

# STATEMENT OF QUALIFICATIONS JANUARY 2017



## I-66 Eastbound Widening Inside the Beltway DESIGN - BUILD



**NOVA Express Lanes Constructors**



State Project No. 0066-96A-417, P101, R201, C501 | FHWA Project No. NHPP-066-1(365)  
Contract ID No. C00108424DB92



## NOVA Express Lanes Constructors



3.2

LETTER OF SUBMITTAL



A Joint Venture between Wagman Heavy Civil, Inc. and Fort Myer Construction

NOVA Express Lanes Constructors  
3290 N. Susquehanna Trail  
York, PA 17406-9754

January 17, 2017

Mr. Bryan W. Stevenson, P.E.  
Alternative Project Delivery Division  
Virginia Department of Transportation  
1401 E. Broad Street  
Richmond, Virginia 23219

RE: **Statement of Qualifications (SOQ)**  
I-66 Eastbound Widening Inside the Beltway  
Fairfax and Arlington Counties, Virginia  
A Design-Build Project  
RFQ No.: C00108424DB92

Dear Mr. Stevenson:

Wagman Heavy Civil, Inc. (Wagman) and Fort Myer Construction Corporation (FMCC), which have formed a Joint Venture known as **NOVA Express Lanes Constructors (NELC)**, are pleased to submit our statement of qualifications for the above referenced project.

**3.2.1/3.2.2 Authorized Representative/Point of Contact**

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

**3.2.3 Principal Officer Information**

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

**3.2.4 Offeror's Structure, Financial Responsibility, and Bonding Approach.** NELC (50/50 Joint Venture between Wagman and FMCC) will take financial responsibility for this project. A single 100% performance bond and payment bond will be provided for the total Design-Build contract value. There are no liability limitations on behalf of joint venture partners comprising NOVA Express Lanes Constructors, as each party will have joint and several liability for the performance of the work required for the Project. See JV evidence of approval in appendix.

**3.2.5 Full Legal Name of Lead Contractor** is NOVA Express Lanes Constructors (NELC) **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 firms (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.** Certificates for both Wagman Heavy Civil, Inc. (#W002) and Fort Myer Construction Corporation (#F034) are included in the Appendix. Both firms are active and in good standing. The NELC JV VDOT Prequalification number is JV080.

**3.2.9 Evidence of Obtaining Bonding.** Evidence, in the form of a letter of surety is provided herein stating the offeror, NELC, is capable of obtaining performance and payment bond based on the current estimated Design-Build contract value referenced. Bonds will cover the Project and any warranty period.

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

**3.2.11 Achieving a Fifteen Percent (15%) DBE Participation Goal.** NELC is committed to achieving a fifteen percent (15%) DBE participation goal for the entire value of the contract.

The NELC Team partners each have a long and successful history serving Virginians on numerous projects. As a single, integrated Team, we will design and construct the I-66 Eastbound Widening Inside the Beltway Design-Build Project in a manner to ensure the greatest opportunity for success. We will create a transparent 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,

NOVA Express Lanes Constructors

David W. Lyle, DBIA  
Joint Venture Authorized Representative



## NOVA Express Lanes Constructors



### 3.3

## TEAM STRUCTURE

(Per RFQ instructions, please find our Key Personnel Resume Forms in the Appendices)

## OFFEROR’S TEAM STRUCTURE

Wagman Heavy Civil, Inc. (Wagman) and Fort Myer Construction Company (FMCC) are forming an equal equity (50/50) Joint Venture – NOVA Express Lanes Constructors (NELC) - to pursue projects including the I-66 Eastbound Widening Inside the Beltway Design-Build Project. The NELC Team brings successful relevant experience delivering interstate roadway, bridge, and ITS/tolling related Design-Build (D-B) projects in the Northern Virginia and greater DC Metropolitan areas. The combined forces of the NELC Team align the best resources to meet the specific needs and requirements of this high profile Project. NELC will serve as the Lead Contractor of the Design-Build Team (DBT) for the I-66 Eastbound Widening Inside the Beltway (I-66 ITB) Project and will be responsible for managing the Project, supervising construction, and self-performing all major work elements. NELC has strategically chosen highly skilled team members to create an organizational structure that utilizes the D-B process and capitalizes on the strongest attributes of each team member’s respective capabilities.



**Wagman Heavy Civil, Inc. (Wagman)** Wagman will serve as Managing Partner of the JV. With 115 years of transportation infrastructure experience, Wagman has earned national recognition for safely delivering award winning projects. Wagman has multiple offices in Virginia with existing and well-established workforces. These regional resources allowed Wagman to construct 16 bridges for the I-495 HOT Lanes D-B Project and supporting Transcore on the I-66 ATMS D-B Project. Wagman prides itself in partnering with Project stake-holders to ensure best value delivery while leading major D-B projects.

**Shared Experience  
Proven to Successfully  
Deliver this Project**



**Bringing Together**

- VDOT Experience
- Established Working Relationships with all Stakeholders
- Regional D-B Expertise
- Project Specific ITS/Tolling Experience
- Ability to Self-Perform 100% of Major Work Items



**Fort Myer Construction Company (FMCC)**, a leading contractor specializing in multiple infrastructure construction disciplines, is an equal Equity Partner of the Joint Venture. An ENR-Ranked Top 400 Contractor, FMCC has extensive experience with building roadways, ITS tolling systems, bridges, soundwalls, and utilities in urban areas around DC, Maryland, and Virginia. Their I-66 Rehabilitation D-B Project, completed with Volkert, earned national recognition for excellence in construction of asphalt pavement. FMCC is currently ahead of schedule with their \$34M VDOT contract on the I-66 Multimodal Improvements Project. FMCC will provide the Construction Manager for this Project.



**Johnson, Mirmiran & Thompson, Inc. (JMT)**, as Lead Designer, will provide overall Project management for all design activities. JMT has a proven reputation for developing innovative solutions for projects that save time, reduce cost, and deliver the best value to the owner. Founded in 1971, JMT is an employee-owned A/E firm offering a full array of consulting and technology services for transportation infrastructure projects throughout the U.S. and JMT is the #4 Top Design Firm in the Mid-Atlantic; and is nationally ranked #67 in the Top 500 Design Firms and #11 in Highway Design Firms by ENR. JMT has been committed to serving Virginia for nearly 30 years. JMT’s successful D-B projects with Wagman include Route 61 Bridge Replacement in Narrows, VA, Odd Fellows Road Interchange at US Route 29/460 and Road Improvements in Lynchburg, VA, and the MD 404 Dualization from West of MD 309 to Cemetery Rd in Maryland.

**VOLKERT** JMT will be supported by Volkert Inc. (Volkert), a multidisciplinary transportation engineering firm with a national reputation as a leading provider of D-B best practices for complex transportation infrastructure projects. Volkert works closely with D-B contractors to develop design plans on accelerated schedules. Projects of note have included the

I-66 Pavement Rehabilitation D-B and I-495 Northern Section Shoulder Lane Use D-B with FMCC, bringing a well-established working relationship to this team. Volkert has 34 years of experience providing transportation engineering services to VDOT, including a wide range of roadway, interchange, interstate, and bridge projects with constraints typical to urban areas such as high traffic volumes and limited right-of-way.

**SUBCONSULTANTS** The following specialty subconsultants, with experience on I-66 and/or other megaprojects in NOVA region will join the team for the following disciplines:



**Quinn Consulting Services, Incorporated (QCS),**  
Quality Assurance



**CES Consulting, LLC (CES),** Utility Manager and Quality Control



**Endesco, Inc.,** Storm Water Management



**Schnabel Engineering,** Geotechnical



**Harris Miller Miller & Hanson Inc., (HMMH),** Noise Analysis

### 3.3.1 Key Personnel and Functional Relationships

The NELC Team understands the importance of the I-66 ITB Project, and has carefully considered the structure of our DBT to provide VDOT with a strong, highly experienced and cohesive Team that will deliver an exemplary Project and exceed VDOT’s expectations. The NELC Team has assembled a lineup of highly-qualified and experienced individuals, and structured them accordingly for optimal performance. Our Key Personnel offer extensive road and bridge design and construction experience, with exceptional design and implementation expertise in advanced ITS and TTMS. The NELC Team, including Key Personnel, will remain intact for the duration of the Project, providing constant leadership throughout the Project. All proposed Key Personnel introduced below have noteworthy experience on transportation projects similar to the roles they will serve on the this Project; their qualifications and experience can be found in their resumes in Attachment 3.3.1 of the Appendix.

| Key Personnel & Reporting Relationships  | Responsibilities  |
|--|---|
| <p><b>GREG ANDRICOS, PE</b><br/>Design Build Project Manager (DBPM)<br/><i>Reports to VDOT</i></p> | <p>Responsible for management of overall Project design, construction, quality management, and contract administration for the Project. He will be capable of answering questions/inquiries relevant to the Project. As DBPM, he will be responsible for meeting the D-B’s obligations under the contract. He will also coordinate any required public outreach and public meetings. Mr. Andricos has the ability to bring all of NELC’s resources to this Project, the NELC team provides VDOT with a highly valued, unified, and successful DBPM.</p> |
| <p><b>HILARIO BARROS</b><br/>Construction Manager (CM)<br/><i>Reports to DBPM</i></p>              | <p>Mr. Barros will be on site for duration of construction activities. He is responsible for managing the construction process to include all QC activities to ensure materials used and work performed meet contract requirements and the “approved for construction” plans and specifications. Mr. Barros holds a Virginia DEQ RLD Certification and a VDOT Erosion and Sediment Control Contractor Certification.</p>  |
| <p><b>ROBERT REED, PE</b><br/>Design Manager (DM)<br/><i>Reports to DBPM</i></p>                   | <p>Responsible for coordinating the individual design disciplines and ensuring overall Project design is in conformance with the Contract Documents. Responsible for establishing and overseeing a QA/QC program for all pertinent disciplines involved in the design of the Project, including review of design, working plans, shop drawings, specifications, and constructability for the Project. Mr. Reed is a registered, licensed, Professional Engineer in the Commonwealth of Virginia.</p>  |
| <p><b>RICHARD ALLEN, PE</b><br/>Quality Assurance Manager (QAM)<br/><i>Reports to DBPM</i></p>     | <p>The QAM will ensure that the construction quality of the Project meets or exceeds VDOT’s Minimum Requirements for Quality Assurance and Quality Control on Design Build and Public-Private Transportation Act Projects, January 2012. Totally independent of QC, he has the authority/responsibility to shut down the Project for quality related issues. He will develop the Project QA/QC Management Plan and fully implement this plan throughout Project execution.</p>  |

### 3.3.2 ORGANIZATIONAL CHART AND NARRATIVE

The Organizational Chart on the following page depicts Key Personnel, the major functions each will perform, and the designated reporting structure of the Team for the I-66 ITB Project. The NELC Team organization has a direct chain-of-command structure, with individual tasks, responsibilities, and functional relationships clearly identified. The reporting relationships of both our Key and Value-Added Personnel that will address the design and construction elements of this Project have been described in the previous table and on pages 6 and 7 and shown in the Organizational Chart. The NELC Team has specified those personnel who will coordinate with each other integrating design and construction activities relative to respective Project elements (e.g., Key Personnel, and other Value-Added Personnel); these integrative and coordinative functional relationships have been shown on the Organizational Chart: solid line indicates a reporting relationship, and a dotted line indicates a communication relationship.

The NELC Team is committed to staying intact for the duration of the project.

The Organizational Chart also includes VDOT, third party stakeholders, and utilities; all integral partners in the successful delivery of the Project. We recognize the importance of inclusivity of the stakeholders and utilities throughout the development of the Project and also recognize the necessary advantage of continuing the relationships already established by FMCC in their current work on I-66 Multimodal Improvements, particularly with TransCore, the tolling contractor. The existing relationships the entire NELC Team currently hold with most of the third party stakeholders and the numerous utility companies involved will aid in the expeditious and successful delivery.

A clear and independent separation of QA and QC for construction activities has also been shown. Separate AMRL-certified QA and QC labs will be used. Our Quality (both QA and QC) staff’s responsibilities go beyond keeping records and testing materials. Their roles include the traditional duties of a VDOT inspector and providing definitive direction to address non-compliance/non-conformance. Our goal regarding QA/QC is to minimize or eliminate non-compliance issues prior to their occurrence.

#### DESIGN AND CONSTRUCTION TEAM INTERACTION

The NELC Team structure integrates the design, construction, QA/QC, right-of-way, utility, permitting, safety, third party coordination, and public relations disciplines into a united, cohesive project team effort. Regular team meetings promote issue discussion and resolution both internally and externally. Open, frequent communications promote collaboration, which helps to expedite Project delivery and minimizes non-conformance issues. D-B projects by their very nature require extensive coordination and integration among the various disciplines involved in design and construction and their ultimate incorporation into a successful Project delivery. Our value-added D-B Coordinator position ensures our team delivers this. Designers and constructors alike will play an integral role in constructability reviews and field changes (as may be required); constructors will be participating with designers during the design phase and these same designers will stay cohesively tied to the constructors until final delivery.

Our team approach necessarily includes collaboration with VDOT, the tolling contractor, and other stakeholders, fostering a partnering environment. We have earned numerous awards for our partnering process involving proactive communication and teamwork and safety, which is a priority.

#### D-B COORDINATOR

Through the oversight of our D-B Coordinator, Jerry Whitlock, PE, DBIA, the NELC Team will have a guide, advisor, integrator – acting similarly to a Responsible Charge Engineer – who will ensure respective designers are aligned throughout the lifecycle of the Project with their construction counterparts. He has 12 years of experience successfully delivering D-B projects with Mr. Andricos as the DBPM.

#### SAFETY IS A PRIORITY

NELC’s safety program will be administered by Mr. Pete Kaplan, CHST (Wagman) in accordance Wagman’s nationally recognized (ARTBA/TDF 2016 Contractors Safety Award Winner) Environmental Health & Safety Program.



A Joint Venture between Wagman Heavy Civil and Fort Myer Construction Corporation

Organizational Chart for Design-Build of I-66 Eastbound Widening Inside the Beltway (Contract ID Number: C00108424DB92)



The NELC Team is committed to staying intact for the duration of the project.

### Stakeholders

|   |   |   |
|---|---|---|
| Fairfax County<br>Arlington County<br>City of Falls Church<br>WMATA<br>MWAA<br>NOVA Parks/<br>Northern Virginia<br>Regional Park<br>Authority (NVRPA) | NOVA Regional<br>Commission (NVRC)<br>Homeowners/<br>Associations<br>Business Owners<br>Federal/Govt Facilities<br>Churches & Schools<br>Citizen Groups | <b>Utilities</b><br>Dominion Virginia Power<br>Washington Gas<br>Verizon<br><br><b>Third Party Tolling Contractors</b><br>TransCore<br>Others |
|---|---|---|

**PR Manager**  
Elisabeth McCollum (JMT)

**Design-Build Project Manager**  
Greg Andricos, PE (Wagman)

**NELC - JV Executive Committee**  
Manuel Fernandes (FMCC)  
Mike Glezer (Wagman)

**Safety Manager**  
Peter Kaplan (Wagman)

**Design Quality Assurance**  
Cesar Vargas, PE (Volkert)

**Design Manager**  
Bob Reed, PE (JMT)

**Design-Build Coordinator**  
Jerry Whitlock, PE, DBIA (Wagman)

**Construction Manager**  
Hilario Barros (FMCC)  
DEQ RLD and VDOT ESCCC

**Quality Assurance Manager**  
Richard Allen, PE (QCS)\*

**Quality Assurance Inspectors**  
QCS\*

**QA Testing Technicians/Lab**  
Independent AMRL Certified Lab

**Right-of-Way**  
Joe Sckinto, RWA (JMT)

**Environmental Manager**  
Ian Frost, CEP, AICP, LEED AP (JMT)

**Utility Relocation Engineer**  
JD Fowler (JMT)

**Utility Manager**  
Matt McLaughlin, CCM (CES)\*

**Project Engineer**  
NELC

**Quality Control Manager**  
Avtar Singh, PE, CCM, PMP, DBIA (CES)\*

**Appraisals/Offers Negotiations**  
VDOT approved DPOR licensed firm  
**Title Reports / Settlements**  
VDOT approved DPOR licensed firm

**Survey/ SUE**  
Mike Zmuda (JMT)

**Roadway Design**  
Rodney Hayzlett, PE (JMT)

**Roadway Superintendent**  
NELC

**QC Inspectors & Testing**  
CES\*

**SWM**  
Kevin Huang, PE (Endesco)

**Structural Engineer**  
Keith Weakley, PE DBIA (Volkert)

**Structural Superintendent**  
NELC

**QC Testing Technicians/Lab**  
Independent AMRL Certified Lab

**Geotechnical**  
Jeffrey Sewell, PE (Schnabel)

**ITS Lighting and Traffic Design**  
Randy Boice, PE (JMT)

**ITS Manager**  
Salvador Benitez (FMCC)

**Landscaping / Aesthetics**  
Jon Conner, PLA, LEED (JMT)

**Hydraulic Design**  
Steve Rowe (JMT)

**Traffic/ MOT Engineer**  
Mike Glickman, PE PTOE (Volkert)

**Noise Analysis**  
Chris Menge (HMMH)\*

**Legend**

- Executive
- Design
- Construction
- Safety
- Quality Management
- Community Relations
- Utility Management
- Key Personnel
- Value-Added
- DBE

- Reporting line
- Communication line

### VALUE-ADDED STAFF AND FUNCTIONAL RELATIONSHIPS

The NELC Team has included value-added personnel who provide further depth and breadth to our Team and contribute to the accomplishment of schedule and innovative delivery; their reporting relationships and experience are described below.

