for the overall operations, management and quality control of R.R. Dawson's portion of this \$200 million joint venture. R.R. Dawson's portion of the project included the construction of twin, parallel structures along existing Route 17 South. Each structure is approximately 6,000 feet in length with a height of up to 110 feet. The bridges had to be constructed in two phases due to the conflicting alignment with existing Route 17. They were also challenging due to the presence of wetlands, crossing the Elizabeth River, and	

working alongside Route 17 traffic. Gerry worked closely with environmental agencies and consultants, joint venture partners, the City of Portsmouth, VDOT, McDonough Bolyard, and Peck, and Parsons, who was the lead bridge designer. Gerry was instrumental in preparing and pricing a value engineering design and change order which resulted in a savings to the project of approximately \$2 million. Gerry negotiated all change orders and subcontracts and was responsible for representing R.R. Dawson in all meetings with the Owner and any outside agencies.

Similarities with the Skiffes Creek Connector

Structure/Bridge	Stakeholder Coordination	Utility Coordination
Construction over Wetlands	Overhead Utilities	

Beaufort County – Bluffton Parkway Connection, Hilton Head Island, SC (\$36.6 million)

Name of Firm: R.R. Dawson Bridge Company **Project Role:** Area/Project Manager

Beginning Date: January 2013 **End Date:** July 2016

Specific Responsibilities:

Gerry served as the Area/Project Manager for this \$36.6 million project which connected existing Bluffton Parkway to US 278, which is the main arterial roadway onto Hilton Head Island. Gerry was responsible for all project management and construction operations. He negotiated all contracts with the Owner, subcontractors, and suppliers. The project was locally administered by Beaufort County with oversight by the South Carolina Department of Transportation, Federal Highway Administration, and the U.S. Army Corp of Engineers. This challenging project required access across approximately 1,300 lf of extremely sensitive marsh areas that were heavily regulated. In order to minimize erosion and sediment issues, Gerry developed an access plan using a timber mat roadway leading onto an elevated trestle which was reviewed and approved by the regulating agencies including the Army Corps of Engineers. The project included ground improvements using aggregate piers. The design of the bridge included several different substructure and superstructure designs including drilled caissons, driven pipe pile in cofferdams, driven 18” concrete piles for a flat slab superstructure, and post-tensioned pier caps that crossed US 278. Several of the foundations were constructed in close proximity to high-voltage overhead power lines that are the main feed to Hilton Head Island and therefore, could not be deenergized during construction.

Similarities with the Skiffes Creek Connector

Structure/Bridge	Stakeholder Coordination	Utility Coordination
Construction over Wetlands	Overhead Utilities	Drainage
Retaining Walls	Ground Improvements	

VDOT– Jefferson Park Avenue Bridge Replacement, Charlottesville, VA (\$10.5 million)

Name of Firm: R.R. Dawson Bridge Company **Project Role:** Area/Project Manager

Beginning Date: April 2011 **End Date:** September 2012

Specific Responsibilities:

Gerry was the Area/Project Manager on this \$10.5 million project in the City of Charlottesville, Virginia. The project included a full bridge replacement on Jefferson Park Avenue (JPA) over Norfolk Southern Railway between JPA/Fontain/Maury intersection and JPA/Roberson intersection. Traffic had to be detoured to other city streets in order to close the existing bridge for demolition. Pedestrian access was maintained at all times by construction of a temporary bridge that also crossed Norfolk Southern Railway. Gerry was responsible for managing all construction activities. He was the main point of contact with Norfolk Southern Railway for all activities that affected railway property. Effective coordination with the railway was a key to a successful, accident -free project. The abutments for the new bridge were founded on 36” drilled caissons which were filled with concrete. A retaining wall for each abutment was then constructed below, on railway right-of-way. The new structure was 67 feet wide and 200 feet long and included architectural treatments to enhance the appearance. The project was located within the campus of the University of Virginia and local neighborhood associations. All of these stakeholders were very concerned about the effects of construction in this highly travelled area. Gerry had regular meetings with various citizens and groups to keep them apprised on construction progress and respond to any comments. Gerry also coordinated throughout the project with the City of Charlottesville.

Similarities with the Skiffes Creek Connector

Structure/Bridge	Railroad Coordination	Stakeholder Coordination
Utility Coordination	TMP	Retaining Walls

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.

Gerry is not currently on an active project and will be available full time when the project begins.



Attachment 3.4.1(a)

Contractor Work History Forms

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client 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	
Name: Route 61 Over New River, Route 460, and Old Virginia Avenue Bridge Replacement (D-B) Location: Narrows, Virginia	Name: Johnson, Mirmiran & Thompson, Inc.	Name of Client/ Owner: Virginia Department of Transportation Phone: 540-381-7195 Project Manager: Mr. Duane Mann, PE Phone: 540-765-7226 Email: m.mann@vdot.virginia.gov	08/2013	09/2014 <i>(Project time increased due to additive work orders)</i>	\$15,582	\$16,660 <i>(Owner added scope)</i>	\$16,660

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.



SCOPE/PROJECT DESCRIPTION. VDOT selected Wagman Heavy Civil, Inc., Contractor and Johnson, Mirmiran & Thompson, Inc., Lead Designer as the Design-Build Team (DBT), for this challenging, \$15.6 million design-build project located on Route 61 in the Town of Narrows, Giles County, Virginia. The purpose of the project was to replace the existing structurally deficient bridge crossing the New River, Route 460, and Old Virginia Avenue with a new two-lane bridge with two sidewalks and bicycle lanes, along with the reconstruction of the roadway approaches on both ends of the proposed structure. The total project length is approximately 2,270 feet or 0.4 miles. The bridge consisted of a nine (9) span superstructure with prestressed, Bulb-T concrete girders, with a maximum span of 133 feet, and a cast-in-place concrete deck. The bridge piers consisted of two columns supporting a cap with each column founded on a large diameter drilled shaft. Abutments were founded on drilled shafts and driven piles. Described by VDOT as a "utility relocation project with a bridge on it", the project also included extensive coordination with public utility providers, local service authorities and governmental agencies to plan, coordinate, and execute utility installations on the new bridge structures. A waterline, sewer line, telephone conduits, power conduits, lighting conduits, gas line and fiber optic lines were all successfully transferred from the old bridge to the new bridge with no mishaps or loss of service. One of the major challenges for the DBT was dealing with difficult geotechnical conditions in the form of an active karst environment. The DBT successfully designed and constructed the project while encountering significant variations in rock quality, mud seams, and voids. Various construction methods were used that dealt with these difficult geotechnical conditions including driven piling, drilled piling, and drilled shafts. In order to reduce the potential for unexpected conditions during construction and to gain confidence in the final design, an extensive geotechnical field investigation was performed in excess of VDOT requirements. Foundations were designed to accommodate changed conditions in the field in order to minimize the potential for delays. In addition, a geotechnical engineer was on site during all drilled shaft construction to observe actual conditions and to be able to make decisions immediately if conditions other than those assumed in the design were encountered.