| Personnel - Reporting Relationships  | Responsibilities and Relevant Experience   |
|--|--|
| <p><b>JERRY WHITLOCK, PE, DBIA   Wagman</b><br/>DB Coordinator<br/><i>Reports to DBPM</i><br/><i>Coordinates w/ DM &amp; CM</i><br/>12 Years Experience<br/> Experience</p>                                 | <p>D-B Experience on multiple VDOT transportation projects including new roadways, bridge replacements, utility relocations, ROW acquisitions, roadway widening, noise walls, MOT, primary design ITS, tolling, extremely compressed schedules and coordinating multiple project stakeholders. Mr. Whitlock will report to the DBPM and work closely with the DM and CM to ensure the design is complete and constructible. He will assist the DBPM in the daily coordination of related design development and analogous construction activities and ensure respective designers are aligned throughout the lifecycle of the Project with their construction counterparts. He will coordinate analysis, design, and construction task leaders. <i>Mr. Whitlock has performed in this role as a direct report to Mr. Andricos (DBPM) on 5 Regional D-B projects.</i></p>   |
| <p><b>MATT MCLAUGHLIN, CCM   CES</b><br/>Utility Manager<br/><i>Reports to DB Coordinator</i><br/><i>Coordinates w/ Utility Reloc. Eng &amp; Stakeholders</i><br/>30 Years Experience<br/> Experience</p> | <p>Brings progressive utility coordination and management experience to our DBT. Served as a VDOT representative assisting with the relocation of utilities for roadway construction projects. His relevant experience includes:</p> <ul style="list-style-type: none"> <li>- Utility Manager on SPOT 1 &amp; SPOT 2 projects</li> <li>- Utility Manager on I-66 ITB &amp; I-495 HOT Lanes project</li> <li>- I-66 / Route 29 Gainesville Interchange project</li> </ul> <p><i>Mr. McLaughlin's local knowledge and personal relationships with all the utility owners enables him to effectively manage their limited relocation resources reducing the overall time required to complete a planned utility re-build.</i></p>   |
| <p><b>KEITH WEAKLEY, PE, DBIA   Volkert</b><br/>Structural Engineer<br/><i>Reports to DM</i><br/><i>Coordinates w/ Structural Superintendent</i><br/>25 Years Experience<br/> Experience</p>              | <p>Managed the analysis &amp; design of structures along interstates in VA, including hundreds of bridges, retaining and sound walls, culverts and other ancillary structures.</p> <ul style="list-style-type: none"> <li>- <i>I-66 Pavement Rehabilitation D-B</i>: Performed structural analysis and design and brings a wealth of knowledge regarding the interstate, in particular the high volumes of traffic, operating within a constrained ROW and coordination with stakeholders.</li> <li>- <i>I-495 Northern Section Shoulder Lane Use D-B</i>: Led accelerated design schedule, coordinating innovative and time-saving use of work packages and a design waiver</li> <li>- <i>MLK Expressway Extension PPTA</i> also involved high-traffic volumes and speeds within a constrained project footprint, and required phased construction plans.</li> </ul> <p><i>A VDOT 16-year veteran, he brings a successful history of collaborating with VDOT and FHWA officials, local agency representatives, elected officials, special interest groups, and concerned citizens to resolve a wide range of transportation issues.</i></p> |
| <p><b>MIKE GLICKMAN, PE, PTOE   Volkert</b><br/>MOT Manager<br/><i>Reports to DM</i><br/><i>Coordinates with MOT Manager</i><br/>21 Years Experience<br/> Experience</p>                                  | <p>Traffic engineer supporting the design of roadway improvements with extensive VDOT experience. Has developed multiple complex Type C TMPs, including temporary traffic control plans and traffic operations plans for:</p> <ul style="list-style-type: none"> <li>- <i>I-66 Pavement Rehabilitation D-B</i>, managed development of the Type C TMP, including temporary traffic control plan &amp; traffic operations plan in similar constrained footprint</li> <li>- Working with an accelerated design schedule of two months, managed the development of a Type C TMP on <i>I-495 Northern Section Shoulder Lane Use D-B</i>.</li> <li>- Managed the development of a Type C TMP to facilitate the <i>Martin Luther King Expressway Extension</i>.</li> </ul>   |

| Personnel - Reporting Relationships   | Responsibilities and Relevant Experience  |
|---|---|
| <p><b>RODNEY HAYZLETT, PE   JMT</b><br/>Roadway Design Eng.<br/><i>Reports to DM</i><br/><i>Coord. w/ Roadway Super.</i><br/>24 Years Experience<br/> Experience</p>              | <p>Experienced in design of advanced technical urban roadway projects including interchange and primary route widening; bridge/roadway; complex MOT plans; interchange modification/justification reports; utilities; access management evaluation; and interchange ramp modifications. Relevant experience includes:</p> <ul style="list-style-type: none"> <li>- Highway DM for <i>Fairfax County Parkway Phases III &amp; IV D-B</i></li> <li>- DM for <i>I-95/Lewistown Rd-Bridge/Interchange Improvements</i> including IMR prep.</li> <li>- PM for <i>Route 7 Corridor Improvement project</i></li> </ul> <p><i>He has extensive experience working on NOVA Megaprojects.</i></p>   |
| <p><b>RANDY BOICE, PE   JMT</b><br/>Lead ITS and Traffic Engineer<br/><i>Reports to DM</i><br/><i>Coordinates w/ ITS Mgr.</i><br/>25 Years Experience<br/> Experience</p>         | <p>Experienced in ITS &amp; traffic engineering planning and design, traffic signal, signing, pavement marking &amp; lighting systems, TMS, and communications systems between central operations centers and field equipment. Worked with TransCore to develop the D-B bridging documents for toll revenue cabinets along the Dulles Toll Road.</p> <ul style="list-style-type: none"> <li>- Construction liaison for installation of <i>I-66 TMS between I-495 and Route 234</i></li> <li>- Developed conceptual design for fiber optic ring network for installation of PSTOC which included <i>I-66, I-95, Route 234, and Route 286</i></li> <li>- Developed early concepts for <i>I-95/I-495 Express Lane system</i></li> </ul> <p><i>He has extensive experience in working with combined ITS and ETC projects within major corridors across the country.</i></p> |
| <p><b>SALVADOR BENITEZ   FMCC</b><br/>ITS Manager [Construction]<br/><i>Reports to CM</i><br/><i>Coord. w/ ITS &amp; Traffic Eng.</i><br/>10 Years Experience<br/> Experience</p> | <p>Currently managing ITS on VDOT's I-66 ITB Multimodal Project. He brings a multitude of applicable knowledge managing installation of ITS equipment and infrastructure including sign structures, dynamic variable message signs, video detection, cameras, toll gantries, toll shelters, lane control signs, fiber optic &amp; power cable, and integration of all new ITS equipment into the VDOT fiber optic network. Relevant experience includes:</p> <ul style="list-style-type: none"> <li>- Integration of Tolling Network with VDOT Network.</li> <li>- I-95 Express Lanes D-B</li> <li>- I-395 AUX Lane Widening</li> <li>- VDOT Bridge-Parapet DMS Replacement</li> <li>- I-66 ITB Multimodal Project</li> </ul> <p><i>Current relationship with I-66 tolling contractor.</i></p>  |
| <p><b>IAN FROST, CEP, AICP, LEED AP   JMT</b><br/>Environmental Manager<br/><i>Reports to DM</i><br/>30 Years Experience<br/> Experience</p>                                      | <p>Experienced in NEPA documents, environmental permitting and environmental compliance. Mr. Frost focuses on environmental compliance, water resource planning, environmental and stormwater permitting, water quality, and NEPA. Extensive experience as environmental lead for D-B projects in Virginia including:</p> <ul style="list-style-type: none"> <li>- Fairfax County Parkway</li> <li>- Gayton Road Extension</li> <li>- I-81 Truck Climbing Lane Improvements</li> <li>- Route 3 Widening</li> </ul> <p><i>Formerly a VDOT environmental permit manager and DEQ program manager, he has provided expert testimony on reauthorization of Clean Water Act and served as an expert witness involving NEPA and Section 404 Permits.</i></p>   |
| <p><b>AVTAR SINGH, PE, CCM, PMP, DBIA   CES Consulting LLC</b><br/>Quality Control Manager<br/><i>Reports to CM</i><br/>21 Years Experience<br/> Experience</p>                   | <p>Responsibilities include providing construction management expertise, managing and mentoring construction managers and inspectors, providing schedule analysis and claims reviews, providing technical expertise for field and design issues. Mr. Singh supported VDOT's Northern Regional Operations in performing Signal Structure final inspections and certifications. Relevant experience includes:</p> <ul style="list-style-type: none"> <li>- Quality Assurance Manager on <i>Route 29 Solutions D-B</i></li> <li>- CM on VDOT NOVA District <i>I-495 Shoulder Widening</i></li> <li>- CM on VDOT NOVA District <i>Plant Mix Program</i></li> </ul> <p><i>Former Area Construction Engineer for VDOT in the NOVA district, responsible for over 28 projects valuing over \$230M cumulatively.</i></p>  |



## NOVA Express Lanes Constructors



3.4  
Experience of  
Offeror's Team

## 3.4 EXPERIENCE OF OFFEROR'S TEAM

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



## NOVA Express Lanes Constructors



3.5

PROJECT RISKS

3.5  
PROJECT RISKS

## PROJECT RISKS

### Introduction

This Project to construct a third eastbound lane of I-66 ITB solves the problems of associated congestion and unreliable travel conditions during peak travel periods. This Project also helps improve regional connectivity while protecting Arlington neighborhoods and making jobs more accessible to workers throughout the region. However, along with these benefits, the implementation of the Project introduces corresponding risks in the viewpoints of multiple stakeholders: roadway users, WMATA, VDOT, Arlington and Fairfax Counties, the DBT, and others.

The DBT conducted a Risk Workshop modeled on the system utilized by VDOT and AASHTO to assess and assign risks. Some risks are common to all viewpoints (ie: safety, degree of impacts, etc.), but others were significant under only some of the viewpoints (ie: quality, cost, long term maintenance, etc.).

The Risk Workshop identified 78 individual risks in 14 categories. These risks were evaluated by degree of impact (1 to 3) and probability of occurrence (1 to 3). The risks with the highest combined impact multiplied by probability were discussed further in regards to mitigation measures, who could best manage the risk, and other factors. Our DBT has conquered risks are typical to most construction jobs in northern Virginia. The NELC team has developed and successfully implemented mitigation strategies for these typical risks on numerous NOVA projects, including this I-66 corridor, (e.g., schedule slips, coordination with third-party stakeholders, right of way acquisition, utility services, and specifically WMATA). Therefore, these typical risks were not deemed to be critical on this Project from the DBT point of view. From our risk evaluation process, the following three risks were determined *by the offeror's team* to be the most critical to the success of the Project:

- (1) Construction Access,
- (2) Ability to Re-Use Existing Storm Water Systems, and
- (3) Lane Shift Impacts to Traffic and Toll Operations.

### Risk No. 1 | CONSTRUCTION ACCESS

**Risk Identification:** A specific risk on this interstate widening project is construction vehicles mixing with high volumes of conventional traffic. Vehicles accessing the work areas or coming to and from staging areas could have significant safety and operational impacts to the traveling public.

|   |   | RISK ASSESSMENT |        |                      |
|---|---|-----------------|--------|----------------------|
| Risks   |   | Probability     | Impact | Probability * Impact |
| <b>I. Roadway Design</b> (Design Considerations; Design Exceptions, Status of Preliminary Plans, Typical Sections, Roadway Classifications) |   |                 |        |                      |
| 1   | Lane Shifts (MOT)/Bracket Shifts - Tolling only applies in peak hours, in other words, any team that comes up with MOT plan with least amount of lane shifts will get scored very high (RFP will have a cap of 2-3 lane shifts) | 3               | 3      | 9                    |
| 3   |   |                 |        | 0                    |
| 4   |   | 1               | 1      | 1                    |
| 7   |   | 1               | 1      | 1                    |
| 10  |   | 3               | 2      | 6                    |
| 11  |   | 3               | 3      | 9                    |
| 12  |   | 3               | 1      | 3                    |
| 16  |   | 3               | 1      | 3                    |
| 18  |   | 1               | 2      | 2                    |
| 19  |   | 2               | 2      | 4                    |
| 20  |   | 3               | 2      | 6                    |
| 23  |   | 3               | 2      | 6                    |
| 24  |   | 3               | 2      | 6                    |
| 25  |   | 3               | 3      | 9                    |
| 26  | lane widening on curves   | 2               | 1      | 2                    |
| 27  | correcting profile grade  | 3               | 3      | 9                    |
| 28  | correcting cross slope  | 3               | 3      | 9                    |
| 29  | temporary support of excavation   | 3               | 2      | 6                    |
| 30  | box culverts long enough  | 3               | 3      | 9                    |
| 60  |   |                 |        | 0                    |
| <b>II. Bridge Design</b> (Design Considerations; Staged Construction, Demolition of Existing Structure, Bridge Aesthetics)                  |   |                 |        |                      |
| 1   | adding soundwalls to existing structures  | 1               | 3      | 3                    |
| 2   | Overall bridge rehabilitation   | 2               | 3      | 6                    |
| 3   | tie cross slope into bridges  | 3               | 1      | 3                    |
| 4   | sycamore bridge lack of options for vdot approved superstructure  | 3               | 1      | 3                    |
| 5   | possible lead paint on bridges  | 3               | 1      | 3                    |
| 6   | utilities on bridges  | 3               | 1      | 3                    |
| 17  | Coordination with overall bridge aesthetics   | 3               | 2      | 6                    |
| 8   | vertical clearance in existing overpass   | 3               | 1      | 3                    |
| 9   | change in design criteria on bridges  | 3               | 1      | 3                    |
| 10  | structural design waivers   | 2               | 1      | 2                    |
| 11  | W&OD trail bridge being an S curve  | 3               | 1      | 3                    |
| 13  | Overall bridge widening existing structures   | 3               | 2      | 6                    |
| 14  | Bridge/Structure foundation space   | 3               | 2      | 6                    |
| 15  | existing bridge load ratings  | 3               | 1      | 3                    |
| <b>III. Right of Way</b> (Total takes, Relocations, Railroad)   |   |                 |        |                      |
| 1   | ROW   | 3               | 2      | 6                    |

The Risk Workshop identified 78 individual risks in 14 categories. These risks were evaluated by degree of impact (1 to 3) and probability of occurrence (1 to 3).

**Why This Risk Is Critical:** For this section of I-66 ITB, construction access is a critical risk because the eastbound lanes of I-66 and its commuters have seen active construction for several years and have experienced daily morning congestion. Construction access and egress points, the location of staging areas, plus the timing of construction operations must be carefully planned and executed to avoid negative impacts to safety, public acceptance, and increased congestion.

Critical construction zone activities located along the corridor will include earthwork, aggregate placement, constructing drainage and storm water management facilities, noise barriers, concrete barriers, retaining walls, and bridges, MOT, and asphalt paving. All these activities involve heavy machinery and trucks, making safe ingress and egress into and out of the work zones extremely critical. This section of I-66 Eastbound carries over 60,000 vehicles per day. Construction vehicles entering and exiting from work zones into the traffic stream will pose a huge risk to the traveling public. Effective Transportation Management Plan (TMP) strategies to minimizing disruption to the traffic flow will be imperative to promote positive and supportive public views of this important Project.

Construction access to and from this Project's staging areas (which in this corridor of I-66 are extremely hard to find) will be difficult.. A strategically located staging area is extremely important for a project like this, where there are a lot of night activities. Staging areas will be a key point of activity for storing materials, laydown for pre-assembling components, field offices, and off-site vehicle storage. Trip lengths to and from the construction zones must be minimized to reduce exposure to non-construction traffic and reduce the potential for incidents and crashes.

**Impacts:** Safety, public convenience, and disruptions to ingress and egress from the work zone in this heavily congested corridor are at risk. Any disruption to material delivery and work operations not only would impact safety and public opinion, but could also affect the schedule. The impact of inadequately planning and communicating construction activities with traveling public could have severe consequences such as:

- travel delays,
- loss of public support for this Project,
- severe impacts on safety for contractor personnel and the public, and
- delayed response time for Emergency response vehicles.

**Risk Mitigation Strategy:** NELC has extensive experience working on the I-66 corridor, both inside and outside of the Beltway. NELC member firm, FMCC is currently working on the I-66 Multimodal Improvements Project inside the beltway, which involves installation of tolling gantries, signs, toll shelters and other related tolling infrastructure. The I-66 Multimodal Improvement Project has challenges for work zone access identical to I-66 ITB. FMCC has implemented successful strategies, as identified below, to access work areas and keep safety and mobility the top priorities. Furthermore, we will strategize and mitigate the risk in the following phases:

**Design Phase:** The **NELC Team** is responsible for developing efficient construction phasing, determining safe and effective work zone strategies (temporary traffic control plans aka TTCP), and ensuring proper traffic operations management along the corridor in accordance with the strategies to be established in our TMP. During design, the entire team will have an essential role in locating suitable construction staging areas and the protection and operation of vehicle access points located adjacent to the construction work zones. Access points will be designed based upon the *Virginia Work Area Protection Manual* and the *Manual on Uniform Traffic Control Devices* to enhance safe access and egress. Access and egress features

NELC Team members have received numerous awards for their partnering process demonstrating how proactive communication and teamwork leads to successful project outcomes. In addition to their many safety awards, Wagman was nationally recognized as the winner of the 2016 ARTBA-TDF Safety Award. Safety will remain a priority for the duration of the project.

will include appropriate temporary traffic control, advance signing, lighting, full buffers, and extended vehicle acceleration and deceleration lengths.