Dedication to and successful achievement of environmental compliance, safety, quality and workmanship | Due to its unpolluted condition, Narrows is a popular destination for fishing, swimming, and boating in the New River. The DBT went to great lengths to not affect water quality or river traffic. Flow levels at this location are controlled by Claytor Dam. All in-river work was coordinated with dam releases to occur during low level periods. The DBT regularly communicated with river users in order to maintain safe channels of passage at all times. All operations in the river were performed under strict environmental compliance in order to maintain water quality. The New River flows through the heart of Narrows and divides the town in half. This bridge links the two ends of town, serving as a critical route for both vehicles and pedestrians. This project incorporated phased construction in order to maintain two lanes of traffic and safely accommodate pedestrian access across the bridge at all times. This was made more challenging due to the fact that the alignment was constrained by an existing Norfolk Southern Railway bridge that crossed over Route 61 approximately 250 feet from the south end of the bridge. Complex traffic shifts were required on both Route 61 and Route 460 in order to provide appropriate access and levels of service throughout the project. The DBT coordinated with VDOT and 3rd party stakeholders to plan, notify, and safely execute all Maintenance of Traffic Operations. Local residents were highly engaged in the project and the DBT met a number of times with the Town officials to discuss the proposed project improvements. As a result, the DBT proposed and incorporated a number of aesthetic, context sensitive solutions, into the project including concrete surfaces with ashlar stone finish, scenic river overlooks on the bridge, a park and ride facility with passenger shelter, a stormwater bioretention facility, sidewalks and bike lanes on the bridge, and street lighting along the entire length of the project. These project enhancements required a higher degree of workmanship than standard construction.

Implementing and maintaining an effective quality assurance and quality control plan during design and construction | The DBT implemented a strong, collaborative QA/QC plan which facilitated open communication and helped insure that quality standards were met. The Superintendent, Construction Manager, QC Manager, and QA Manager shared a common office and were in constant communication. All parties were aware of work schedules and upcoming activities. Preparatory meetings were held before every new task to discuss work procedures, hold points, and inspection requirements. Regular QA/QC meetings were held to discuss work in progress and discuss any issues. A formal NCR and Deficiency log was maintained to track and evaluate any QC/QA issues. The DBT identified and mitigated geotechnical challenges such as karst geology and highly variable rock densities through a substantial geotechnical investigation, design/construction team collaboration, and detailed Quality Assurance/Quality Control.

Use of innovative design solutions and construction techniques that reduce future maintenance | The DBT eliminated joints at all pier locations and used Virginia Abutments in order to reduce future maintenance.

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

SKIFFES CREEK STAFF EXPERIENCE

- | | |
|--|---|
| <ul style="list-style-type: none"> ▪ Mike Mansfield, PE (W) ▪ Garth Donahue, PE (JMT) ▪ Trip Phaup, PE (JMT) ▪ Rodney Hayzlett, PE (JMT) | <ul style="list-style-type: none"> ▪ Bob Gallagher, PE (JMT) ▪ Michael Zmuda, LS, PE (JMT) ▪ Gary Campbell, LS, PE (JMT) ▪ Gamal Hassan, PE (HWR) |
|--|---|

SIMILARITIES TO SKIFFES CREEK CONNECTOR

- | | |
|---|---|
| <ul style="list-style-type: none"> ▪ Design-Build ▪ Bridge ▪ Roadway ▪ Survey ▪ Right-of-Way ▪ Geotechnical ▪ Hydraulics ▪ TCD/TMP ▪ Stormwater Management / ESC | <ul style="list-style-type: none"> ▪ Permitting/Environmental ▪ Utility Coordination/Relocation ▪ Railroad Coordination ▪ Public Involvement/Comm. ▪ Context Sensitive Solutions ▪ Third-Party Coordination ▪ QA/QC and CEI ▪ Overall Project Mgmt. |
|---|---|

SIMILAR RISKS SKIFFES CREEK CONNECTOR

- Risk 1: Geotechnical Considerations:** The DBT mitigated challenges (varying rock elevations and strengths) through intensive investigation and self-performance of specialized foundation construction.
- Risk 2: Railroad:** The DBT successfully coordinated with NSRR within the project limits.
- Risk 3: Stakeholder Coordination:** Numerous third parties were involved in the project, including utility companies, town and county officials, local business owners and residents. The DBT even coordinated with the Town Christmas Parade and Christmas Lights Committee to mitigate all impacts.

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	
Name: Route 7 Widening and Bridge Rehabilitation over the Dulles Toll Road and Dulles International Airport Access Highway (D-B) Location: Tyson's Corner, Virginia	Name: Rinker Design Associates (Civil) & Whitman, Requardt & Associates, LLP (Structural) / Wagman Heavy Civil, Inc.	Name of Client/ Owner: Virginia Department of Transportation – NOVA District Phone: 703-259-1940 Project Manager: Arif Rahman Phone: 703-259-1940 Email: md.rahman@vdot.virginia.gov	05/2018	05/2018	\$39,887	\$42,200 <i>(Due to Owner-Approved Change Orders)</i>	\$42,200

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.



SCOPE/PROJECT DESCRIPTION. This \$42.2M design-build project for the Virginia Department of Transportation reconstructs and widens the structurally deficient Route 7 bridge over Dulles Toll Road and the Dulles International Airport Access Highway from four lanes to six lanes. Limited clearances within Metropolitan Washington Airports Authority's (Airports Authority) right-of-way required the design and installation of permanent foundations using micropiles to widen the existing bridge piers between Dulles Toll Road and the Dulles Access Highway. The project also includes a 10' wide shared-use path for pedestrians and bikes to travel in each direction. This path incorporates grade separated crossings, including two pedestrian bridges and three tunnels.

Route 7 has an annual average daily traffic (AADT) volume of 60,000 per day while the Dulles Toll Road has an AADT of 65,000 per day. Additionally, Route 7 is an important bicycle and pedestrian link across the Dulles Toll Road. This project required a complex Traffic Management Plan to safely manage these high traffic volumes and accommodate pedestrian traffic. Multiple shifts of Route 7 were required in order to construct the new bridge in phases while maintaining traffic at all times. Lanes were temporarily closed only during off-peak periods. Daily coordination was required with the Airport Authority, VDOT, Airports Authority's noise wall construction project, and the Silver Line project to ensure smooth and efficient operation of both the Dulles Toll Road and the Dulles International Airport Access Highway.