Details for access points will be provided in the design plans to ensure construction activities can progress while maintaining safe conditions for workers and motorists and to sustain the flow of traffic through this heavily traveled corridor. Sight distance and visibility will be key considerations. The following signing types will be implemented as necessary to alert motorists to approaching access points: static signs, static signs with flashing beacons, and portable changeable message signs (PCMS). For night work operations, special lighting will be included to ensure access points are clearly visible to construction vehicles and passing motorists. Other potential traffic control devices to enhance the access points will include: rumble strips, supplemental warning signs, Group 2 drums and barriers, arrow panels, temporary pavement markings, and truck mounted attenuators.

**Construction Phase:** Based on our successful experience on the I-66 Pavement Rehabilitation D-B Project and I-66 Multimodal Improvement Project, the following practices and resources will be used for our team to execute another safe and timely project.

- Our team has access to a total of 20+ acres of construction yards and staging areas at various locations near the I-66 ITB Project.
- Our team has access to two asphalt plants, 24/7, which are operated and owned by FMCC.
- Our team has great relationships with local suppliers and manufacturers to strategically plan deliveries of materials.
- Our team plans to have emergency pull off areas for the disabled traffic in our work zones; giving motorists a safe area for emergency stops so traffic can flow at speed.
- Our team has access to a significant fleet of lowboys and delivery equipment which will be readily available to mobilize and demobilize machinery from work areas.
- Our team always schedules major deliveries during off-peak hours.
- Construction activities will occur outside of tolling hours, to avoid congestion due to rubber-necking traffic.

Our team is also committed to fully supporting the public outreach efforts and providing continuous communication with Project Stakeholders and the traveling public. We will use additional message boards for traveler’s guidance, limit hauling activities to local non-residential streets wherever possible, schedule extra ”Pardon our Dust” meetings to provide construction and lane shift updates, and help develop content for public news releases, social media, and websites. We will also strategize our major activities around the school calendar, major events in DC, and WMATA Safetrack activities.

**Incident Management Plan:** Our team will be prepared for unexpected and unplanned events such as disabled vehicles, accidents, emergencies, and other special occasions. We will develop and implement a plan dealing with such events outside of our control and work zone. The incident management plan will provide the following:

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>• On-call towing service to quickly respond to disabled vehicles</li> <li>• Law enforcement, fire and ambulance access to work zone during incidents</li> <li>• Coordination with first responders and TOC</li> <li>• 24/7 contacts for emergency notification of an incident</li> </ul> | <ul style="list-style-type: none"> <li>• Pre-approved emergency detour routes and sign layout plan in addition to TMP signage</li> <li>• Agency/Stakeholder responsivity matrix</li> <li>• Pre-staged detour equipment and material needs</li> <li>• Pre-planned messages for various types of incidents</li> </ul> |
|---|---|

Special consideration will be given to minimizing the number of access points and developing internal haul routes for movement of material on site. Access points will be lighted, well-signed, delineated, and provide

adequate acceleration and deceleration lanes to ensure maximum safety for the traveling public interacting with slower moving construction vehicles. Our construction schedule will consider school calendars, holidays, and will optimize the use of these access points and material deliveries to minimize disruptions during high traffic periods. When possible, all deliveries will be restricted to off peak hours.

**Role of VDOT and other Agencies:** We anticipate VDOT’s role to be associated with review and approval of the TTCP and TMP. We understand the lane closure times and restriction will be identified in the RFP documents, and we will work with VDOT during final plan development to determine if those closure times are appropriate or if further restrictions are necessary based on updated traffic volume counts. Additionally, we will be coordinating all design and traffic plans with the “I-66 - Outside the Beltway” Project understanding the overall goal of providing uninterrupted traffic flow along the I-66 corridor. We anticipate VDOT will remain involved in the public outreach process during design and construction. During construction, we anticipate VDOT will coordinate with VA Police, and will remain active on site, and will coordinate with our DBT to ensure a safe work site for motorists and construction personnel.

### Risk No. 2 | ABILITY TO RE-USE EXISTING STORM WATER SYSTEMS

**Risk Identification:** As part of the Project, the DBT is responsible for collecting, storing, treating, and releasing storm water within the Project limits to adequate outfalls. To successfully accomplish this task in a cost-effective manner, the DBT will design a storm water system that relies on re-using a majority of the existing storm sewer systems. This includes the approximately 230 culverts/pipes (excluding manholes and inlets structures themselves) that cross I-66. At this time, the DBT does not know:

1. If the culverts/pipes are in good structural condition for adequate re-use, with the potential for the presence of acid sulfate soils which are known to be problematic to concrete structures; and
2. If the culverts/pipes are hydraulically sufficient to handle the increase in storm water associated with the increase in impervious surface proposed for the Project.

The ability to re-use the existing culverts/pipes is considered a risk to this Project.

**Why the Risk is Critical:** Replacing or correcting the culverts/pipes will require pipe lining, jack and boring the pipes under the travelway, or other trenchless methods; efforts that are not only expensive and time consuming, but also increase the potential to impact existing facilities. Since there are approximately 230 culverts/pipes (excluding manholes and inlets structures themselves) that are likely in the same stage of their service life, the impact to the Project may be substantial. Acquisition of additional property rights required for jacking and receiving pits could also impact more property owners, adding cost to VDOT and the Project and affect the schedule. These additional potential property acquisitions do not appear to be identified in VDOT’s environmental documents; additional public outreach could be required leading to further delays.

Additional close coordination with WMATA will be required for any potential culvert/pipe replacement that spans under their facility. Based on our team’s experience with WMATA, any potential jack and bore operations that would go under the existing rail lines will be of great concern for WMATA for any adverse impacts to their facility and will require stringent monitoring during installation which must occur when the track is not in use.

Another consideration with this risk is VDOT may require superelevation correction with the mill & overlay and widened sections to bring the roadway cross slopes up to current design standards. If so, there is a risk that existing drainage patterns would be altered from the original design patterns. This change in drainage patterns that was not originally intended for the existing drainage inlets & structures would in effect re-direct runoff to a different inlet and potentially overloading the spread capabilities or capacity of the storm

sewer system as originally designed. Once design cross sections are developed, the DBT can assess if this situation exists.

Another factor the DBT considered for this risk is the application of the new runoff reduction method for water quality to meet Part II B of the SWM Regulations which will also require meeting the Energy Balance equation for each of the outfalls along the corridor that ultimately discharge into a natural channel. With the Energy Balance requirements, an improvement factor will be applied to the Project and typically will require a 20% reduction from the existing 1 year storm event to be throttled back at each of the outfalls.

**Risk Impact on the Project:** If the existing culverts/pipes are determined to be inadequate for re-use on this Project, the following impacts could be introduced to the Project:

- **Need to Acquire Right-of-Way or Easements:** In many locations throughout the Project the existing culverts/pipes are close to the limits of existing right-of-way/limited access which may require additional right-of-way or easements to install the jacking and receiving pits. Acquisition of right-of-way or easements would also impact cost due to the addition of appraisals, right-of-way oversight and negotiations, and property values.
- **Additional Environmental Impacts:** It is our understanding that VDOT is currently finalizing the environmental documents and coordination with the permitting agencies for the impacts identified on the RFQ plans. There could be additional impacts as a result of replacing the culverts/pipes including the impacted footprint from the jacking and receiving pits that have not been accounted for in the current NEPA process. This would require additional coordination with the permitting agencies to document avoidance and minimization measures creating additional review times by the agencies prior to permit approval and potentially impact the Project schedule.
- **Schedule Impacts:** Installation of new culverts/pipes would slow down the earth moving activities in the median reducing the efficiency of the scheduling of construction activities, increasing the cost of the Project. Additional submittals will need to be approved for the jack and bore activities. Installation time for the new pipes will be greater than that required to connect to existing facilities. If additional right-of-way or easements are required, the overall Project schedule could be impacted to account for the proper environmental coordination and right-of-way process.
- **Increased ROW & Construction Costs:** Installation of new culverts/pipes will be more costly than re-use of existing facilities for construction items related to culverts/pipes, jack and bore operations (jacking and receiving pits), and monitoring. Additional right-of-way and environmental coordination efforts may be needed.
- **Maintenance of Traffic:** Additional MOT will be required for the jacking and receiving pits, especially in the areas on the outside of the roadway where currently no construction activities are anticipated.

### SYSTEMATIC PROBLEM SOLVING

Our Utility Manager, Matt McLaughlin, CCM, ensures compliance with safety and environmental laws and regulations, monitors and records the horizontal/vertical location of the relocated utility facilities, and tracks progress of the individual utility operation and the overall project. He reviews relocation plans to determine if all conflicts have been resolved, concepts are constructible, and work does not create conflicts with other utility work. His other responsibilities include reviewing the status of the ROW to determine if parcels are cleared to perform the utility activity, and establishing a Master Utility Relocation Plan to include of all of the relocated facilities using Radio Frequency Identification RFID/GPS technologies to create accurate as-built plans.

Working with our Utility Manager, the ROW Manager, Joseph Sekinto, RWA, will secure the ROW easement acquisitions and negotiations.

**Risk Mitigation Strategy:** The DBT will undertake the following steps to minimize or eliminate the risk to schedule and cost:

- The DBT will prepare a preliminary drainage analysis of the culverts/pipes within the Project limits to determine the hydraulic adequacy of the existing culverts/pipes and determine if they are adequate for re-use. The runoff reduction method for water quality to meet Part II B of the SWM Regulations along with the Energy Balance equation will be used to analyze each outfall along the corridor.
- One of the DBT’s first activities will be to perform video inspections of the existing culverts/pipes following the methodology as prescribed in the VDOT pipe video inspection supplemental specification 30203 to confirm that the culverts/pipes are in good structural condition for re-use.
- The results of the videos will be shared with VDOT, and where mitigation, repair, or replacement is necessary, we will determine the best approach so schedule and cost impacts are minimized, and right-of-way and easement acquisitions avoided.
- Potential environmental impacts will be mitigated through early coordination with VDOT and the permitting agencies. Field identification of locations of wetland and streams will be completed to refine the design to avoid impacts to the best extent possible. Avoidance and minimization efforts will be documented to assist in permit approvals.
- Additional right-of-way staff stand ready to assist if additional right-of-way or easements are needed to be acquired.
- If existing pipes systems are overtaxed, the DBT could evaluate a potential design exception for the substandard superelevation transition lengths and cross slopes along I-66 in lieu of correcting the deficiency if applicable. An evaluation of the impact to the Project’s cost, schedule, and scope will be performed along with identifying any potential mitigation strategies to be implemented as a result if pursued.

**Role of VDOT and other Agencies:** The role of VDOT concerning this risk item is to review and approve the pipe video inspection reports, drainage computation, and plan designs. As previously stated, upon completion of the video inspections the DBT will meet with VDOT to determine the appropriate mitigation procedures for any deficient or deteriorated culverts/pipes. Once incorporated into the final plan design, then VDOT would issue plan approval for construction.

We also anticipate that VDOT will identify how existing culverts/pipes are to be accounted for in the bidding phase of the Project once the final RFP is released to the shortlisted offerors. The DBT acknowledges that this will be one of the critical items to be addressed under Scope Validation.

### Risk No. 3 | LANE SHIFT IMPACTS TO TRAFFIC AND TOLL SYSTEM OPERATIONS

**Risk Identification:** The use of lane shifts to accommodate construction in this section of I-66 will be an essential MOT strategy for inclusion in the TMP for this Project. However, these lane shifts necessary for the safety of construction workers and travelers alike, also introduce a critical risk with the potential to degrade traffic and the I-66 ITB tolling system currently being installed.

Multiple lane shifts will impact toll and traffic operations, surrounding businesses, residents, stakeholders, project schedule, and costs.

**Why This Risk Is Critical:** Lane shifts will require adjustments to the toll sensors at overhead gantries; these adjustments open the door to potential tolling errors leading to possible loss of public confidence in the toll operations. Given the inherent constraints of the existing corridor, and those related to the, our DBT has identified the implementation of lane shifts during construction as a key Project risk. This requires

careful planning, scheduling, and coordination in order to minimize the impacts to the traveling public, the on-site construction personnel, and TransCore.

The Project scope includes the widening of I-66 Eastbound to incorporate an additional through lane by using portions of the existing inside and outside shoulder areas throughout the corridor. The existing inside and outside shoulders will be reconstructed to add full-depth pavement so a third travel lane can be added, complete with standard shoulders. To facilitate this work, the reconstruction of the existing shoulders will require travel lane shifts from their existing alignments to establish safe longitudinal work zones.

TransCore, with our **NELC partner FMCC**, is currently installing two toll gantries within the Project limits along eastbound I-66 near Great Falls Street and North George Mason Drive, respectively. This gives us a unique advantage in understanding their requirements and limitations during lane shifts for construction. Since the tolling system will be operational during the construction of this Project, the design and construction activities will need to accommodate the maintenance of both the tolling revenue and the overall operations of the roadway. Lane shifts required for construction will need to be coordinated with TransCore so they can adjust the over-the-road tolling equipment to maintain their revenue stream. Our team understands that minimizing the number of lane shifts is critical to both maintaining revenue for the toll system and for maintaining acceptable traffic operations along I-66 and the surrounding roadway network.

The sensitivity of traffic operations in northern Virginia, particularly this section of I-66, is such that even minor changes in traffic patterns typically result in large delays to the mainline. These delays often spill onto the surrounding roadway network, which in this case would be Washington Blvd and Wilson Blvd, among other local streets. This represents both a public relations risk and a schedule risk to the Project. If the construction activities generate unacceptable operations that cause a public relations situation, the resulting solutions may impact the overall schedule. Therefore, our team knows we must get it right from the start. For these reasons, it will be especially important that the sequence of construction (SOC) minimizes the number of lane shifts. Details and guidance for these lane shifts will also be provided as a part of the Project's TMP.

**Risk Mitigation Strategy:** The SOC plan will be developed to utilize lane shifts only as necessary in order to perform the required work. This will serve to minimize changes to commuter and traveler conditions along the corridor and minimizing changes that TransCore will need to make to their system.

Based upon the constraints along the corridor, the following construction phases are anticipated for this Project:

**Phase 1A:** Perform shoulder strengthening on an as-needed basis along the inside shoulder to accommodate the traffic volumes and vehicle classification types along I-66. This may be accomplished during night-time and/or non-tolling hours by reducing Eastbound I-66 to one lane using Group 2 drums.

**Phase 1:** Construct full-depth pavement improvements to the outside shoulder area by installing Group 2 temporary concrete barrier. The lane widths would be reduced to 11 feet and traffic would be shifted to the left using the inside shoulder improved under Phase 1A (Interim Shift #1). This will require adjustments to the tolling sensors on at least 1 toll gantry.

Lane shifts are a critical risk due to the potential impacts to the tolling revenue and operations.

- Severe traffic congestion will negatively impact users' desires to use the system in the future
- Multiple shifts will use TransCore / VDOT resources. (Time = \$\$\$)
- Positive public perception of the project is vital to the project's success

**Phase 2:** Construct full-depth pavement improvements to the inside shoulder area by installing Group 2 temporary concrete barrier. The lane widths would be reduced to 11 feet and traffic would be shifted to the right using the outside shoulder full-depth pavement constructed under Phase 1 (Interim Shift #2). This will require adjustments to the tolling sensors on at least 1 toll gantry.

**Phase 3:** Shift travel lanes to their final alignment while performing final surfacing and striping operations. The final configurations on the tolling gantries will be established at this time.

The TMP will be developed per VDOT IIM 241.7 and work zones will be designed in accordance with the VDOT Work Area Protection Manual and the Manual on Uniform Traffic Control Devices utilizing established standard Temporary Traffic Control (TTC) templates as a basis for preparing detailed plans. Personnel involved in the design and implementation of the work area will be experienced and certified with VDOT Advanced Work Zone Training.

Another mitigation of this risk includes consideration of accommodating the inconvenience of the traveling public during construction through modifying the dynamic tolling system. Since the outside the beltway work will also be engaged at the same time, VDOT and their tolling partner may want to consider lowering the dynamic tolling cost thresholds during the construction periods. This will serve as a public relations effort to minimize any negativity over the impacts of construction for the overall project. A major part of the TMP will be the public information and outreach component. Proactive communication indicating advanced notice of changes to traffic patterns to the general public will improve safety and reduce frustrations from the traveling public and mitigate risk.

Public Service Announcements, advertisements, message boards, social media, Project websites, pardon our dust sessions, and any other reasonable means of information dissemination will be used to convey information to the roadway users.

**Role of VDOT and Other Agencies:** We anticipate VDOT's role to be associated with review and approval of the SOC as part of the TTCP and TMP packages. Our team will coordinate all design and traffic plans with the "I-66 - Outside the Beltway" Project to enhance uninterrupted traffic flow between the facilities along the same roadway. We also anticipate VDOT will remain involved in the public outreach process during design and construction. During construction, we anticipate VDOT will coordinate with the VA State Police, remain active on site, and will coordinate with our Team to ensure a safe work site for motorists and construction personnel. Finally, VDOT Northern Region Operations will be involved in assisting our team in monitoring the traffic operational impacts associated with our work zone modifications.

### VALUE ADDED MOT MANAGER

Our team includes Michael Glickman, PE, PTOE, who has been responsible for managing similar risks and developing numerous Type C TMPs that were successfully implemented on congested interstate projects including I-66, I-495, and the MLK Expressway Extension in Hampton Roads.

TransCore will be involved in the necessary modifications to the gantry sensors as part of the required lane shifts. As this effort impacts VDOT's and TransCore's tolling revenue stream, coordination with TransCore during the design process will further enhance the minimization of the impacts of the lane shifts to the toll system. With future planning of the lane shifts and greater understanding of the system operations, TransCore's involvement during the construction phase may be reduced even more than what is currently anticipated. Both TransCore and VDOT will be actively involved in any adjustments in the dynamic tolling to potentially accommodate the traveling public's inconvenience going through active work zone as part of the public outreach efforts.



## NOVA Express Lanes Constructors



## APPENDICES



## NOVA Express Lanes Constructors



## SOQ Checklist and Contents

**ATTACHMENT 3.1.2**

**Project: 066-96A-417**

**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.

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

**ATTACHMENT 3.1.2**

**Project: 066-96A-417**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

| Statement of Qualifications Component  | Form (if any)     | RFQ<br>Cross reference | Included<br>within 15-<br>page limit? | SOQ<br>Page<br>Reference         |
|--|-------------------|------------------------|---------------------------------------|----------------------------------|
| <b>SCC and DPOR registration documentation (Appendix)</b>  | Attachment 3.2.10 | Section 3.2.10         | no                                    | Appendix<br>Attachment<br>3.2.10 |
| Full size copies of SCC Registration   | NA                | Section 3.2.10.1       | no                                    | Appendix                         |
| Full size copies of DPOR Registration (Offices)  | NA                | Section 3.2.10.2       | no                                    | Appendix                         |
| Full size copies of DPOR Registration (Key Personnel)  | NA                | Section 3.2.10.3       | no                                    | Appendix                         |
| Full size copies of DPOR Registration (Non-APELSCIDLA)   | NA                | Section 3.2.10.4       | no                                    | Appendix                         |
|  |                   |                        |                                       |                                  |
| <b>DBE statement within Letter of Submittal</b> confirming Offeror is committed to achieving the required DBE goal | NA                | Section 3.2.11         | yes                                   | 1                                |
|  |                   |                        |                                       |                                  |
| <b>Offeror's Team Structure</b>  |                   |                        |                                       | 2 -7 &<br>Appendix               |
| Identity of and qualifications of Key Personnel  | NA                | Section 3.3.1          | yes                                   | 2 -7 &<br>Appendix               |
| 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                         |

**ATTACHMENT 3.1.2**

**Project: 066-96A-417**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

| <b>Statement of Qualifications Component</b>              | <b>Form (if any)</b> | <b>RFQ Cross reference</b> | <b>Included within 15-page limit?</b> | <b>SOQ Page Reference</b> |
|---|----------------------|----------------------------|---------------------------------------|---------------------------|
| Key Personnel Resume – Construction Manager               | Attachment 3.3.1     | Section 3.3.1.4            | no                                    | Appendix                  |
| Organizational chart                                      | NA                   | Section 3.3.2              | yes                                   | 5                         |
| Organizational chart narrative                            | NA                   | Section 3.3.2              | yes                                   | 4                         |
|   |                      |                            |                                       |                           |
| <b>Experience of Offeror's Team</b>                       |                      |                            |                                       | Appendix                  |
| 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                  |
|   |                      |                            |                                       |                           |
| <b>Project Risk</b>                                       |                      |                            |                                       | 8-15                      |
| Identify and discuss three critical risks for the Project | NA                   | Section 3.5.1              | yes                                   | 8-15                      |
|   |                      |                            |                                       |                           |



## NOVA Express Lanes Constructors



Acknowledgement of  
RFQ, Revision and/or  
Addenda

**ATTACHMENT 2.10****COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION**RFQ NO. C00108424DB92PROJECT NO.: NHPP-066-1(356)**ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA**

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

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

1. Cover letter of RFQ – November 18, 2016  
(Date)
2. Cover letter of RFQ – December 16, 2016  
(Date)
3. Cover letter of \_\_\_\_\_  
(Date)


  
 \_\_\_\_\_  
 SIGNATURE

January 17, 2017

 \_\_\_\_\_  
 DATE

David Lyle

 \_\_\_\_\_  
 PRINTED NAME

Vice President

 \_\_\_\_\_  
 TITLE

**ATTACHMENT 2.10**

**COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00108424DB92  
PROJECT NO.: NHPP-066-1(356)

**ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA**

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

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

- 1. Cover letter of RFQ – November 18, 2016  
(Date)
- 2. Cover letter of RFQ – December 16, 2016  
(Date)
- 3. Cover letter of \_\_\_\_\_  
(Date)

|  |                                       |
|--|---------------------------------------|
| <br><hr/> SIGNATURE | <u>January 17, 2017</u><br><hr/> DATE |
|--|---------------------------------------|

|   |                                 |
|---|---------------------------------|
| <u>Jose Rodriguez</u><br><hr/> PRINTED NAME | <u>President</u><br><hr/> TITLE |
|---|---------------------------------|



## NOVA Express Lanes Constructors



## Attachment 3.2.4

## Evidence of Approval of JV Bidding Agreement

**From:** Prequalification (VDOT)  
**Sent:** Tuesday, January 17, 2017 7:42 AM  
**To:** [gmandricos@wagman.com](mailto:gmandricos@wagman.com)  
**Subject:** Your assigned Joint Ventuer # is JV080  
**Importance:** High

Wagman Heavy Civil, Inc.,  
Fort Myer Construction Corporation,

Thank you for submitting the Joint Venture agreement to the Prequalification Office.  
We have processed the paperwork and the  
Joint Venture: NOVA Express Lanes Constructors, is assigned the # **JV080**

Please feel free to contact me if there are any concerns.

Thank-you

*Suzanne Lucas*,CAPM

State Prequalification Supervisor  
Construction Division  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, Virginia 23219  
(804) -786-2941

Email: [Prequalification@VDOT.Virginia.gov](mailto:Prequalification@VDOT.Virginia.gov)



## NOVA Express Lanes Constructors



Attachment 3.2.6

Affiliated/Subsidiary Companies







## NOVA Express Lanes Constructors



Attachment 3.2.7(a)

Debarment Forms - Primary

**ATTACHMENT NO. 3.2.7(a)**

**CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS**

**Project No.: 066-96A-417**

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

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

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

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

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

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

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

|   |                  |                |
|---|------------------|----------------|
|  | January 17, 2017 | Vice President |
| Signature   | Date             | Title          |

Wagman Heavy Civil  
Name of Firm

**ATTACHMENT NO. 3.2.7(a)**

**CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS**

**Project No.: 066-96A-417**

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

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

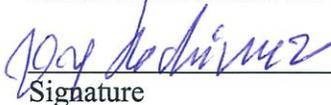
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

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

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

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

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

|   |                         |                                  |
|---|-------------------------|----------------------------------|
|  | <u>January 17, 2017</u> | <u>Jose Rodriguez, President</u> |
| Signature   | Date                    | Title                            |

**FORT MYER CONSTRUCTION CORPORATION**

Name of Firm



## NOVA Express Lanes Constructors



Attachment 3.2.7(b)

Debarment Forms - Lower Tier

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Project No.: 066-96A-417**

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

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

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

 December 9, 2016 Vice President  
Signature Date Title

Johnson, Mirmiran & Thompson  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

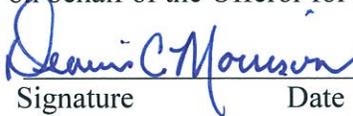
**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Project No.: 066-96A-417**

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

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

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

|   |                         |                           |
|---|-------------------------|---------------------------|
|  | <u>January 17, 2017</u> | <u>Sr. Vice President</u> |
| Signature   | Date                    | Title                     |

Volkert, Inc.  
Name of Firm

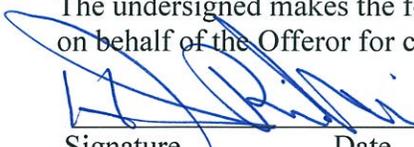
ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Project No.: 066-96A-417**

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

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

 12/16/16 Senior Associate  
Signature Date Title

Schnabel Engineering  
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Project No.: 066-96A-417**

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

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

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

|   |            |           |
|---|------------|-----------|
|  | 12/15/2016 | President |
| Signature   | Date       | Title     |

Endesco, Inc.  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

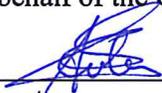
**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Project No.: 066-96A-417**

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

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

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

 \_\_\_\_\_ 1/17/17 \_\_\_\_\_ President  
Signature Date Title

\_\_\_\_\_  
CES Consulting, LLC  
Name of Firm

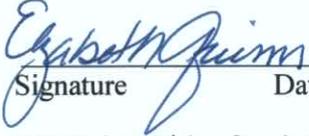
**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Project No.: 066-96A-417**

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

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

|   |         |           |
|---|---------|-----------|
|  | 1/17/17 | President |
| Signature   | Date    | Title     |
| <u>Quinn Consulting Services, Inc.</u>  |         |           |
| Name of Firm  |         |           |

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Project No.: 066-96A-417**

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

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

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

|  |                |  |
|--|----------------|--|
| <u></u> | <u>1/12/17</u> | <u>Diana B. Wasiuk, Vice President &amp; COO</u> |
| Signature  | Date           | Title  |

Harris Miller Miller & Hanson Inc.

Name of Firm



## NOVA Express Lanes Constructors



Attachment 3.2.8

VDOT Prequalification Evidence



Department's List of Prequalified Vendors  
Includes All Qualified Levels As Of 1/12/2017

- W -

Vendor ID: W1014

Vendor Name: WAGER CORPORATION T/A NATIONAL TOOL & DRILLING

Prequal Exp: 10/31/2017

-- PREQ Address --

4720 HARRISON ROAD, SUITE 100

FREDERICKSBURG, VA

Phone: (540)898-6400

Fax:

Bus. Contact: WAGER, PAUL DAVID

Email: NTD4PAUL@GMAIL.COM

Work Classes (Listed But Not Limited To)

049 - PAVEMENT SAWING AND GROOVING

186 - SUBCONTRACTOR ONLY

-- DBE Information --

DBE Type: N/A

DBE Contact: N/A

Vendor ID: W002

Vendor Name: WAGMAN HEAVY CIVIL, INC.

Prequal Exp: 10/31/2017

-- PREQ Address --

3290 NORTH SUSQUEHANNA TRAIL

YORK, PA 17406-9754

Phone: 717-764-8521

Fax: 717-764-2799

Bus. Contact: BECKER, TODD EUGENE

Email: ESTIMATING@WAGMAN.COM

Work Classes (Listed But Not Limited To)

003 - MAJOR STRUCTURES

007 - MINOR STRUCTURES

011 - CLEARING AND GRUBBING

080 - DEMOLITION OF STRUCTURES

101 - EXCAVATING

-- DBE Information --

DBE Type: N/A

DBE Contact: N/A



Department's List of Prequalified Vendors  
Includes All Qualified Levels As Of 1/12/2017

- F -

Vendor ID: F375

Vendor Name: G. B. FOLTZ CONTRACTING, INC.

Prequal Exp: 05/31/2017

-- PREQ Address --

Work Classes (Listed But Not Limited To)

P.O. BOX 337

101 - EXCAVATING

MT. JACKSON, VA 22842

Phone: 540-477-2220

Fax: 540-477-3298

Bus. Contact: FOLTZ, SUSAN FADELEY

Email: GBFOLTZ@SHENTEL.NET

-- DBE Information --

DBE Type: N/A

DBE Contact: N/A

Vendor ID: F034

Vendor Name: FORT MYER CONSTRUCTION CORPORATION

Prequal Exp: 05/31/2017

-- PREQ Address --

Work Classes (Listed But Not Limited To)

2237-33RD ST., N.E.

003 - MAJOR STRUCTURES

WASHINGTON, DC 20018-1594

004 - ASPHALT CONCRETE PAVING

Phone: 202-636-9535

006 - PORTLAND CEMENT CONCRETE PAVING

Fax: 202-526-8572

045 - UNDERGROUND UTILITIES

055 - BRIDGE REPAIRS

Bus. Contact: SHRENSKY, LEWIS FRANK

Email: FORTMYER@FORTMYER.COM

-- DBE Information --

DBE Type: N/A

DBE Contact: N/A



## NOVA Express Lanes Constructors



Attachment 3.2.9

Surety Letter

January 5, 2017

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

Re: I-66 Eastbound Widening Inside the Beltway  
RFQ No.: C00108424DB92

Dear Sirs/Madams:

As surety for NOVA Express Lanes Constructors, a joint venture composed of Wagman Heavy Civil, Inc., a Pennsylvania corporation, and Fort Myer Construction Corporation, a Virginia corporation, Western Surety Company, with A.M. Best Financial Strength Rating "A" and Financial Size Category "XV", is capable of obtaining a 100% Performance Bond and a 100% Labor and Materials Payment Bonds in the amount of \$90,000,000 (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  
Patricia C. Robinson  
Attorney-in-Fact

# Western Surety Company

## POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

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

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

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

### - In Unlimited Amounts -

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

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

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



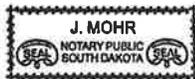
WESTERN SURETY COMPANY

Paul T. Bruflat  
Paul T. Bruflat, Vice President

State of South Dakota }  
County of Minnehaha } ss

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

My commission expires  
June 23, 2021



J. Mohr  
J. Mohr, Notary Public

### CERTIFICATE

I, L. Nelson, Assistant Secretary of WESTERN SURETY COMPANY do hereby certify that the Power of Attorney hereinabove set forth is still in force, and further certify that the By-Law of the corporation printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said corporation this 5th day of January, 2017.



WESTERN SURETY COMPANY

L. Nelson  
L. Nelson, Assistant Secretary

**Authorizing By-Law**

**ADOPTED BY THE SHAREHOLDERS OF WESTERN SURETY COMPANY**

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

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



## NOVA Express Lanes Constructors



Attachment 3.2.10

SCC and DPOR Information

## ATTACHMENT 3.2.10

### State Project No. 066-96A-417

#### 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.

| <b>SCC &amp; DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)</b> |                                   |                                |                       |  |                               |                                 |                             |
|---|-----------------------------------|--------------------------------|-----------------------|--|-------------------------------|---------------------------------|-----------------------------|
| <b>Business Name</b>  | <b>SCC Information (3.2.10.1)</b> |                                |                       | <b>DPOR Information (3.2.10.2)</b>                         |                               |                                 |                             |
|   | <b>SCC Number</b>                 | <b>SCC Type of Corporation</b> | <b>SCC Status</b>     | <b>DPOR Registered Address</b>                             | <b>DPOR Registration Type</b> | <b>DPOR Registration Number</b> | <b>DPOR Expiration Date</b> |
| Wagman Heavy Civil, Inc.  | F0198988                          | Foreign Corporation            | Active, Good Standing | 3290 North Susquehanna Trail<br>York, PA 17406             | Class A Contractor            | 2701015887                      | 1-31-2017                   |
| Fort Myer Construction Corporation  | 01508142                          | Corporation                    | Active                | 2237 33rd St NE<br>Washington, DC 20018                    | Class A Contractor            | 2701015396                      | 08-31-2018                  |
| Johnson, Mirmiran & Thompson, Inc.  | F149901-3                         | Foreign Corporation            | Active, Good Standing | 13921 Park Center Road, Suite 140<br>Herndon VA, 20171     | ENG                           | 0411000441                      | 02-28-2018                  |
| Johnson, Mirmiran & Thompson, Inc.  | F149901-3                         | Foreign Corporation            | Active, Good Standing | 272 Bendix Road, Suite 260<br>Virginia Beach, VA 23452     | LS, ENG                       | 0411000440                      | 02-28-2018                  |
| Johnson, Mirmiran & Thompson, Inc.  | F149901-3                         | Foreign Corporation            | Active, Good Standing | 9201 Arboretum Parkway, Suite 310<br>Richmond, VA 23236    | ENG, LS                       | 0411000029                      | 02-28-2018                  |
| Johnson, Mirmiran & Thompson, Inc.  | F149901-3                         | Foreign Corporation            | Active, Good Standing | 72 Loveton Circle<br>Sparks, MD 21152                      | ARC, LS, LA, ENG              | 0407001314                      | 12-31-2017                  |
| Volkert Inc.  | F136659-2                         | Foreign Corporation            | Active, Good Standing | 6225 Brandon Avenue, Suite 540<br>Springfield, VA 22150    | ENG, LA                       | 0407-002610                     | 12-31-2017                  |
| Quinn Consulting Services, Incorporated (QCS)   | 04925517                          | Corporation                    | Active                | 14160 Newbrook Dr Suite 220<br>Chantilly, VA 20151         | ENG                           | 0407003733                      | 12-31/2017                  |
| CES Consulting, LLC (CES)   | S3416007                          | Limited Liability Company      | Active                | 23475 Rock Haven Way, Suite 255<br>Dulles, VA 20166        | ENG                           | 0407005783                      | 12-31-2017                  |
| Schnabel Engineering, LLC   | S0889123                          | Limited Liability Company      | Active                | 9800 Jeb Stuart Parkway, Suite 200<br>Glen Allen, VA 23059 | ENG                           | 0407004386                      | 12-31-2017                  |
| Harris Miller Miller & Hanson Inc.  | F1451857                          | Foreign Corporation            | Active                | N/A Non-professional Services                              | N/A                           | N/A                             | N/A                         |
| Endesco, Inc.   | F1337361                          | Corporation                    | Active                | 15245 Shady Grove Rd, Suite 335<br>Rockville, MD 20850     | ENG                           | 0407005431                      | 12-31-2017                  |
|   |                                   |                                |                       |  |                               |                                 |                             |
|   |                                   |                                |                       |  |                               |                                 |                             |

**ATTACHMENT 3.2.10**  
**State Project No. 066-96A-417**  
**SCC and DPOR Information**

| <b>DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)</b> |                          |  |   |                       |                                 |                             |
|--|--------------------------|--|---|-----------------------|---------------------------------|-----------------------------|
| <b>Business Name</b>   | <b>Individual's Name</b> | <b>Office Location Where Professional Services will be Provided (City/State)</b> | <b>Individual's DPOR Address</b>              | <b>DPOR Type</b>      | <b>DPOR Registration Number</b> | <b>DPOR Expiration Date</b> |
| Wagman Heavy Civil, Inc.   | Gregory M. Andricos, PE  | York, PA   | 1117 Wyndham Drive<br>York, PA 17403          | Professional Engineer | 0402032211                      | 7-31-2018                   |
| Johnson, Mirmiran & Thompson, Inc.   | Robert G. Reed, PE       | Herndon, VA  | 2398 Little River Road<br>Haymarket, VA 20169 | Professional Engineer | 0402018550                      | 4-30-2017                   |
| Quinn Consulting Services, Inc.  | Richard Allen, PE        | Chantilly, VA  | 10128 Elliston Court<br>Bristow, VA 20136     | Professional Engineer | 0402036809                      | 11-30-2017                  |
|  |                          |  |   |                       |                                 |                             |
|  |                          |  |   |                       |                                 |                             |
|  |                          |  |   |                       |                                 |                             |
|  |                          |  |   |                       |                                 |                             |
|  |                          |  |   |                       |                                 |                             |
|  |                          |  |   |                       |                                 |                             |
|  |                          |  |   |                       |                                 |                             |
|  |                          |  |   |                       |                                 |                             |
|  |                          |  |   |                       |                                 |                             |
|  |                          |  |   |                       |                                 |                             |



## NOVA Express Lanes Constructors



Attachment 3.2.10

SCC Registration

The delivery deadlines for Expedited Service submissions will be changed to Tuesday, January 17, 2017. See the Notice in the Bulletin Archive on the Clerk's Office website.

c



Vir

CISM0180

CORPORATE DATA INQUIRY

01/15/17

13:46:08

CORP ID: F019898 - 8 STATUS: 00 ACTIVE STATUS DATE: 10/08/10  
 CORP NAME: Wagman Heavy Civil, Inc.