Over 80% of this project was constructed on the Airports Authority's property through agreements with VDOT. Design and Construction of this project involved close coordination with the Airports Authority to ensure that the project limits were within the Airports Authority's approved property limits and that portions of the final construction that become Airports Authority property exceeded their construction standards. Airports Authority facilities that were designed and constructed as part of this project include roadway lighting, bridge protection barrier, bridge substructure, grading for future CD lanes, and overhead sign structures.

Dedication to and successful achievement of environmental compliance, safety, quality, and workmanship | Due to overall excellence in quality of craftsmanship, technical challenges, difficulty of execution, and aesthetics, the Heavy Construction Contractors Association awarded the DBT the *2018 Award for Excellence in Infrastructure*.

Implementing and maintaining an effective quality assurance and quality control plan during design and construction | This project included an extremely aggressive schedule for both design and construction that was mitigated using the "rolling Design-Build" method for all structures work on the project. An effective QA/QC program was essential to the success of the project and helped avoid delays due to rework. Daily communication between all members of the QA/QC team was maintained throughout construction to ensure that work met or exceeded quality requirements. Weekly QA/QC meetings were held to discuss and resolve any issues. Two-week look-ahead schedules were used to monitor and adjust QA/QC resources as needed based on workloads and work shifts.

Ruse of innovative design solutions and construction techniques that reduce future maintenance | Use of micropile foundations minimized impacts to the adjacent pavement during construction of the bridge substructure. Other innovative design efforts led to a joint elimination over a pier in one of the pedestrian overpasses, which improves the long-term maintenance concerns.

RELEVANT AND VERIFIABLE EVIDENCE OF GOOD PERFORMANCE. The most notable enhancement included by the Design Build Team (DBT) in the low-price proposal was the mitigation of potential utility delays and compression of the project schedule. The construction phasing of the bridge replacement was reduced from seven phases to four phases by adjusting the bridge alignment and constructing the northern widening in the first phase concurrent with the interior widening. This also allowed the DBT to provide a corridor for the utilities to relocate eight months ahead of the RFP documents. The DBT also self-performed construction of the new utility duct bank to mitigate potential schedule impacts by utility construction crews. Additionally, the new bridge piers, which were tightly constrained within the narrow median of the Dulles Toll Road and Dulles International Airport Access Highway, were self-performed using specialty geotechnical foundations. These foundations included drilled shafts, top down tieback walls, and micropiles. These innovative design and construction techniques minimized lane shifts and helped reduce the number of construction phases. The DBT also accommodated a politically active and litigious homeowner's association, whose right-of-way was required for construction of a new noise barrier, by developing an alternate design concept that eliminated the need to install poles and ground wires in a heavily used recreation area. Through Wagman's MBE-DBE outreach program, the DBT was able to incorporate 12% of small, local and disadvantaged business participation in the project, greatly exceeding the 7% contractual goal.

SKIFFES CREEK STAFF EXPERIENCE

- | | |
|---|---|
| <ul style="list-style-type: none"> ▪ Mike Mansfield, PE (W) ▪ Ed Laczynski, PE (W) ▪ Greg Andricos, PE (W) ▪ Jerry Whitlock, PE, DBIA, PMP, CCM (W) ▪ Adam Staples (W) | <ul style="list-style-type: none"> ▪ Dawn Pattison (W) ▪ Rodney Hayzlett, PE (JMT) ▪ Bob Gallagher, PE (JMT) ▪ Bob Reed, PE (JMT) |
|---|---|

SIMILARITIES TO SKIFFES CREEK CONNECTOR

- | | |
|---|---|
| <ul style="list-style-type: none"> ▪ Design-Build ▪ Roadway ▪ Permitting/Environmental ▪ Utility Coordination/Relocation ▪ Public Involvement/Comm. ▪ Context Sensitive Solutions ▪ Third-Party Coordination | <ul style="list-style-type: none"> ▪ Survey ▪ Right-of-Way ▪ Geotechnical ▪ Hydraulics ▪ TCD/TMP ▪ QA/QC and CEI ▪ Overall Project Mgmt. |
|---|---|

SIMILAR RISKS SKIFFES CREEK CONNECTOR

Risk 1: Geotechnical Considerations: Innovative solutions and several specialty pieces of equipment were used to self-perform the geotechnical work, including a compact drilling rig and custom discharge assembly for offsite disposal of drill cuttings. The large diameter drilled shafts of the pedestrian bridge's deep foundations were installed using long sections of temporary casings in combination with polymer drilling fluid.

Risk 3: Stakeholder Coordination: The DBT coordinated with multiple stakeholders to develop innovative MOT phasing while remaining agile with numerous permanent design features. This ultimately resulted in the incorporation of both aerial and underground pedestrian structures, balancing the needs of pedestrians and bicyclists with increased vehicular throughput. Furthermore, public outreach and coordination of ROW with an adjacent homeowners' association was required to facilitate construction of a new noise barrier. An alternate design was also developed for overhead high voltage power lines requiring relocation to eliminate the need for pole and ground wire installation in a popular recreation area.

ATTACHMENT 3.4.1(a)