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

STREET: BANK OF AMERICA CENTER AR RTN MAIL:  
 16TH FLOOR, 1111 EAST MAIN STREET  
 CITY: RICHMOND STATE : VA ZIP: 23219-0000  
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 09/11/12 LOC : 216  
 ACCEPTED AR#: 216 53 0612 DATE: 08/18/16 RICHMOND CITY  
 CURRENT AR#: 216 53 0612 DATE: 08/18/16 STATUS: A ASSESSMENT INDICATOR: 0  

| YEAR | FEES     | PENALTY | INTEREST | TAXES | BALANCE | TOTAL SHARES |
|------|----------|---------|----------|-------|---------|--------------|
| 16   | 1,700.00 |         |          |       |         | 4,000,000    |

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(Screen Id:/Corp\_Data\_Inquiry)

The delivery deadlines for Expedited Service submissions will be changed to Tuesday, January 17, 2017. See the Notice in the Bulletin Archive on the Clerk's Office website.

c



CISM0180

CORPORATE DATA INQUIRY

01/15/17

13:59:23

CORP ID: 0150814 - 2 STATUS: 00 ACTIVE STATUS DATE: 05/25/79  
 CORP NAME: FORT MYER CONSTRUCTION CORPORATION

DATE OF CERTIFICATE: 02/11/1974 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: CT CORPORATION SYSTEM

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

CITY: GLEN ALLEN STATE : VA ZIP: 23060-0000  
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143  
 ACCEPTED AR#: 216 03 4308 DATE: 02/10/16 HENRICO COUNTY  
 CURRENT AR#: 216 03 4308 DATE: 02/10/16 STATUS: A ASSESSMENT INDICATOR: 0

| YEAR | FEES   | PENALTY | INTEREST | TAXES | BALANCE | TOTAL SHARES |
|------|--------|---------|----------|-------|---------|--------------|
| 17   | 250.00 |         |          |       | 250.00  | 30,000       |

(Screen Id:/Corp\_Data\_Inquiry)

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Vir

CISM0180

CORPORATE DATA INQUIRY

01/15/17

14:00:43

CORP ID: F149901 - 3 STATUS: 00 ACTIVE STATUS DATE: 10/17/06  
 CORP NAME: Johnson, Mirmiran & Thompson, Inc.

DATE OF CERTIFICATE: 10/17/2006 PERIOD OF DURATION: INDUSTRY CODE: 70  
 STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: ROBERT GALLAGHER

STREET: 9201 ARBORETUM PKY STE 140 AR RTN MAIL:

CITY: RICHMOND STATE : VA ZIP: 23236-0000  
 R/A STATUS: 2 OFFICER EFF. DATE: 09/06/07 LOC : 120  
 ACCEPTED AR#: 216 14 6053 DATE: 09/28/16 CHESTERFIELD CO  
 CURRENT AR#: 216 14 6053 DATE: 09/28/16 STATUS: A ASSESSMENT INDICATOR: 0  

| YEAR | FEES   | PENALTY | INTEREST | TAXES | BALANCE | TOTAL SHARES |
|------|--------|---------|----------|-------|---------|--------------|
| 16   | 100.00 |         |          |       |         | 1,000        |

(Screen Id:/Corp\_Data\_Inquiry)

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c



Vir

CISM0180

CORPORATE DATA INQUIRY

01/15/17

14:02:07

CORP ID: F136659 - 2 STATUS: 00 ACTIVE STATUS DATE: 01/21/99  
CORP NAME: Volkert, Inc.

DATE OF CERTIFICATE: 01/21/1999 PERIOD OF DURATION: INDUSTRY CODE: 00  
STATE OF INCORPORATION: AL ALABAMA STOCK INDICATOR: S STOCK  
MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:  
GOOD STANDING IND: Y MONITOR INDICATOR:  
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
R/A NAME: CORPORATION SERVICE COMPANY

STREET: BANK OF AMERICA CENTER, 16TH FLOOR AR RTN MAIL:  
1111 EAST MAIN ST.

CITY: RICHMOND STATE : VA ZIP: 23219-0000  
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 07/13/11 LOC : 216  
ACCEPTED AR#: 217 50 0775 DATE: 12/12/16 RICHMOND CITY  
CURRENT AR#: 217 50 0775 DATE: 12/12/16 STATUS: A ASSESSMENT INDICATOR: 0  
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
17 100.00 2,250

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(Screen Id:/Corp\_Data\_Inquiry)

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Vir

CISM0180

CORPORATE DATA INQUIRY

01/15/17

14:02:58

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

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

STREET: 2208 S KNOLL ST AR RTN MAIL:

CITY: ARLINGTON STATE : VA ZIP: 22202-2134  
 R/A STATUS: 4 ATTORNEY EFF. DATE: 10/24/97 LOC : 106  
 ACCEPTED AR#: 216 13 3280 DATE: 08/29/16 ARLINGTON COUNT  
 CURRENT AR#: 216 13 3280 DATE: 08/29/16 STATUS: A ASSESSMENT INDICATOR: 0  

| YEAR | FEES   | PENALTY | INTEREST | TAXES | BALANCE | TOTAL SHARES |
|------|--------|---------|----------|-------|---------|--------------|
| 16   | 100.00 |         |          |       |         | 5,000        |

(Screen Id:/Corp\_Data\_Inquiry)





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c



Vir

CISM0180

CORPORATE DATA INQUIRY

01/15/17

14:04:39

CORP ID: F145185 - 7 STATUS: 00 ACTIVE STATUS DATE: 01/31/06  
 CORP NAME: Harris Miller Miller & Hanson Inc.

DATE OF CERTIFICATE: 12/06/2000 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: MA MASSACHUSETTS STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 600.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: C T CORPORATION SYSTEM

STREET: 4701 COX RD STE 285 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060-0000  
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 06/12/15 LOC : 143  
 ACCEPTED AR#: 216 17 4971 DATE: 12/01/16 HENRICO COUNTY  
 CURRENT AR#: 216 17 4971 DATE: 12/01/16 STATUS: A ASSESSMENT INDICATOR: 0  

| YEAR | FEES     | PENALTY | INTEREST | TAXES | BALANCE | TOTAL SHARES |
|------|----------|---------|----------|-------|---------|--------------|
| 16   | 1,700.00 |         |          |       |         | 300,000      |

(Screen Id:/Corp\_Data\_Inquiry)

The delivery deadlines for Expedited Service submissions will be changed to Tuesday, January 17, 2017. See the Notice in the Bulletin Archive on the Clerk's Office website.

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Vir

CISM0180

CORPORATE DATA INQUIRY

01/15/17

14:05:09

CORP ID: F133736 - 1 STATUS: 00 ACTIVE STATUS DATE: 05/07/98  
 CORP NAME: ENDESCO, INC.

DATE OF CERTIFICATE: 05/07/1998 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 400.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: CORPORATION SERVICE COMPANY

STREET: Bank of America Center, 16th Floor AR RTN MAIL:  
 1111 East Main Street

CITY: RICHMOND STATE : VA ZIP: 23219-0000  
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 04/29/11 LOC : 216  
 ACCEPTED AR#: 216 08 2500 DATE: 05/12/16 RICHMOND CITY  
 CURRENT AR#: 216 08 2500 DATE: 05/12/16 STATUS: A ASSESSMENT INDICATOR: 0  

| YEAR | FEES     | PENALTY | INTEREST | TAXES | BALANCE | TOTAL SHARES |
|------|----------|---------|----------|-------|---------|--------------|
| 16   | 1,270.00 |         |          |       |         | 200,000      |

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(Screen Id:/Corp\_Data\_Inquiry)



## NOVA Express Lanes Constructors



Attachment 3.2.10

DPOR Registration (Office)

# DPOR License Lookup License Number

## 2701015887

### License Details

|                                   |   |
|-----------------------------------|---|
| <b>Name</b>                       | WAGMAN HEAVY CIVIL INC                          |
| <b>License Number</b>             | 2701015887                                      |
| <b>License Description</b>        | Contractor                                      |
| <b>Firm Type</b>                  | Corporation                                     |
| <b>Rank <sup>1</sup></b>          | Class A   |
| <b>Address</b>                    | 3290 NORTH SUSQUEHANNA TRAIL, YORK,<br>PA 17406 |
| <b>Specialties<sup>2</sup></b>    | Highway / Heavy (H/H)                           |
| <b>Initial Certification Date</b> | 1976-10-29                                      |
| <b>Expiration Date</b>            | 2019-01-31                                      |

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

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DPOR License Lookup build 1,192 (built 2016-06-23 09:13:05).

# DPOR License Lookup License Number

## 2701015396

### License Details

|                                   |  |
|-----------------------------------|--|
| <b>Name</b>                       | FORT MYER CONSTRUCTION CORP  |
| <b>License Number</b>             | 2701015396   |
| <b>License Description</b>        | Contractor   |
| <b>Firm Type</b>                  | Corporation  |
| <b>Rank <sup>1</sup></b>          | Class A  |
| <b>Address</b>                    | 2237 33RD ST NE, WASHINGTON, DC 20018-1594   |
| <b>Specialties<sup>2</sup></b>    | Commercial Building (CBC)<br>Electrical (ELE)<br>Highway / Heavy (H/H)<br>Residential Building (RBC) |
| <b>Initial Certification Date</b> | 1976-06-22   |
| <b>Expiration Date</b>            | 2018-08-31   |

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

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# DPOR License Lookup License Number

0411000441

## License Details

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

## Related Licenses <sup>1</sup>

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

Showing 1 to 3 of 3 entries

- <sup>1</sup> 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.).

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# DPOR License Lookup License Number

0411000440

## License Details

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

## Related Licenses <sup>1</sup>

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

Showing 1 to 7 of 7 entries

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# DPOR License Lookup License Number

0411000029

## License Details

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

## Related Licenses <sup>1</sup>

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

Showing 1 to 2 of 2 entries

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# DPOR License Lookup License Number

0407001314

## License Details

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

## Related Licenses <sup>1</sup>

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

Showing 1 to 8 of 8 entries

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# DPOR License Lookup

## License Number 0407002610

### License Details

|                                   |  |
|-----------------------------------|--|
| <b>Name</b>                       | VOLKERT INC  |
| <b>License Number</b>             | 0407002610   |
| <b>License Description</b>        | Business Entity Registration                       |
| <b>Firm Type</b>                  | Corporation  |
| <b>Rank</b>                       | Business Entity                                    |
| <b>Address</b>                    | 6225 BRANDON AVE STE 540, SPRINGFIELD,<br>VA 22150 |
| <b>Initial Certification Date</b> | 1983-07-29   |
| <b>Expiration Date</b>            | 2017-12-31   |

### Related Licenses <sup>1</sup>

| License Number | License Holder Name   | License Type                  | Relation Type          | License Expiry |
|----------------|-----------------------|-------------------------------|------------------------|----------------|
| 0402021932     | VARGAS, CESAR ENRIQUE | Professional Engineer License | Engineering            | 2017-01-31     |
| 0402031697     | WEAKLEY, KEITH PAUL   | Professional Engineer License | Engineering            | 2018-01-31     |
| 0402044791     | MORRISON, DENNIS C    | Professional Engineer License | Engineering            | 2018-06-30     |
| 0406001168     | BOEHM, OLIVER         | Landscape Architect License   | Landscape Architecture | 2017-09-30     |

Showing 1 to 4 of 4 entries

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# DPOR License Lookup

## License Number 0407003733

### License Details

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

### Related Licenses <sup>1</sup>

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

Showing 1 to 1 of 1 entries

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# DPOR License Lookup

## License Number 0407005783

### License Details

|                                   |   |
|-----------------------------------|---|
| <b>Name</b>                       | CES CONSULTING LLC                                  |
| <b>License Number</b>             | 0407005783  |
| <b>License Description</b>        | Business Entity Registration                        |
| <b>Firm Type</b>                  | LLC - Limited Liability Company                     |
| <b>Rank</b>                       | Business Entity                                     |
| <b>Address</b>                    | 23475 ROCK HAVEN WAY SUITE 255,<br>DULLES, VA 20166 |
| <b>Initial Certification Date</b> | 2010-11-05  |
| <b>Expiration Date</b>            | 2017-12-31  |

### Related Licenses <sup>1</sup>

| License Number | License Holder Name | License Type                  | Relation Type | License Expiry |
|----------------|---------------------|-------------------------------|---------------|----------------|
| 0402035169     | SINGH, AVTAR        | Professional Engineer License | Engineering   | 2019-01-31     |

Showing 1 to 1 of 1 entries

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# DPOR License Lookup

## License Number 0407004386

### License Details

|                                   |   |
|-----------------------------------|---|
| <b>Name</b>                       | SCHNABEL ENGINEERING, LLC                             |
| <b>License Number</b>             | 0407004386  |
| <b>License Description</b>        | Business Entity Registration                          |
| <b>Firm Type</b>                  | LLC - Limited Liability Company                       |
| <b>Rank</b>                       | Business Entity                                       |
| <b>Address</b>                    | 9800 JEB STUART PKWY STE 200, GLEN<br>ALLEN, VA 23059 |
| <b>Initial Certification Date</b> | 2003-03-10  |
| <b>Expiration Date</b>            | 2017-12-31  |

### Related Licenses <sup>1</sup>

| License Number | License Holder Name       | License Type                     | Relation Type | License Expiry |
|----------------|---------------------------|----------------------------------|---------------|----------------|
| 0402036595     | RABE, WALTER<br>JOSEPH JR | Professional Engineer<br>License | Engineering   | 2017-11-30     |

Showing 1 to 1 of 1 entries

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# DPOR License Lookup

## License Number 0407005431

### License Details

|                                   |  |
|-----------------------------------|--|
| <b>Name</b>                       | ENDESCO, INC.  |
| <b>License Number</b>             | 0407005431   |
| <b>License Description</b>        | Business Entity Registration                         |
| <b>Firm Type</b>                  | Corporation  |
| <b>Rank</b>                       | Business Entity                                      |
| <b>Address</b>                    | 15245 SHADY GROVE RD STE 335,<br>ROCKVILLE, MD 20850 |
| <b>Initial Certification Date</b> | 2009-05-05   |
| <b>Expiration Date</b>            | 2017-12-31   |

### Related Licenses <sup>1</sup>

| License Number | License Holder Name     | License Type                     | Relation Type | License Expiry |
|----------------|-------------------------|----------------------------------|---------------|----------------|
| 0402047388     | HUANG, GUOXING<br>KEVIN | Professional Engineer<br>License | Engineering   | 2018-03-31     |

Showing 1 to 1 of 1 entries

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## NOVA Express Lanes Constructors



Attachment 3.2.10

DPOR Registration (Key Personnel)

# DPOR License Lookup License Number

0402032211

## License Details

|                                   |                               |
|-----------------------------------|-------------------------------|
| <b>Name</b>                       | ANDRICOS, GREGORY MICHAEL     |
| <b>License Number</b>             | 0402032211                    |
| <b>License Description</b>        | Professional Engineer License |
| <b>Rank</b>                       | Professional Engineer         |
| <b>Address</b>                    | YORK, PA 17403                |
| <b>Initial Certification Date</b> | 1998-07-16                    |
| <b>Expiration Date</b>            | 2018-07-31                    |

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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

07-31-2018

NUMBER

0402032211

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



GREGORY MICHAEL ANDRICOS  
1117 WYNDHAM DRIVE  
YORK, PA 17403



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

*July W. DeBoer*  
July W. DeBoer Director

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COMMONWEALTH of VIRGINIA  
Department of Professional and Occupational Regulation

BOARD FOR AP/ELSC/DLA  
PROFESSIONAL ENGINEER LICENSE  
NUMBER: 0402032211 EXPIRES: 07-31-2018

GREGORY MICHAEL ANDRICOS  
1117 WYNDHAM DRIVE  
YORK, PA 17403



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# DPOR License Lookup License Number