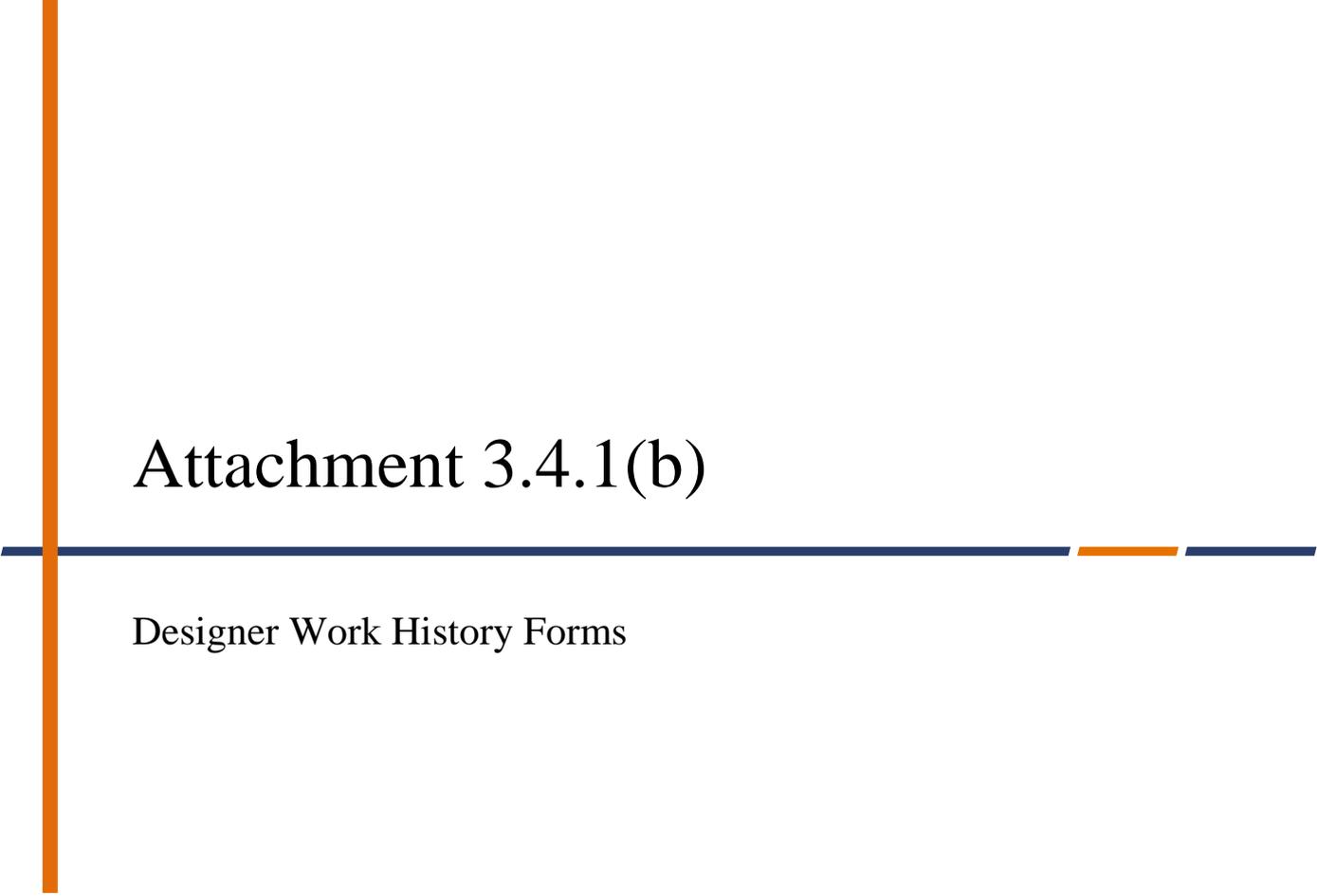
LEAD CONTRACTOR - WORK HISTORY FORM

(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	
Name: Chesterfield Power Station Haul Road and Bridge Project Location: Chester, VA	Name: Moffatt & Nichol	Name of Client/ Owner: Dominion Energy Project Manager: Ginger Phelps Phone: 804-241-3459 Email: Ginger.Y.Phelps@dominionenergy.com	07/2016 <i>(Substantial Completion)</i>	07/2016 <i>(Substantial Completion)</i>	\$18,992	\$21,151 <i>(Due to Owner-Approved Change Orders)</i>	\$21,151

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.