## 0402018550

### License Details

|                                   |                               |
|-----------------------------------|-------------------------------|
| <b>Name</b>                       | REED, ROBERT G                |
| <b>License Number</b>             | 0402018550                    |
| <b>License Description</b>        | Professional Engineer License |
| <b>Rank</b>                       | Professional Engineer         |
| <b>Address</b>                    | HAYMARKET, VA 20169           |
| <b>Initial Certification Date</b> | 1988-06-17                    |
| <b>Expiration Date</b>            | 2017-04-30                    |

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
04-30-2017

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

NUMBER  
0402018550

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

ROBERT G REED  
2398 LITTLE RIVER ROAD  
HAYMARKET, VA 20169



*Jay W. DeBoer*  
Jay W DeBoer, Director

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# DPOR License Lookup License Number

0402036809

## License Details

|                                   |                               |
|-----------------------------------|-------------------------------|
| <b>Name</b>                       | ALLEN, RICHARD MEINRAD        |
| <b>License Number</b>             | 0402036809                    |
| <b>License Description</b>        | Professional Engineer License |
| <b>Rank</b>                       | Professional Engineer         |
| <b>Address</b>                    | BRISTOW, VA 20136             |
| <b>Initial Certification Date</b> | 2001-11-30                    |
| <b>Expiration Date</b>            | 2017-11-30                    |

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Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

11-30-2017

NUMBER

0402036809

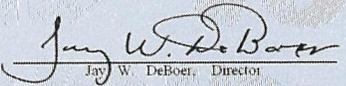
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AND LANDSCAPE ARCHITECTS  
PROFESSIONAL ENGINEER LICENSE



RICHARD MEINRAD ALLEN  
10128 ELLISTON COURT  
BRISTOW, VA 20136



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

  
Jay W. DeBoer, Director

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DPOR-LIC (05/2015)



## NOVA Express Lanes Constructors



3.3.1

Key Personnel Resumes

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

|  |  |
|--|--|
| <b>Brief Resume of Key Personnel anticipated for the Project.</b>  |  |
| a. Name & Title: <b>Gregory “Greg” M. Andricos, PE / President/COO</b>   |  |
| b. Project Assignment: <b>Design-Build Project Manager</b>   |  |
| c. Name of all Firms with which you are employed at the time of submitting SOQs. In addition, please denote the type of employment (Full time/Part time):<br>Wagman Heavy Civil, Inc. – Full Time  |  |
| d. Employment History: With this Firm <u>2</u> Years With Other Firms <u>22</u> Years<br>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):<br><b>Wagman Heavy Civil, Inc., President/COO/Design-Build Project Manager, May 2014 – Present.</b> Company Executive with principal responsibility for heavy civil operations including safety, quality control, estimating, engineering, and construction for Design-Build and conventional projects. As President and COO, Greg traditionally allocates more than 50% of his time to the direct management of Design-Build Projects and is committed to continuing that allocation to this project.<br><b>Cherry Hill Construction, Inc., Design-Build Project Manager, October 1999 – May 2014.</b> Primary Point of Contact (POC) with principal responsibility for overseeing all design, coordination, and construction efforts from proposal through final acceptance, including QA/QC for numerous Eastern Federal Lands Highway Division (EFLHD) DB projects. Coordinated the design development and construction operations for the above projects, which were all safely completed within the allowable budget and schedule.<br><b>Cherry Hill Construction, Inc., Vice President/General Manager, November 2010 – May 2014.</b> Principal responsibility for all construction operations including three fast-track MDOT MdTA Section 100 Express Toll Lanes (ETL) mega projects with contract values of \$96.6M, \$53.8M, and \$143M respectively.<br><b>Cherry Hill Construction, Inc., Bridge &amp; Structures Division Manager, October 2000 – April 2008.</b> Principal responsibility for estimating, construction, and related engineering of all company bridges, structures, and noise walls. |  |
| e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:<br>Virginia Military Institute, Lexington, VA/Bachelor of Science/1992/Civil Engineering  |  |
| f. Active Registration: Year First Registered/ Discipline/VA Registration #:<br>1998/Virginia Professional Engineer   0402-032211  |  |
| g. Document the extent and depth of experience and qualifications relevant to the Project.<br>1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i><br>2. <i>Note whether experience is with current firm or with other firm.</i><br>3. <i>Provide beginning and end dates for each assignment.</i><br><b>(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.)</b>  |  |
| <p><b>VDOT - Route 7 Widening / Bridge Rehabilitation over Dulles Toll Road &amp; Airport Access Highway, Fairfax, VA (Design-Build)</b></p> <p><b>Name of Firm:</b> Wagman Heavy Civil, Inc.</p> <p><b>Project Role:</b> Design-Build Project Manager</p> <p><b>Period of Performance:</b> March 2015 – present</p> <p><b>Project Value:</b> \$42.1M</p> <p><b>Specific Responsibilities.</b> Primary Point of Contact (POC) and DBPM responsible for managing the project from proposal through all phases of permit, design, construction, quality assurance and quality control. Mr. Andricos, supported by Jerry Whitlock, coordinated with VDOT, stakeholders inclusive of WMATA, MWAA, Fairfax County and others, and designers to ensure compliance with contract requirements. Strict adherence and compliance with the Project’s QA/QC programs were ensured for both design and construction. The project includes a major vehicular highway bridge spanning the conjoined Dulles Toll Road and Airport Access Highway, a pre-fabricated structural truss pedestrian bridge and a complex cast in place elevated pedestrian structure, three precast pedestrian underpasses below vehicular highway ramps, a complex network of shared use pathways, utility coordination and relocation, ROW acquisition, maintenance of traffic, and roadway construction in a very heavily congested urbanized region of Northern Virginia. All design was sufficiently complete in 2015. Implementation of non-traditional foundation design and construction utilizing micro-piles due to space constraints, as well as non-traditional methods of facilitating communication utility relocations were key to the success of this project. Mr. Andricos</p>  | <p style="text-align: center;"></p> <p><b>Relevance to I-66 ITB</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> VDOT D-B</li> <li><input checked="" type="checkbox"/> ROW Coordination</li> <li><input checked="" type="checkbox"/> Acquisition</li> <li><input checked="" type="checkbox"/> QA/QC and CEI</li> <li><input checked="" type="checkbox"/> Roadway/Survey/ Geotechnical</li> <li><input checked="" type="checkbox"/> Hydraulics/ Permitting</li> <li><input checked="" type="checkbox"/> Utility Coordination/ Relocations</li> <li><input checked="" type="checkbox"/> Public Involvement / Relations</li> <li><input checked="" type="checkbox"/> Structure/Bridge/ Sound Barrier</li> <li><input checked="" type="checkbox"/> TCD/TMP/ITS/Electrical/Signage</li> <li><input checked="" type="checkbox"/> Coordination with FMCC and other Projects</li> <li><input checked="" type="checkbox"/> Environmental</li> <li><input checked="" type="checkbox"/> ROW</li> <li><input checked="" type="checkbox"/> Roadway Widening</li> </ul> |

|  |  |
|--|--|
| <p>collaborated with VDOT and other stakeholders to ensure the final design met all expectations while employing context sensitive elements such as the incorporation of appropriate aesthetic treatments to the noise wall and other structures. During the proposal phase, he revised VDOT's phasing plan which reduced the number of construction phases from seven to four; thereby reducing the overall project schedule by approximately seven months and significantly reducing costs and impacts to the traveling public and stakeholders.</p>   | <ul style="list-style-type: none"> <li>✔ Landscaping</li> <li>✔ Trail Network</li> <li>✔ Guardrail and Fixed Object Modification</li> <li>✔ Coordination with Toll Facilities</li> </ul>   |
| <p><b>FHWA EFLHD/VDOT, Fairfax County Parkway, Springfield, VA (Design-Build)</b><br/> <b>Name of Firm:</b> Cherry Hill Construction, Inc. <br/> <b>Project Role:</b> Design-Build Project Manager<br/> <b>Period of Performance:</b> October 2008 – September 2010 (I/II) and October 2008 – July 2011 (IV)   <b>Project Value:</b> \$112.5M<br/> <b>Specific Responsibilities.</b> Primary Point of Contact (POC) responsible for supervising a team consisting of design engineers, public relations professionals, ROW specialists, utility coordinators, CM/CI, and all construction personnel. He was also responsible for managing the project from the proposal through all phases of permit, design, utility relocation and construction. He was supported by Jerry Whitlock and coordinated with multiple stakeholders (VDOT, FHWA-EFLHD, DOD, and Fairfax County) to ensure the project met contractual requirements of all agencies. As DBPM, Mr. Andricos ensured strict adherence to the QA/QC programs for both design and construction. The project included six major highway bridge structures, highway and local ramps and interchanges, more than 2.7 miles of roadway construction, utility relocation, stringent environmental concerns and SWM practices, a critical ordnance safety/removal program, design and construction of shared use pathways, and an extremely aggressive BRAC mandated schedule. Context sensitive means/methods were used in the design of the Accotink Creek Bridge structure, which minimized impact to the watershed. Additional design work enhanced multi-modal accessibility at the Fullerton Rd. intersection. Mr. Andricos served on the VA Mega Projects Community Resource Board during this project and received a <i>Star Partner</i> award for his exceptional dedication, teamwork, and professionalism in support of the project's goals by the NGA and USACE. This project won a 2013 National DBIA Award for Transportation as well as DB honor awards in the Transportation category from AACEC and VTCA (Transportation Engineering Award, VDOT Project Greater than \$10 Million).</p> | <p><b>Relevance to I-66 ITB</b></p> <ul style="list-style-type: none"> <li>✔ VDOT D-B</li> <li>✔ Structure/Bridge/ Sound Barriers</li> <li>✔ TCD/TMP including Interstate Coordination (VDOT, Fairfax County, Federal Facilities)</li> <li>✔ Geotechnical</li> <li>✔ QA/QC and CEI</li> <li>✔ Virginia NOVA Megaproject</li> <li>✔ Roadway/Survey</li> <li>✔ Environmental/ Permitting</li> <li>✔ Utility Coordination/ Relocations</li> <li>✔ Public Involvement/ Relations</li> <li>✔ Safely Delivered on Time and within Budget</li> <li>✔ Roadway Widening</li> <li>✔ Connector Roads</li> <li>✔ Landscaping</li> <li>✔ Guardrail and Fixed Object Modification</li> </ul> |
| <p><b>FHWA EFLHD/DDOT 9th Street Bridge Replacement over CSXT &amp; Amtrak Rail &amp; New York Avenue, Washington, DC (Design-Build)</b><br/> <b>Name of Firm:</b> Cherry Hill Construction, Inc. <br/> <b>Project Role:</b> Design-Build Project Manager<br/> <b>Period of Performance:</b> September 2006 – July 2011<br/> <b>Project Value:</b> \$58.4M<br/> <b>Specific Responsibilities.</b> Mr. Andricos served as Primary Point of Contact (POC) for the DB Team and supervised a team comprised of design engineers, PR professionals, context sensitive artisans, ROW specialists, utility coordinators, inspectors, managers, and all construction personnel for this project. He managed this project from the proposal that provided the overall best value through all phases of permitting, design, and construction. The project required multi-disciplined design efforts to facilitate the reconstruction of approaching roadways, interchange, and phased removal and complete reconstruction of an existing bridge spanning NY Avenue, as well as active CSXT and Amtrak Railroads. The construction team included FMCC and Mr. Jerry Whitlock served as the Quality Control Manager. Context sensitive means/methods were used in the design of the bridge structure, which resulted in numerous enhancements including widened sidewalks and bicycle lanes, and architectural elements. A formal partnership established between all project shareholders including the FHWA-EFLHD, DDOT, AMTRAK, CSXT, and the USPS was crucial to this project.</p>  | <p><b>Relevance to I-66 ITB</b></p> <ul style="list-style-type: none"> <li>✔ D-B Project</li> <li>✔ Coordination (DDOT, Railroads, Federal Facilities)</li> <li>✔ Geotechnical/ Environmental/ Hydraulics/ SWM</li> <li>✔ Structure/Bridge</li> <li>✔ QA/QC and CEI</li> <li>✔ Coordination w/ other Projects</li> <li>✔ ROW</li> <li>✔ Roadway/Survey/ TMP</li> <li>✔ Electrical/Signage/ Lighting</li> <li>✔ Safely Delivered on Time &amp; on Budget</li> <li>✔ Utility Coordination</li> <li>✔ Public Involvement / Relations</li> <li>✔ Roadway Widening</li> <li>✔ Landscaping</li> </ul>  |
| <p>* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.</p>   |  |
| <p>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.</p>   |  |

**ATTACHMENT 3.3.1**

**KEY PERSONNEL RESUME FORM**

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| <b>Brief Resume of Key Personnel anticipated for the Project.</b>  |
| a. Name & Title: <b>Robert Reed, PE   Roadway Design Manager &amp; Vice President</b>  |
| b. Project Assignment: <b>Design Manager</b>   |
| c. Name of all Firms with which you are employed at the time of submitting SOQs. In addition, please denote the type of employment (Full time/Part time):  |
| d. : Johnson, Mirmiran & Thompson (JMT) – Full Time  |
| e. Employment History: With this Firm <u>4</u> Years With Other Firms <u>43</u> Years<br>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):<br><b>Johnson, Mirmiran &amp; Thompson, Northern Virginia Roadway Design Manager; September 2012 – Present.</b> Mr. Reed manages roadway design and planning projects within the Commonwealth of Virginia with a primary focus serving his long-established clients within Northern Virginia. He serves as roadway design program manager and overall Quality Control Manager for our Herndon office as well as project manager for major transportation design projects. He leads teams of multidiscipline staff through all stages of projects including, public outreach, traffic, bridge, drainage and stormwater management, environmental permitting, noise analysis, geotechnical, and landscape design drawing support from staff in all JMT offices and associated sub-consultants. Recent assignments have consisted of complex, multidisciplinary projects on interstate and major roadways and have included multiple Design-Build roles, both as a representative of the owner and as key staff on the Design-Build team. He prepared Special Provisions and similar documents for new and site-specific needs including adaptations for the new VDOT 2016 Specifications. Mr. Reed has led Value Engineering teams to produce innovative and cost effective solutions for transportation projects and conducted Risk Assessment workshops from both the owner’s and contractor’s viewpoints.<br><b>Parsons, Senior Project Manager/Design Director; 1997 – 2012.</b> Served as project manager leading all facets of the design of transportation projects for many local clients including VDOT, FHWA-EFLHD, Fairfax County DOT, and for many local municipalities and counties. Design projects included interchanges on I-95, widening of the Fairfax County Parkway, numerous intersection reconstructions and road widening projects. He prepared preliminary plans, estimates, and bid documents for Design-Build projects for Pacific Boulevard, Sycolin Road Overpass, Battlefield Parkway, and the addition of Truck Climbing Lanes on I-81. He was responsible for the conduct of all aspects of his projects including quality control, administration, risk assessment, safety, management of multiple disciplines, negotiation of contracts and subcontracts, as well as financial and schedule controls. Mr. Reed also served as the Design Manager /Assistant Project Manager for the joint venture helping VDOT to oversee the Elizabeth River Crossing for the tunnels and the Martin Luther King Expressway during the formative stages of the major PPTA project for over three years. Mr. Reed led roadway designs conforming to VDOT format using GEOPAK and MicroStation, designed complex maintenance of traffic plans, prepared signal plans, and coordinated geotechnical, structural and bridge designs. He personally led in concept development, closely directed final designs, and provided detailed stormwater management and hydrologic and hydraulic designs for most of his projects.<br>Mr. Reed’s experience encompassed the planning and design of complex utility services, including communications (FO and cable), electrical distribution, water supplies, gas lines, steam heating systems, chilled water for cooling, solid waste pneumatic systems, medical gasses, fuel, and sanitary sewers including reuse of water for irrigation and combined stormwater/sanitary sewer systems. |
| f. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:<br>Rensselaer Polytechnic Institute, Troy, New York/ BS/1972/Civil Engineering<br>Rensselaer Polytechnic Institute, Troy, New York/ ME/1973/Civil Engineering (Transportation)<br>Kentucky College Of Engineering – Continuing Education/1976&1979), Engineering Economics<br>Pennsylvania State University – Continuing Education/1977 & 1991), River Mechanics & Stormwater   |
| g. Active Registration: Year First Registered/ Discipline/VA Registration #:<br>1988/Virginia Professional Engineer/0402-018550 (also PE in PA (1975), DE, NJ, NC, & MD)<br>2014/ATTSA-VDOT Advanced Work Zone Traffic Control/Verification # 072414008<br>2015/VDOT Guardrail Installation, Replacement and Repair (GRIT)/ Cert. # ISP-1006150-16<br>2006 /Parsons Certified Project Manager/72903  |
| h. Document the extent and depth of your experience and qualifications relevant to the Project.<br>1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i><br>2. <i>Note whether experience is with current firm or with other firm.</i><br>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i><br><b>(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.)</b>   |

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| <p><b>VDOT   I-64, I-64/I-264 &amp; I-264 Pavement Rehabilitations, Norfolk/Virginia Beach, VA   DESIGN-BUILD</b> </p> <p><b>Name of Firm:</b> JMT   <b>Project Role:</b> Design Manager   <b>Period of Performance:</b> 2014-2016   <b>Project Value:</b> \$106M.</p> <p><b>Specific Responsibilities.</b> Mr. Reed served as the owner’s Design Manager leading design reviews, development of Design Exceptions, and document control overseeing three simultaneous D-B projects providing major pavement rehabilitation for deteriorating interstates in the Hampton Roads District. His work involved serving as VDOT’s Location and Design Division representative insuring design consistency and overseeing quality of designs for paving, traffic control devices, drainage modifications, concrete barrier and guardrail modifications and upgrades as well as Document Control services for the projects using CADAC system for coordinating reviews and approvals. He assisted in evaluation of change orders and contract modifications in consultation with all levels of VDOT staff. He was responsible for coordinating stringent maintenance of traffic requirements with VDOT and the contractors. Mr. Reed represented VDOT L&amp;D at Contractor coordination meetings and was responsible for Design Exception and Waiver development. Through owner and contractor collaboration on these projects, Mr. Reed established professional working relationships with all parties to deliver these vital projects on time and on budget.</p> | <p><b><u>Relevance to I-66 ITB</u></b></p> <ul style="list-style-type: none"> <li>☺ Interstate Widening</li> <li>☺ VDOT D-B Project</li> <li>☺ Pavement rehabilitation and cross section adjustments – LIDAR surveys used to identify flat areas and to insure surface drainage</li> <li>☺ Barrier replacements – various techniques used to safely raise existing barriers due to thickened pavements</li> <li>☺ TMP – complex sequencing and detailed lane shifts</li> <li>☺ Drainage Improvements</li> <li>☺ Narrowed shoulders – Obtained approval for Design Exceptions</li> </ul> |
| <p><b>VDOT- Elizabeth River Tunnels, Norfolk/Portsmouth, VA DESIGN-BUILD</b> </p> <p><b>Name of Firm:</b> Parsons (JV w/STP)   <b>Project Role:</b> Assistant PM / Design Manager   <b>Period of Performance:</b> 2011-2014   <b>Project Value:</b> \$2.1B</p> <p><b>Specific Responsibilities.</b> Served as the Assistant Project Manager/Design Manager for the joint venture helping VDOT to oversee the Downtown Tunnel / Midtown Tunnel / Martin Luther King Expressway PPTA project. In this role he led and conducted all design quality reviews of documents prepared by the P3 Team and coordinated directly with all affected agencies and the P3 team’s owner, designers, and contractors. He helped lead a JV team which included a world-wide group of expert consultants providing guidance and oversight for VDOT. In addition to reviews of all submittals, Mr. Reed conducted the primary reviews of design exceptions and design waivers requested by the P3 team. He provided an increasing level of involvement in this role during the formative stages of the project for over three years establishing procedures for document controls, reviews, and insuring conformance with the Technical Requirements. Volkert designed the MLK expressway for the P3 Team. JMT conducted QA for P3 contractor.</p>  | <p><b><u>Relevance to I-66 ITB</u></b></p> <ul style="list-style-type: none"> <li>☺ VDOT D-B Project</li> <li>☺ Large, complex, multi-disciplined design management;</li> <li>☺ Preparation and review of design waivers and exceptions;</li> <li>☺ ITS and toll components</li> <li>☺ QA/QC</li> </ul>   |
| <p><b>VDOT-Route 7-15 Widening (Leesburg Bypass), Town Of Leesburg, VA   DESIGN-BUILD</b> </p> <p><b>Name of Firm:</b> Parsons   <b>Project Role:</b> Project/Design Manager   <b>Period of Performance:</b> 2009-2012   <b>Project Value:</b> \$341M</p> <p><b>Specific Responsibilities.</b> Project and Design Manager to widen the southeast quadrant of the bypass around Leesburg, Virginia. This project included modifications to two crossings of Tuscarora Creek, two interchanges, provided a grade-separated overpass at the Sycolin Road intersection, and designed trail relocation and new connections for the crossing of the W&amp;OD Trail. Led design efforts including roadway and drainage design (including hydraulic modeling for stream crossings), configuration of bridges and retaining walls, and developed a full transportation management plan. Documented and conducted VDOT’s Risk Analysis Workshop. A portion of the project, the Sycolin Road Overpass, was split from the main project and developed as a Design-Build. Mr. Reed assisting in preparing and advertising the D-B project for VDOT. Provided design QC and conducted Public Hearing. Project relevancy to this project includes structural design, drainage and stormwater design, relocation of utilities, detour traffic analysis for road closure during construction, and all associated project management functions.</p>   | <p><b><u>Relevance to I-66 ITB</u></b></p> <ul style="list-style-type: none"> <li>☺ VDOT D-B Project</li> <li>☺ Roadway Widening</li> <li>☺ Drainage Improvements</li> <li>☺ Stormwater Management</li> <li>☺ Traffic Control</li> <li>☺ QA/QC</li> <li>☺ Urban Area</li> <li>☺ Construction adjacent to traffic,</li> <li>☺ Sound Barriers</li> <li>☺ Public Involvement/ Relations</li> <li>☺ Bridge widening and overpasses</li> </ul>   |
| <p>* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.</p>  |   |
| <p>i. 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 (including part time assignments).</p>  |   |

**ATTACHMENT 3.3.1**

**KEY PERSONNEL RESUME FORM**

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| <b>Brief Resume of Key Personnel anticipated for the Project.</b>  |  |
| a. Name & Title:<br><br><b>Hilario Barros, Construction Manager</b>  |  |
| b. Project Assignment:<br><br><b>Construction Manager</b>  |  |
| c. Name of all Firms with which you are currently employed at the time of SOQ submitta Name of all Firms with which you are employed at the time of submitting SOQs. In addition, please denote the type of employment (Full time/Part time):<br><br>Fort Myer Construction Corporation - Full time  |  |
| d. Employment History: With this Firm <u>36</u> Years With Other Firms <u>5</u> Years<br>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):<br><br><b>Fort Myer Construction Corporation - 1989 – Present – Construction Manager</b> – He serves as a Construction Manager for Fort Myer Construction Corporation. He is responsible for managing the entire construction process. His experience includes: managing the D-B construction process; cost control tracking; field layouts; survey; and safety implementation. He is accountable for all project QC activities, CPM scheduling, reviewing submittals, RFI's, and subcontractor coordination. He has control over constructability reviews with the designer and VDOT to ensure all work meets approved construction plans and specifications. He implements safety initiatives, establishes project objectives, procedures and performance standards, sets and monitors budges, and assures that a quality management system is in place. Mr. Barros has extensive experience with bridge and other concrete structures, roadway, retaining walls, utility relocations, drainage, MOT, environmental controls, asphalt, concrete paving, Intelligent Transportation System, and other heavy civil construction trades. |  |
| e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:<br><br>Completed high school in Portugal  |  |
| f. Active Registration: Year First Registered/ Discipline/VA Registration #:<br><br><ul style="list-style-type: none"><li>• <b>VDOT Erosion and Sediment Control Certification # 5643C</b></li><li>• <b>DEQ Responsible Land Disturber Certification # 3-00497</b></li><li>• OSHA 10 certification</li><li>• First Aid &amp; CPR certification</li></ul>   |  |
| g. Document the extent and depth of your experience and qualifications relevant to the Project.<br>1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i><br>2. <i>Note whether experience is with current firm or with other firm.</i><br>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i><br><br><b>(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.)</b>   |  |
| <b>VDOT I-66 Multimodal Improvements Inside the Beltway, Fairfax and Arlington Counties, VA</b><br><b>Name of Firm: FMCC</b>   | <b>Relevance to I-66 ITB</b><br><br>📍 VDOT Project |

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| <p><b>Project Role:</b> Construction Manager<br/> <b>Period of Performance:</b> June 2016 - October 2017<br/> <b>Project Value:</b> \$34M<br/> <b>Specific Responsibilities:</b> As <b>Construction Manager</b>, Mr. Barros is responsible for managing the construction activities and related quality control for this project in a major urban corridor. Mr. Barros is responsible for maintenance of traffic, all construction activities, related quality control, and daily coordination with stakeholders. He is also responsible for oversight of the discipline specific project superintendents and the daily logistics associated with manpower and equipment needs of the project. He oversees the teams building the new tolling system and approximately 125 signs on I-66 and local roads approaching the highway. He is responsible for skillful and meticulous site set-up, all active on-site project management, crew management, and safety enforcement. Mr. Barros manages construction and installation of eight new electronic toll/registration gantries, shelters and high-tech sensors as well as electronic message signs necessary to convert an approximate 10-mile section of I-66 inside the Beltway to high-occupancy/toll lanes. This project is anticipated to be complete by October 2017.</p>                | <ul style="list-style-type: none"> <li>☑ Roadway</li> <li>☑ Utilities</li> <li>☑ QA/QC</li> <li>☑ Const./Eng./Insp.</li> <li>☑ Coordination with ongoing adjacent Projects</li> <li>☑ Public Outreach and Safety</li> <li>☑ Traffic Control</li> <li>☑ Public Involvement/ Relations</li> <li>☑ Construction Inspection</li> </ul>   |
| <p><b>VDOT Design Build I-66 Pavement Rehabilitation D-B</b><br/> <b>Name of Firm:</b> FMCC <br/> <b>Project Role:</b> Construction Manager<br/> <b>Period of Performance:</b> Dec. - Nov. 2012<br/> <b>Project Value:</b> \$46M<br/> <b>Specific Responsibilities:</b> <b>Construction Manager</b>, of this NAPA Quality award-winning project, which consisted of rehabilitation of 6.5 miles of on one of Virginia’s most prominent interstates. The rehabilitation of I-66 included the construction of CIP concrete paving, asphalt overlay, installation of guardrails, concrete barriers, and coordination with Virginia Department of Transportation Intelligent Transportation Systems (“ITS”). Supervised all daily activities performed on site. Kept both subcontractor crews and FMCC crews on schedule. Provided daily quantities to project manager. Ensured all quality control and safety measures were properly adhered to throughout the duration of the project. He was also responsible for supervising discipline-specific project superintendents and daily logistics related to manpower and equipment needs of the project.</p>  | <p><b>Relevance to I-66 ITB</b></p> <ul style="list-style-type: none"> <li>☑ VDOT Project</li> <li>☑ Design-Build</li> <li>☑ Roadway</li> <li>☑ Utilities</li> <li>☑ QA/QC</li> <li>☑ Const./Eng./Insp.</li> <li>☑ Coordination with ongoing adjacent Projects</li> <li>☑ Public Outreach and Safety</li> <li>☑ Signing</li> <li>☑ Construction Inspection</li> <li>☑ Stormwater Management</li> </ul>                           |
| <p><b>DDOT Reconstruction of Kenilworth Avenue, Washington, DC</b><br/> <b>Name of Firm:</b> FMCC<br/> <b>Project Role:</b> Construction Manager<br/> <b>Period of Performance:</b> April 2007 - April 2009<br/> <b>Project Value:</b> \$36.7M<br/> <b>Specific Responsibilities:</b> <b>Construction Manager</b> for 2 Phase reconstruction of the 1 mile of roadway, rehabilitation of 4 bridges (substructures &amp; superstructures) and construction of retaining walls (reinforced concrete with form liner). Other work included a new 16" water line and storm drain system, street lighting/traffic signal system, and three art structures with special lighting. Construction had to be performed over one of the busiest interstates in DC. Mr. Barros helped supervise various daily activities performed on site. He was responsible for management of the entire structure construction process to ensure that the work was performed in accordance with design, budget and schedule. To minimize delays to nearly 130,000 daily commuters, a movable barrier system was employed to maintain three lanes in one direction at any time during construction. Helped supervise various daily activities performed on site. Kept track of daily quantities throughout the duration of the project. Enforced all safety measures.</p> | <p><b>Relevance to I-66 ITB</b></p> <ul style="list-style-type: none"> <li>☑ Roadway</li> <li>☑ Traffic Control Dev.</li> <li>☑ Transportation Management Plan</li> <li>☑ Utilities</li> <li>☑ QA/QC</li> <li>☑ Public Outreach and Safety</li> <li>☑ Public Involvement / Relations</li> <li>☑ Construction Inspection</li> <li>☑ Fixed Object Modifications</li> <li>☑ Landscaping</li> <li>☑ Stormwater Management</li> </ul> |
| <p>* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.</p>   |  |
| <p>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 (including part time assignments).<br/> <b>Project: I-66 Multimodal Improvements Inside the Beltway, Fairfax and Arlington Counties, VA   Owner: VDOT Role: Construction Manager   Contract Value: \$34M   Anticipated Duration: Thru October 2017</b></p>   |  |

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

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| <b>Brief Resume of Key Personnel anticipated for the Project.</b>  |  |
| a. Name & Title:<br><b>Richard Allen, PE, DBIA   Quality Assurance Manager</b>   |  |
| b. Project Assignment:<br>Quality Assurance Manager (QAM)  |  |
| c. Name of all Firms with which you are employed at the time of submitting SOQs. In addition, please denote the type of employment (Full time/Part time):<br>Quinn Consulting Services, Inc. – Full time   |  |
| d. Employment History: With this Firm <u>2.5 Years</u> With Other Firms <u>18 Years</u><br>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):<br><b>Quality Assurance Manager   September 2013 – Present.</b> Mr. Allen is a professional engineer and D-B professional with over 20 years of experience in quality assurance and engineering with a heavy emphasis in the construction of transportation and transit facilities. His D-B transit and transportation experience includes Quality Assurance (QA) on both the design and construction phases of the Washington DC Silver Line Metrorail Extension and QA during the construction phase of the I-95 Express Lanes South of Washington, DC. Mr. Allen has provided professional services on both DB and design-bid-build transit and transportation projects where he has held the positions of Quality Assurance Manager (QAM), Quality Assurance/Quality Control (QA/QC) Manager, Resident Engineer, Regional Engineer, and Senior Structural Engineer. He has worked on the following VA and Washington, D.C. projects: Route 772 – Transit Connector Bridge, Loudoun County; Route 7 over Dulles Toll Road (DTR), Vienna; District of Columbia Water & Sewer Auth. (DC Water) – Div. I – Main Pumping Station Diversions; I-64 Capacity Improvements – Segment I, Newport News; and I-95 Express Lanes, VDOT Design-Build PPTA Project.<br><b>Dulles Transit Partners   Senior Civil Structural Engineer   December 2007 – September 2013.</b> Worked on the \$2.75B Dulles Metrorail (Phase 1 - Silver Line) DB PPTA Project in Northern, VA. During the design phase he oversaw a group of design engineers with the overall goal of providing a quality design package with respect to completeness, accuracy, and consistency between various design package submittals. Specific responsibilities included the review of civil structural design calculations, drawings, and specifications for evaluation of constructability and conformance with contract plan documents, design standards and applicable specifications and codes. During the construction phase he performed site inspections and monitored quality of materials and workmanship and assisted the construction team in addressing field issues. He developed remedial solutions to correct non-conformance issues.<br><b>The Reinforced Earth Company   Senior Civil Design Engineer   May 2000 – December 2007.</b> Worked for this national leader in Mechanically Stabilized Earth (MSE) wall design and material supplier. Responsibilities included final engineering and design of MSE wall shop drawings for specific regions of the United States. Also responsible for addressing both field design and quality control issues as related to both MSE and noise walls. |  |
| e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:<br>Old Dominion University/M.Eng./1995/Civil Eng.; The Pennsylvania State University/BS/1992/Civil Eng.   |  |
| f. Active Registration: Year First Registered/ Discipline/VA Registration #:<br>Registered Licensed PE in VA (#0402036809, Expires 11/30/17), MD (# PE44586, Expires 12/3/17) and PA (PE055535E, Expires 9/30/17); ISO 9001 Quality Management Certification 2779990; DBIA Certified   |  |
| g. Document the extent and depth of your experience and qualifications relevant to the Project.<br>1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i><br>2. <i>Note whether experience is with current firm or with other firm.</i><br>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i><br><b>(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.)</b>   |  |
| <b>VDOT - I-95 Express Lanes, Fairfax, Prince William &amp; Stafford Counties, VA</b><br><b>Name of Firm:</b> Quinn Consulting Services, Inc. <br><b>Role:</b> QAM   <b>Period of Performance:</b> Sep. 2013 – Nov. 2015   <b>Value:</b> \$1B<br><b>Specific Responsibilities:</b> Mr. Allen was the QAM on this project financed, constructed and operated under VA's Public-Private Transportation Act (PPTA). The I-95 Express Lane project is divided into four segments: Segment 1 (8.3-miles) a 2-lane reversible section on new location (7 new bridges, inclusive of 2 flyovers & NB slip ramp); Segment 2 (7 miles) maintained geometry of existing roadway; Segment 3 (11.9-miles) –added third lane; and Segment 4 (2.2-miles) added third lane.   | <b>Relevance to I-66 ITB</b><br><input checked="" type="checkbox"/> VDOT D-B Project<br><input checked="" type="checkbox"/> Structure/Bridge<br><input checked="" type="checkbox"/> TCD/TMP/Utilities<br><input checked="" type="checkbox"/> Coordination w/other Projects<br><input checked="" type="checkbox"/> Design-Build<br><input checked="" type="checkbox"/> Geotechnical |