	<p>SCOPE/PROJECT DESCRIPTION. Wagman Heavy Civil, Inc. (Wagman) was awarded this project as a result of an intensive selection and best value procurement process, similar to VDOT's Design-Build 2 Phase 70/30 Price and Technical Score selection process. A Design-Bid-Build project, Dominion Energy's (Dominion) procurement schedule was shortened due to environmental, political, and economical based decisions to deliver much earlier than originally planned. The result of that shortened design schedule were many unknowns. Dominion and Wagman addressed these unknowns with a Design/Build approach, with constant communication and coordination with: the design engineer, geotechnical engineer, permitting and regulatory agencies, and third party stakeholders. Solutions were developed that met the owner's delivery requirements, environmental restrictions and previously procured right-of-way.</p> <p>This \$21.1M project included construction of a 1,389 LF bridge that spans Proctor's Creek (tidal) and environmentally sensitive wetlands; 4,700 LF Access Road to Abutment A; and 2,800 LF North Haul Road to Abutment B, built specifically for heavy, high volume truck traffic. The 10 Pier, 11 Span bridge is 32' wide with two 12' lanes. A 300 LF RW-3 retaining wall was constructed adjacent to the Chesterfield Wastewater Treatment Plant. Storm pipe, structures and stormwater management facilities were constructed early in the project than originally planned, to meet Dominion's self-imposed, strict environmental commitments. Temporary stormwater management facilities were aggressively maintained due to rigorous requirements that exceed state and federal standards. Wagman's team worked with Dominion to protect onsite cultural resources including Native American and Civil War historical sites. The road and bridge was opened to traffic on time on the original contract substantial completion date of July 15, 2016 and is in use by Dominion for the construction and access to the new Fossil Fuel Combustion Product (FFCP) landfill. The project was centrally focused on safety, environmental and schedule and was successfully completed through teamwork and coordination of both Wagman and Dominion. The project completed the first phase of the Chesterfield Integrated Ash Project, to meet Dominion's long-term goals.</p>	<p>SKIFFES CREEK STAFF EXPERIENCE</p>
<p>and bridge was opened to traffic on time on the original contract substantial completion date of July 15, 2016 and is in use by Dominion for the construction and access to the new Fossil Fuel Combustion Product (FFCP) landfill. The project was centrally focused on safety, environmental and schedule and was successfully completed through teamwork and coordination of both Wagman and Dominion. The project completed the first phase of the Chesterfield Integrated Ash Project, to meet Dominion's long-term goals.</p>	<p>Dedication to and successful achievement of environmental compliance, safety, quality and workmanship Dominion's #1 priority is safety of workers and environmental protection and its best practices and compliance guides have strengthened the Wagman Team that worked on the project. Detailed work plans were submitted and reviewed with Dominion. Human Performance Defenses were a part of the project, to help reduce human error and when applied deliberately, properly and consistently, enable positive control of each task and place barriers between workers and an event. STAR was implemented on the project. It is a four step individual work practice to prevent errors on critical tasks: Stop, Think, Act, and Review. Wagman employed a full-time Site Safety Officer who was onsite during all construction operations. The Officer conducted Wagman/Dominion site-specific safety orientation for all personnel new to the project prior to commencing work. The orientation covered safe work practices, emergency response procedures, and Supplemental Terms and Conditions. Dominion follows strict guidelines for removal from site, the Power Generation 5. They include: Follow all fall protection procedures, Follow all barricading procedures, Follow confined space procedures, Follow all equipment isolation procedures, Follow all electrical procedures. Violation of any one of these five rules resulted in immediate removal from site. The entire project workforce, including Wagman and Dominion management, held daily 7AM safety huddles and stretch and flex. All incidents were immediately reported to Dominion safety management, and Wagman generated weekly safety reports including: listing accidents, incidents, first aid and equipment damage, environmental incidents or spills, weekly site safety assessments documenting positive findings, recommendations and non-compliances to address. Weekly Safety Incident Reports were distributed by Dominion to the contractors for awareness and lessons learned. Wagman employed a full-time Environmental Manager for the project who was onsite during all construction operations. Erosion and Sediment (E&S) inspections were conducted twice a week and non-compliance areas were corrected by a dedicated E&S crew and signed off by Dominion. Environmental protection plans were drafted for each activity that had the ability of impacting the environment and preventative measures were identified to ensure protection of the wetlands. Secondary containment and plastic sheeting under equipment was used to prevent fuel or oil spills from reaching the ground. Dominion started each year with the Dominion Safety and Environmental Summit which reinforced strong emphasis for safety and environmental compliance that Dominion demands.</p>	<ul style="list-style-type: none"> ▪ Mike Mansfield, PE (W) ▪ Ed Laczynski, PE (W) ▪ Glen Mays, DBIA (W) ▪ Greg Andricos, PE (W) ▪ Adam Staples (W) ▪ Rodney Hayzlett, PE (JMT) ▪ Ian Frost, CEP, AICP, LEED (JMT) ▪ Bob Gallagher, PE (JMT)
<p>Implementing and maintaining an effective quality assurance and quality control plan during design and construction Wagman, along with its subcontractors and vendors, performed work in accordance with the approved QA/QC program. Wagman was responsible for assuring that the work and the performance was in compliance with the contract, implementation documents, laws and codes, and industry practice. Wagman implemented inspection checklist forms for sign off by Wagman and QC prior to all construction activities.</p>	<p>Use of innovative design solutions and construction techniques that reduce future maintenance Wagman utilized detailed work plans for all construction activities to ensure the work was completed correctly the first time, in order to reduce future maintenance. The plan included scope of work, budget, equipment and crew, materials and subcontractors, survey, safety and environmental and step by step work sequence in order to ensure compliance with plans and specifications. The work plans were reviewed with Dominion, QA/QC and the crew who was to perform the work.</p>	<p>SIMILARITIES TO SKIFFES CREEK CONNECTOR</p>
<p>RELEVANT AND VERIFIABLE EVIDENCE OF GOOD PERFORMANCE. As Wagman's work progressed, we were upheld as a best practices guide for the orientation by Dominion for all future site contractors.</p>	<p>Risk 1: Geotechnical Considerations: Wagman provided engineering services for the design of the causeway and temporary bridges for the project. The temporary causeway consisted of geotextile fabric, aggregate and wire forms, installed in the soft subgrade and allowed for crane and equipment access within environmentally sensitive wetlands.</p> <p>Risk 2: Railroad: Wagman coordinated with CSX/Dominion Railroad for the at-grade crossing at Coxendale Intersection.</p> <p>Risk 3: Stakeholder Coordination: Wagman was the first contractor to begin work at the Chesterfield Power Station Ash Project, constructing the haul road and bridge. Two other contractors performed adjacent concurrent work including: AMEC Foster Wheeler, constructing the Wet to Dry Ash Conversion and RECON Services, constructing the FFCP landfill. Wagman attended and participated in weekly contractor coordination meetings to discuss schedules and determine conflicts and overcome obstacles and avoid delays. Wagman also coordinated with US Army Corps of Engineers, VA DEQ, Chesterfield County Environmental Department, Dominion Fire Training Facility in the project limits, Columbia Gas Transmission, for the temporary bridge crossing, Chesterfield County, Chesterfield County Police, Chesterfield Wastewater Treatment Plant for the monitoring of existing effluent lines during pier construction and the temporary bridge and causeway crossing, Chesterfield Power Station Plant Operations and Henricus Historical Park.</p>	<ul style="list-style-type: none"> ▪ Roadway ▪ Bridge ▪ Survey ▪ Geotechnical ▪ Hydraulics ▪ TCD/TMP ▪ Stormwater Management ▪ Permitting/Environmental ▪ Utility Coordination ▪ Temp. Creek/Wetlands Access ▪ Third-Party Coordination ▪ Construction QC ▪ Overall Project Mgmt. ▪ Railroad



Attachment 3.4.1(b)

Designer Work History Forms

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement. (in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Odd Fellows Road Interchange at U.S. Route 29/460 and Roadway Improvements (DB) Location: Lynchburg, VA	Name: Wagman Heavy Civil, Inc.	Name of Client/ Owner: Virginia Department of Transportation Lynchburg District Phone: 434.856.8318 Project Manager: Mrs. Raina Rosado, PE Phone: 434.856.8318 Email: raina.rosado@vdot.virginia.gov	01/2016	08/2018 (actual)	\$29,846 (Original)	\$29,617 (Estimated)	\$2,759 JMT Design Fee

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

 <p>SCOPE/PROJECT DESCRIPTION. JMT provided professional engineering services to upgrade and extend Odd Fellows Road to US 460/29 in Lynchburg, VA. The project was implemented as a Design-Build Project. JMT was teamed with Wagman Heavy Civil, Inc., and served as the prime design firm on the project. The project included the design and construction of a new tight diamond interchange between Odd Fellows Road and US 460/29; widening and reconstruction of 1.3 miles of Odd Fellows Road to a three-lane typical section with a two-way left turn lane, curb and gutter, sidewalk and a 10-foot shared use path; construction of a bridge over US 460; construction of three roundabouts along Odd Fellows Road; and design of a new bridge over the Norfolk Southern Railroad. The project was designed and constructed under a very aggressive design-build schedule, which required close weekly coordination between VDOT, the City of Lynchburg, Wagman Heavy Civil, Inc., and FHWA.</p> <p>Odd Fellows Road is maintained by the City of Lynchburg and is classified as an Urban Minor Arterial Roadway (GS-6), with rolling terrain and a minimum 35 mph design speed and will be posted at 25 mph. Route 460/29 is classified as an Urban Principal Arterial Roadway (GS-5) divided limited access highway with rolling terrain and a 70 mph minimum design speed and is posted at 65 mph. Odd Fellows Road currently carries between 1,300 and 8,700 vehicles per day and Route 460/29 carries approximately 35,600 vehicles per day.</p> <p>JMT was responsible for all engineering and support services associated with the design of the project. Our survey teams updated the project's base survey and designated underground utilities. Our design engineers designed the project to the appropriate VDOT, AASHTO, or City of Lynchburg standards. A complex and thorough maintenance of traffic plan was developed to accommodate the high volume of large trucks along the industrial corridor to ensure constructability and safety was achieved. A combination of temporary lane shifts, lane closures and detours were utilized to expedite construction and enhance safety and minimize disruption to the public.</p> <p>Utility coordination was required with Columbia Gas, Verizon, Appalachian Power, the City of Lynchburg and numerous other telecommunication companies. JMT conducted utility field inspections with all utility companies; determined prior rights; and reviewed plan, specifications, and estimate and worked closely with the utility companies to gain concurrence on their relocation plans to ensure that utility companies impacts were accounted for in all phases of construction. JMT developed the relocation plans (alignment for relocation) for the private utility companies to ensure that the proposed utility relocations would not conflict with the existing utilities and or proposed construction activities. JMT designed waterline and sanitary sewer betterments and relocations for the City of Lynchburg which include jack and boring to extend utilities across US 460/29.</p> <p>JMT also acquired the right-of-way and easements for the project which included preparation of right-of-way plans, title and deed research, appraisals, negotiations, and filing certificates. JMT was instrumental in ensuring construction activities could continue along the corridor with securing right of entry from landowners upon contact of negotiations. The right of way acquisition included three government parcels including the DMV, US Post Office, and Virginia Employment Commission. This experience is similar to the need of acquisition on the Skiffes Creek Connector.</p> <p>Dedication to and successful achievement of environmental compliance, safety, quality, and workmanship Project involved minimizing impacts to wetlands and streams, purchasing mitigation credits, and continual coordination with DEQ and USACE to obtain the Section 401 Water Quality Certificate/Virginia Water Protection Permit and Section 404 of the Clean Water Act Permit. JMT used extended and enhanced stormwater management basins to meet VDOT's stormwater management requirements for storm water quantity and quality. Two-phase erosion and sediment control plans were prepared for the project. The project impacts streams and wetlands. JMT provided all environmental services for the project which included the preparation of the Joint Permit Application and supporting documentation for the Section 404 and 401 permitting.</p> <p>Use of innovative design solutions and construction techniques that reduce future maintenance This Project involved reusing existing pipes/culverts under Route 460. These structures were reviewed hydraulically and structurally for adequacy and lined as necessary. A roundabout was constructed to remove a traffic signal along Odd Fellows Road improving safety and minimizing long-term electrical costs. Two other roundabouts were included to eliminate the need for future traffic signals.</p> <p>Implementing and maintaining an effective Quality Assurance and Quality Control Plan during design and construction The DBT followed JMT's ISO 9001 compliant design QA/QC process which included constructability reviews from Wagman at each stage of the design process resulting in a quality set of release for construction plans. The CM and QAM worked closely together to ensure proper testing and documentation of QC and QA occurred on the project including compliance with Buy America requirements.</p> <p>RELEVANT AND VERIFIABLE EVIDENCE OF GOOD PERFORMANCE. The Project received ACEC's 2018 Engineering Excellence Merit Award.</p>	<p>SKIFFES CREEK STAFF EXPERIENCE</p> <ul style="list-style-type: none"> ▪ Mike Mansfield (W) ▪ Jerry Whitlock (W) ▪ Glen Mays (W) ▪ Adam Staples (W) ▪ Todd Scott (W) ▪ Greg Andricos (W) ▪ Garth Donahue, PE (JMT) ▪ Trip Phaup, PE (JMT) ▪ Jay Utz, PE (JMT) ▪ Ian Frost, CEP, AICP, LEED AP (JMT) ▪ Dave Malinoski, PE (JMT) ▪ Mike Leffler, PE (JMT) ▪ Mike Zmuda, LS, PE (JMT) ▪ Gary Campbell, LS, PE (JMT) ▪ Bob Gallagher, PE (JMT) ▪ Bob Reed, PE (JMT)
	<p>SIMILARITIES AS SKIFFES CREEK CONNECTOR</p> <ul style="list-style-type: none"> ▪ Design-Build ▪ Roadway ▪ Survey ▪ Right-of-Way ▪ Geotechnical ▪ Hydraulics ▪ TCD/TMP ▪ Permitting/Environmental ▪ Utility Coordination/Relocation ▪ Public Involvement/Comm. ▪ Context Sensitive Solutions ▪ Third-Party Coordination ▪ QA/QC and CEI ▪ Overall Project Mgmt.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm’s responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement. (in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Fairfax County Parkway (FCP – Route 286) Extension DESIGN BUILD Location: Springfield, VA	Name: Tutor Perini Corporation	Name of Client/ Owner: Virginia Department of Transportation (Administered by FHWA-EFLHD) Phone: 703-259-2381 Project Manager: Tim Brown Phone: 703-440-9086 Email: timothy.brown@dot.gov	04/2008	07/2011 (Actual)	\$73,756 (Original)	\$112,416 (Actual) <i>Received significant owner generated contract mod, increasing scope by 25%</i>	\$11,538 JMT Design Fee

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

	<p>SCOPE/PROJECT DESCRIPTION The Fairfax County Parkway (FCP) completed a vital 3-mile missing link to I-95 in northern Virginia. This DB project provided the needed highway improvements to address traffic impacts of the U.S. Army relocating 8,500 jobs to the National Geospatial-Intelligence Agency (NGA) Campus East at the Fort Belvoir North Area. JMT was the lead designer for the design, which included new interchanges at access to the West North Loop Road of the National Geospatial Intelligence Agency facility interior roadway network. This project was the final segment required to complete the Parkway, and included construction of a four-lane divided, limited access highway, designed to facilitate future widening to 6 lanes within the project right-of way. The project also included three bridge structures over the Accotink Creek.</p> <p>Dedication to and successful achievement of environmental compliance, safety, quality, and workmanship The Parkway alignment traverses through the Fort Belvoir Engineering Proving Ground and crossed five former firing ranges and testing sites, including three Resource Conservation and Recovery Act (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. These environmental issues required special coordination with Fort Belvoir environmental staff due to the presence of contaminated soil/groundwater and the possibility of unexploded ordnance on the site. JMT was responsible for environmental permitting, natural resource studies, and stormwater permitting for the project. All environmental impacts were successfully addressed. JMT also addressed traffic safety concerns in and around long-term work zone closures and temporary lane closures through the development of an extensive TMP. Additionally, JMT initiated early meetings with utility owners and provided assistance in the development of their plan/estimate submittals by providing design plans and profiles in CAD. There were no project delays related to utility relocations.</p>	<p>SKIFFES CREEK STAFF EXPERIENCE</p> <table border="0"> <tr> <td> <ul style="list-style-type: none"> ▪ William Schaub, PE (JMT) ▪ Rodney Hayzlett, PE (JMT) ▪ Bob Gallagher, PE (JMT) ▪ Bob Reed, PE (JMT) ▪ Trip Phaup, PE (JMT) ▪ Ian Frost, CEP, AICP, LEED (JMT) ▪ Carter Teague, PWS (JMT) </td> <td> <ul style="list-style-type: none"> ▪ Michael Leffler, PE (JMT) ▪ Gary Campbell, PE, LS (JMT) ▪ Michael Zmuda, PE, LS (JMT) ▪ Greg Andricos, PE (W) ▪ Jerry Whitlock, PE, DBIA (W) ▪ Todd Scott (W) </td> </tr> </table>	<ul style="list-style-type: none"> ▪ William Schaub, PE (JMT) ▪ Rodney Hayzlett, PE (JMT) ▪ Bob Gallagher, PE (JMT) ▪ Bob Reed, PE (JMT) ▪ Trip Phaup, PE (JMT) ▪ Ian Frost, CEP, AICP, LEED (JMT) ▪ Carter Teague, PWS (JMT) 	<ul style="list-style-type: none"> ▪ Michael Leffler, PE (JMT) ▪ Gary Campbell, PE, LS (JMT) ▪ Michael Zmuda, PE, LS (JMT) ▪ Greg Andricos, PE (W) ▪ Jerry Whitlock, PE, DBIA (W) ▪ Todd Scott (W)
<ul style="list-style-type: none"> ▪ William Schaub, PE (JMT) ▪ Rodney Hayzlett, PE (JMT) ▪ Bob Gallagher, PE (JMT) ▪ Bob Reed, PE (JMT) ▪ Trip Phaup, PE (JMT) ▪ Ian Frost, CEP, AICP, LEED (JMT) ▪ Carter Teague, PWS (JMT) 	<ul style="list-style-type: none"> ▪ Michael Leffler, PE (JMT) ▪ Gary Campbell, PE, LS (JMT) ▪ Michael Zmuda, PE, LS (JMT) ▪ Greg Andricos, PE (W) ▪ Jerry Whitlock, PE, DBIA (W) ▪ Todd Scott (W) 			
<p>Implementing and maintaining an effective Quality Assurance and Quality Control Plan during design and construction This project instituted discipline specific task force meetings along with Management and Oversight (M+O) task force group. Representation at the bi-weekly M+O meetings was mandatory and included the EFLHD, VDOT, FBDPW, NGA, US Army Corp of Engineers and Fairfax County Department of Transportation. The design task force and M+O meetings proved crucial to meeting the project schedule as all stakeholders were represented by their organizations’ decision makers, all had a common goal to meet schedule, and promptly provided direction that enabled the project to be delivered ahead of schedule. The QA/QC plan was adhered to during design and construction which was updated as needed to address the needs of the project’s dynamic and evolving process.</p> <p>Use of innovative design solutions and construction techniques that reduce future maintenance During the bidding process, JMT prepared ATCs that improved the overall project design and provided significant reductions in construction costs. The most significant change identified was the “Fullerton Flip”. The original design depicted Fullerton Rd. crossing over FCP. JMT was able to revise the profiles for both the FCP and Fullerton Rd. to take FCP over Fullerton Rd. The benefits that raising the grade of FCP brought to the project were: reduced amount of soil/rock excavation; minimized disturbance of contaminated material; and reduced the surplus material that resulted in a balanced earthwork project significantly reducing project cost and reduced trucking on local roadways. The project was completed and opened to traffic two months ahead of schedule.</p>	<p>SIMILARITIES AS SKIFFES CREEK CONNECTOR</p> <table border="0"> <tr> <td> <ul style="list-style-type: none"> ▪ Design-Build ▪ Roadway/Interchange ▪ Survey ▪ Bridges/Structures/Retaining Walls ▪ Environmental/Permitting ▪ Geotechnical ▪ E&SC/Hydraulics/SWM </td> <td> <ul style="list-style-type: none"> ▪ Utility Coordination/Relocation ▪ Public Involvement/Comm. ▪ Context Sensitive Solutions ▪ Third-Party Coordination ▪ QA/QC and CEI ▪ Overall Project Mgmt. </td> </tr> </table>	<ul style="list-style-type: none"> ▪ Design-Build ▪ Roadway/Interchange ▪ Survey ▪ Bridges/Structures/Retaining Walls ▪ Environmental/Permitting ▪ Geotechnical ▪ E&SC/Hydraulics/SWM 	<ul style="list-style-type: none"> ▪ Utility Coordination/Relocation ▪ Public Involvement/Comm. ▪ Context Sensitive Solutions ▪ Third-Party Coordination ▪ QA/QC and CEI ▪ Overall Project Mgmt. 	
<ul style="list-style-type: none"> ▪ Design-Build ▪ Roadway/Interchange ▪ Survey ▪ Bridges/Structures/Retaining Walls ▪ Environmental/Permitting ▪ Geotechnical ▪ E&SC/Hydraulics/SWM 	<ul style="list-style-type: none"> ▪ Utility Coordination/Relocation ▪ Public Involvement/Comm. ▪ Context Sensitive Solutions ▪ Third-Party Coordination ▪ QA/QC and CEI ▪ Overall Project Mgmt. 			
<p>RELEVANT AND VERIFIABLE EVIDENCE OF GOOD PERFORMANCE The aggressive project schedule of 750 calendar days was satisfied with Segments I & II of the mainline FCP and opened to traffic two months ahead of schedule while Segment IV was opened to traffic one month ahead of schedule. The project received awards from several professional organizations including DBIA National and DBIA Mid-Atlantic; Virginia Transportation Construction Alliance; and ACEC local chapters in MD, VA and DC. Members of the Team including Greg Andricos, Jerry Whitlock, William Schaub, Rodney Hayzlett and Ian Frost received a “Star Partner” awards for their exceptional dedication, teamwork, and professionalism in support of the project’s goals by the NGA and USACE.</p>	<p>SIMILAR RISKS AS SKIFFES CREEK CONNECTOR</p> <p>Risk 1: Geotechnical Considerations: This 3-mile project on new alignment included seven new bridges, an interchange, an access road, and an extension of Boudinot Drive. This was one of the first projects in Virginia using AASHTO’s LRFD method for bridge design. We performed groundwater modeling for the RCRA site to successfully demonstrate to the U.S. EPA and the VA DEQ that the migration of the contaminant plumes would not be exacerbated by construction of the project.</p> <p>Risk 3: Stakeholder Coordination: A driving factor contributing to the success of this project was the establishment of a formal partnering agreement between the project stakeholders that mandatory attendance was required at the bi-weekly partnering meetings. We initiated early meetings with utility owners and provided assistance in the development of their plan/estimate submittals by providing design plans and profiles in CAD. There were no project delays related to utility relocations. We hosted and attended numerous public outreach events with the public.</p>			

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm’s responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement. (in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Route 105 Widening Location: City of Newport News and York County, VA	Name: Woolpert	Name of Client/ Owner: Virginia Department of Transportation (VDOT) Williamsburg District Phone: 800-367-7623 Project Manager: Mr. Don Lockard Phone: 757-253-5596 Email: Don.Lockard@vdot.virginia.gov	10/2009	05/2012 (Actual)	\$15,861 (Original)	\$19,795 (Actual) <i>(Owner added scope)</i>	\$1,287 JMT Design Fee

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



SCOPE/PROJECT DESCRIPTION | JMT was selected to provide engineering services to VDOT for the design of Route 105. The Route 105 project required completing roadway design plans for 3.1 miles of Route 105 between 0.41 miles east of the intersection of Jefferson Avenue (Route 143) to the intersection of George Washington Memorial Parkway (Route 17) in the City of Newport News and York County, Virginia.

The project included widening of Route 105, an existing two-lane road, to a four-lane divided and upgrades the facility to current design and safety standards. The contract also included traffic analysis and signal design for the Route 105 intersection with Woodside Lane/Clubhouse Way along with close coordination with the City with the location of the school flashing lights and signing for the Glenwood Elementary School.

An aesthetic finish was incorporated into the proposed noise barriers to mitigate the concerns of the community with respect to the tight right-of-way constraints that existed to construct the project.

Other design services included sign, pavement marking, and phased erosion and sediment control. JMT developed a Type B Transportation Management Plan (TMP) for the project. The project was originally to be completed and placed on the “shelf” due to a lack of construction funds. The availability of ARRA funds enabled the completion of the project to be accelerated and advertised for construction. The project has been constructed and JMT provided construction consultation.

Dedication to and successful achievement of environmental compliance, safety, quality, and workmanship | The project required storm drainage system designs for both closed and open drainage systems. Eight storm water management ponds were designed to minimize potential impacts on water quality and adjacent wetlands and complied with Virginia SWM Regulations. An extensive Erosion and Sediment Control plan was established to ensure that sediment was contained on-site to protect the adjacent Grafton Ponds Natural Area Preserve along the majority of the corridor. The Grafton Ponds Natural Area Preserve environmental constraints required special coordination with VDOT Environmental section with the development of project specific special provisions and plan requirements to ensure the project was in compliance. All environmental impacts were successfully addressed during design and construction of the project. JMT addressed traffic safety concerns in and around long-term work zone closures and temporary lane closures through the development of an extensive Type B TMP.

Implementing and maintaining an effective Quality Assurance and Quality Control Plan during design and construction | The original project survey was done conventionally in Metric. The vertical tolerance of the digital terrain model as it pertains to tie in with existing roadways and vertical clearance of existing utilities cannot be underestimated, especially when providing an engineered profile to achieve a minimum desired overlay and build-up depth. Additional updated scanned survey was performed to properly optimize the proposed profile grade and achieve the materials recommendations for the pavement design. It was essential to improve the accuracy of the survey obtained that met the goals of the design intent to ensure the Contractor was provided quality design and data that enabled the Contractor to meet the expectations of the project.

Use of innovative design solutions and construction techniques that reduce future maintenance | During the design development of the project, there were some design standards that became challenging to implement with the project goal of salvaging the existing two lane roadway to the extent possible in the development of the four lane ultimate typical section and 60 mph design speed. The existing two-lane roadway was constructed under old TC-2 design standards which required significant reconstruction and/or mill/overlay/build-up to meet the current TC-5 superelevation and transition criteria adding significant construction costs to the project that was already at a deficit for funding. JMT worked with the Department to justify reducing the design speed of the project to 50 mph in order to closely match the existing roadway geometrics, reducing the construction costs, which enabled the project to move forward to construction and successfully upgrading this vital link between I-64 and Route 17.

RELEVANT AND VERIFIABLE EVIDENCE OF GOOD PERFORMANCE | This project was intended to be completed for design and put on the shelf due to insufficient funding for construction. The project team worked diligently to identify value engineering opportunities along with advancing the design aggressively, which enabled the project to receive the necessary funding for construction that would have otherwise not been possible.

SKIFFES CREEK STAFF EXPERIENCE

- Rodney Hayzlett, PE (JMT)
- Bob Gallagher, PE (JMT)

SIMILARITIES AS SKIFFES CREEK CONNECTOR

- | | |
|--|---|
| <ul style="list-style-type: none"> ▪ Roadway ▪ Survey ▪ Right-of-Way ▪ Geotechnical ▪ Hydraulics/SWM ▪ TCD/TMP ▪ Structural | <ul style="list-style-type: none"> ▪ Environmental Coordination ▪ Utility Coordination/ Relocation ▪ Public Involvement/Comm. ▪ Context Sensitive Solutions ▪ Third-Party Coordination ▪ QA/QC and CEI ▪ Overall Project Mgmt. |
|--|---|

SIMILAR RISKS AS SKIFFES CREEK CONNECTOR

Risk 1: Geotechnical Considerations: Careful consideration was provided in the geotechnical recommendations for underdrains, SWM liners and outfalls, foundations, pavement recommendations, undercut/unsuitable/fill material, etc. given the presence of the soil conditions, high groundwater table, along with the adjacent Grafton Ponds Natural Area Preserve (GPNAP) adjacent to the corridor. All geotechnical concerns were mitigated through design and construction of the project.

Risk 3: Stakeholder Coordination: The project team closely coordinated with stakeholders along the corridor throughout design and construction, many of whom are the same on Skiffes Creek, to minimize impacts to GPNAP, adjacent property owners, utilities, access management, and aesthetics to soundwall finishes and landscaping.



26000 Simpson Road
North Dinwiddie, VA 23803-8943
P. 804-631-0000
F. 804-733-6281

www.wagman.com