|   |  |
|---|--|
| <ul style="list-style-type: none"> <li>• Implementing/maintaining Quality Management System (QMS) throughout project.</li> <li>• Providing leadership to a team of QA inspectors responsible for monitoring and verifying the QC Process.</li> <li>• Scheduling, facilitating, &amp; preparing minutes for Preparatory Inspection Meetings.</li> <li>• Initiating the non-conformance process for those items reported by the QA Inspection and Testing Team.</li> <li>• Conducting internal and external design and construction auditing.</li> <li>• Overall internal auditing responsibilities to verify that the QA/QC material sampling and testing process meets or exceeds the contract minimum requirements and the Materials Notebook documentation is in conformance with the established process.</li> <li>• Providing materials sampling and testing audits to ensure practices and procedures are consistent throughout the project.</li> </ul>  | <ul style="list-style-type: none"> <li>✔ QA/QC and CEI</li> <li>✔ Virginia Megaproject</li> <li>✔ Roadway/Survey</li> <li>✔ Environmental</li> <li>✔ Public Involvement</li> <li>✔ Overall Project Management</li> <li>✔ Hydraulics/ROW Acquisition</li> </ul>   |
| <p><b>MWAA – Dulles Metrorail Silver Line, Phase 1, NoVa</b></p> <p><b>Name of Firm:</b> Dulles Transit Partners </p> <p><b>Project Role:</b> Senior Civil Structural Engineer</p> <p><b>Period of Performance:</b> December 2007 - September 2013   <b>Project Value</b> \$3B</p> <p><b>Specific Responsibilities:</b></p> <ul style="list-style-type: none"> <li>• Oversight of four design engineers and four to six designer/draftsmen with high focus on contract due dates, completeness, accuracy, and consistency between various design package submittals.</li> <li>• Review of civil structural design calculations, drawings, and specifications for evaluation of constructability and conformance with contract plan documents, design standards, and applicable building codes.</li> <li>• Coordination and review of subcontractor submitted shop drawings.</li> <li>• As Lead Structural Engineer for the McLean Station, coordination of station specific interdisciplinary engineering issues to deal with special engineering or construction problems such as conflicting utilities, mislocated structural connections, rebar interference with connections, honeycombing of concrete and develop and/or review remedial solutions to correct unforeseen issues.</li> <li>• Conducting periodic visits to active construction sites to investigate, conduct reviews, and provide sound engineering advice and solutions to field issues encountered during the construction phase of the project.</li> <li>• Greatly involved in the final design of seventeen miles of cast-in-place retaining walls and assisted Construction Unit with field issues arising during the material fabrication and construction phases of the walls.</li> </ul> | <p><b><u>Relevance to I-66 ITB</u></b></p> <ul style="list-style-type: none"> <li>✔ Structure/Bridge</li> <li>✔ TCD/TMP/Utilities</li> <li>✔ Coordination with other Projects</li> <li>✔ Design-Build</li> <li>✔ Geotechnical</li> <li>✔ QA/QC and CEI</li> <li>✔ Roadway/Survey</li> <li>✔ Environmental</li> <li>✔ Public Involvement</li> <li>✔ Overall Project Management</li> <li>✔ Hydraulics/ROW Acquisition</li> </ul>                             |
| <p><b>VDOT - Route 7 Widening / Bridge Rehabilitation over Dulles Toll Road &amp; Airport Access Highway, Fairfax, VA (Design-Build)</b></p> <p><b>Name of Firm   Quinn Consulting Services, Inc. Role   QAM</b> </p> <p><b>Period of Performance:</b>   June 2015 – Present <b>Project Value   \$45M</b></p> <p><b>Specific Responsibilities:</b> Mr. Allen is the QAM for this project for widening RT 7 to include two existing bridges over the DTR and Airport Access Highway. This project consists of the following activities:</p> <ul style="list-style-type: none"> <li>• New construction of RT 7 west of Tyco Rd. tying into previous improvements conducted under the Metrorail (Silver Line) including widening from 4-6 lanes.</li> <li>• Complete deck replacements of two bridges over the DTR including abutments and substructure repairs.</li> <li>• Addition of a shared use path in each direction of RT 7.</li> <li>• Drainage &amp; storm water management improvements.</li> <li>• Design &amp; construction of several noise barrier and MSE abutment walls.</li> </ul> <p>He is responsible for overseeing the Project QA Process, providing oversight of the project QA staffing and coordination of QA/QC testing requirements. Additional responsibilities include verification that all work performed is inspected and tested in accordance with the VDOT Minimum Requirements for QA/QC on D-B and PPTA Projects and the Project Specific QA/QC Plan.</p>   | <p><b><u>Relevance to I-66 ITB</u></b></p> <ul style="list-style-type: none"> <li>✔ VDOT D-B Project</li> <li>✔ Structure/Bridge</li> <li>✔ TCD/TMP/Utilities</li> <li>✔ Coordination with other Projects</li> <li>✔ Design-Build</li> <li>✔ Geotechnical</li> <li>✔ QA/QC and CEI</li> <li>✔ Roadway/Survey</li> <li>✔ Environmental</li> <li>✔ Public Involvement</li> <li>✔ Overall Project Management</li> <li>✔ Hydraulics/ROW Acquisition</li> </ul> |
| <p>* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.</p>  |  |
| <p>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 (including part time assignments).</p>  |  |



## NOVA Express Lanes Constructors



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<br><b>Fort Myer Construction Corporation</b>   | 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: I-66 Pavement <b>D-B</b><br>Rehabilitation Design-Build<br>Location: Route 50 to Capital Beltway Fairfax County, VA | Name:<br>Volkert, Inc.  | Name of Client / Owner: VDOT<br>Phone: 800.367.7623<br>Project Manager: Ms. Susan Shaw, PE<br>Phone: 703.259.1995<br>Email: susan.shaw@vdot.virginia.gov | 08/2012                                | 08/2012   | \$37,938                         | \$45,950<br>(increase due to Owner-initiated change orders) | \$35,000  |

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



**RECOGNITION**

**2012** | Award for Excellence in Asphalt Construction from National Asphalt Pavement Association (NAPA)

“We’ve had more compliments on this than on any single project. The project had the potential to not go so well. I greatly appreciate the work Volkert did to make this project successful.”

*Garrett Moore, PE, VDOT Chief Engineer (Former VDOT NOVA District Administrator)*

**Fort Myer Construction Corporation (FMCC)** was the Lead Contractor and **Volkert, Inc.** (current teammate on this I-66 ITB project) was the Lead Designer on this D-B project which consisted of over 46,000 square yards of full-depth concrete pavement patching, 140,000 tons of asphalt overlay, associated geometric analysis and hydraulic design to maintain drainage and clearances for existing infrastructure, storm drainage, utilities, replacement of existing loop detection with non-intrusive traffic detection units at 45 locations and ITS integration, and approximately 6.5 miles of interstate roadway rehabilitation. FMCC and Volkert formed a well-integrated DBT which included a blend of engineers and construction personnel with expertise in the design and construction of interstate infrastructure; schedule development and analysis; the analysis of constructability issues and traffic management issues in high traffic areas; safety; and the design, planning and implementation of concurrent design and construction including complex phased construction and sequencing plans. The DBT collaborated to carefully plan an aggressive, yet realistic, integrated design and construction CPM schedule and plan and implement concurrent design and construction activities to maximize efficiency and flexibility. The NELC team will develop the same effectiveness for this I-66 Eastbound Widening project, since they have successfully collaborated on a large project in the same corridor.

A critical component of the project required pivotal coordination between, VDOT, FMCC, Washington Metro Area Transit Authority (WMATA) and Fluor-Lane, LLC to conduct critical lane closures and perform construction on two of Virginia’s highly congested Interstates, I-495 and I-66. As this D-B project integrated with the Hot Lanes project on I-495, FMCC coordinated with Fluor-Lane, LLC to ensure that traffic restrictions, ramp and lane closures were minimized to reduce impediments to vehicular traffic. Aggressive public outreach ensured the community was made aware of the project impacts. FMCC also worked in close proximity of WMATA easement. A major challenge that was overcome by the skilled FMCC team was installation of new drainage pipe and inlets.

Another component for this project is the integration with VDOT’s Intelligent Transportation Systems (“ITS”) device upgrade. VDOT’s acceptance required testing of counts, speed, classification and alignment of the RTMS units. These units transmit data via the fiber optic cable to the VDOT Traffic Management System. In conjunction with VDOT, FMCC was also responsible for implementing and integrating the RTMS units into the “Open Roads” Software. “OpenTMS” is the version this project will be migrated into.

FMCC performed all aspects of the construction under constraining work hours. This project is a testament to FMCC’s commitment to safety. FMCC is responsible for safely managing the high volumes of traffic through this extensive rehabilitation project. MOT was safely and efficiently implemented. Our team safely managed construction access with heavy equipment and frequent material deliveries, ensuring there were zero accidents on the project. In addition to safety, quality was a priority. The asphalt quality ranked extremely well in both smoothness and rideability, meeting stringent specifications. Another bonus of this new asphalt surface is noise reduction. Sound measurements were collected and showed a noticeable improvement for drivers. Ride quality in both directions on this interstate was improved by nearly 200%.

This project showcases FMCC’s ability to successfully coordinate with various agencies and existing projects to complete projects within a timely manner with highest quality of work. The actual contract value increased from the original contract value due to owner-initiated change orders adding concrete pavement rehabilitation and asphalt pavement. FMCC completed the contract work three months ahead of the original completion date while reconstructing an additional 12,000 square yards of concrete pavement.

**Example of Excellence** | Our I-66 project is used as a symbol of excellence and has received awards and recognition for paving and its design. The project, completed early, was featured in the June 2013 edition of Roads & Bridges Magazine. The article says “the rehabilitation of I-66 demonstrates the ability to accomplish seemingly impossible projects through partnerships and innovation.”

**SIMILAR ACTIVITIES**

- VDOT D-B Project Delivery
- Roadway Widening
- Multiple Stakeholders Involved
- Significant Public Outreach
- Critical MOT
- ITS Installation and Integration
- Interstate Pavement Construction
- Median Barrier Overlay for 6.5 mi.
- Drainage Mods & Upgrades
- Critical Type C TMP
- Constrained construction – work hours and physical conditions
- Coordination w/ same stakeholders & other Mega Projects

**KEYS TO SUCCESS**

- Early MWAA Coordination and involvement
- Coordination with adjacent mega project and coordinating MOT, as a whole, in this travel corridor
- ITS Equipment integration w/in existing loops

**RELEVANT TEAM MEMBERS**

- Hilario Barros, CM | FMCC
- Keith Weakley, PE, Structural Eng. | Volkert
- Mike Glickman, PE, MOT Eng. | Volkert

**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                             |  |
| <b><u>Wagman Heavy Civil, Inc.</u></b>  |   |   |  |   |                                  |   |  |
| Name: I-95/I-695 Interchange, Phase I KH<br>1301-000-006 (DBB)<br>Location: Baltimore Co., MD | Name: Johnson, Mirmiran, & Thompson, Inc. (JMT)   | Name of Client / Owner: Maryland Transportation Authority<br>Phone: 410.537.1000<br>Project Manager: Mr. David LaBella<br>Phone: 410.931.0110 x251<br>Email: dlabela@mdta.state.md.us | 06/2010                                | 08/2010 (Actual)<br>(due to client-initiated change orders) | \$208,440                        | \$216,788<br>(increase due to client-initiated change orders) | Managing partner of Construction Joint Venture that was the General Contractor responsible for the Entire \$216,788 Contract |

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



This was an interstate reconstruction project north of Baltimore, MD for one of the most heavily travelled interchanges (ADT of 325,000 vehicles) in the United States. Although procured under conventional Design-Bid-Build methods, this fast-track project is relevant as the **Wagman Heavy Civil, Inc. (Wagman)** led Construction Joint Venture collaborated with the Owner and JMT to incorporate over \$6M of betterments (increased contract limits to advance corridor-wide geometric improvements (including the addition of permanent traffic barrier, signage, and noise wall), permanent improvements (drainage and armored protection) to repair an adjacent failed slope, and the amendment of existing soil with cement) while still safely delivering this project within the allowable time. The I-95/I-695 Interchange Project eliminated an outdated double braided interchange and constructed a new interchange between I-95 & I-695 as part of the I-95 Express Toll Lanes Program. Wagman was the managing partner of a construction joint-venture formed to build this project. Collaboration, coordination and open communication, facilitated by Wagman, between our joint-venture partners, MdTA, JMT, and the General Engineering Consultant (GEC), made this project a success. Key features of work included Interstate roadway reconstruction and widening and extensive traffic control to maintain traffic on I-95 and I-695 during construction. The structure work included building 11 new bridges: four curved steel flyovers, three mainline bridges, two ramp bridges and two overpass structures. There was also associated demolition of existing bridges required for the overpasses. The project also included 75,000 SF of retaining walls; 215,000 SF of drilled caisson supported post and panel noise walls; 1,100,000 CY of roadway excavation; 30,000 LF of drainage pipe; 175,000 tons of asphalt paving; and milling of mainline I-95. Coordination with adjacent contractors was also critical to facilitate the construction of the overall Express Toll Lanes (ETL) program.



**Similar to I-66 ITB**, this project created unique challenges in stormwater management and Wagman maintained an "A" rating for Erosion and Sedimentation during construction. Wagman widened and reconstructed mainline I-95, establishing the initial ground work to create the Express Toll Lanes (ETL); maintaining high volume traffic and successfully conducting numerous major traffic switches along the interchange and associated ramps connecting I-95 and I-695.

Using a Design-Build approach and techniques, Wagman successfully proposed a \$2M Value Engineering proposal for bridge foundation systems. Our in-house Construction Engineers worked closely with JMT to redesign the deep foundations to use techniques conducive to Wagman. Wagman collaborated with private utility owners mitigating potential schedule impacts.

Wagman developed and implemented an MBE plan identifying and utilizing 23 individual DBE businesses to exceed the contract requirement.



Through the establishment of a formal partnering program with numerous project stakeholders, an "Award Winning" public outreach campaign was effectively implemented. We coordinated with the Owner and JMT to participate in the public outreach program. We attended meetings, provided input, communicated major traffic switches and responded to third party stakeholder issues. Being a conventional Bid-Build project, the Owner maintained the leadership role with regards to the Quality Control and Quality Assurance efforts. Similar to a Design-Build Project, daily meetings were held with the inspection leadership and Wagman's Project Manager and General Superintendent to identify any work items for the upcoming shifts. This assured that all work was properly verified, witness and hold points maintained, and specifications followed.

The complexity of the project regarding management of traffic was extremely challenging. The project corridor handled in excess of 325,000 vehicles per day, and combined with construction of four new flyover structures, numerous mainline short-term traffic patterns as well as multi-lane stage change traffic switches and ramp detours, successful MOT planning was a critical component to the project. Wagman led the Traffic Management Plan effort, coordinating with the MdTA, the GEC, three Wagman certified MOT Foremen and other stakeholders to implement and monitor the TMP.

This project was the largest contract constructed as part of the I-95 Express Toll Lanes (ETL) Program. The I-95 ETL provides seven miles of tolled lanes that traverses through the I-95/I-695 Interchange. The system uses a high-speed E-ZPass tolling system with variable toll rates depending on various traffic parameters. This program provided many safety upgrades with the removal of the double-braided interchange that included many left exits, which in turn reduced congestion and increased safety in the corridor. The ETL provides optional toll travel as well as the conventional I-95 travel lanes with no toll assessment. The tolled lanes provide greater reliability and expediency for travel times, while also reducing volume on the non-tolled portion.

**RELEVANT AND VERIFIABLE EVIDENCE OF GOOD PERFORMANCE.** This project won the following awards: 2011 National Achievement Award, Special Recognition for a Structure Project - National Partnership for Highway Quality (NPHQ) | 2011 Award of Excellence, Partnering Silver Award - Maryland Quality Initiative (MDQI) | 2011 Award of Excellence, Structure New/Structure Rehabilitation Over \$5 Million – MDQI | 2010 Silver Award for Public Communication – NPHQ | 2010 Excellence in Concrete Award - American Concrete Institute (ACI), Maryland Chapter

**SIMILAR ACTIVITIES**

- Urban Reconstruction to facilitate Express Toll Lanes (ETL)
- ITS/TTMS/Signage/Lighting
- Multiphase MOT Structures (Bridge, Retaining and Noise Walls)
- Pavement Markings

**KEYS TO SUCCESS**

- Maintenance of Traffic
- Coordination with other Mega Projects during construction

**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 |   |
| <b><u>Wagman Heavy Civil, Inc.</u></b><br><br>Name: Intercounty Connector (ICC MD 200) I-270/I-370 to MD 97 Contract A (D-B)  Location: Montgomery County, MD | Name: Parsons Transportation Group-Jacobs<br>A Joint Venture<br>Schnabel was Geotechnical Engineer | Name of Client / Owner: MDSHA<br>Phone: 410.838-7788<br>Project Manager: Melinda Peters* (currently RK&K's Senior Director)<br>Phone: 410.728.2900<br>Email: mpeters@rkk.com<br>*Formerly MDSHA Administrator | 08/2010                                | 12/2010 (Actual)<br>(due to change orders and Owner-granted time extensions) | \$464,000                        | \$464,000 (Final)                 | Wagman, a 22% equity partner in the Intercounty Constructors JV entity, was contractually responsible for delivery of this DB Project. Wagman's Fee: \$102,107. |

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



ICC Contract A was the first of five contracts planned to create the \$1.5 Billion 18.8 mile ICC that ultimately connected the I-270 corridor in Montgomery County, MD to the I-95/ U.S.1 corridor in Prince George's County, MD. **Wagman Heavy Civil, Inc.** was an equity member of a fully-integrated construction joint venture known as the Intercounty Constructors, and as such, was joint and severable with each partner and financially responsible for the project. The project was 7.3 miles long with 18 structures, 350,000 SF of noise walls, utility relocations, ROW acquisition, environmental permitting and monitoring, drainage, over 3 million CY of roadway excavation, and construction of four interchanges. On the western end of the project, 1.5 miles of existing I-370 were widened and reconstructed. I-370 was widened to the median to create an additional lane and eight existing structures were widened to the median (the bridge over CSXT was also widened to the outside). After the bridges were widened, latex concrete overlay was self-performed by Wagman. The interface of I-370 and the new ICC required us to widen to the median and to the outside and reconstruct four additional structures to accommodate new ramps for the new interchange to the WMATA station in Rockville, MD. Major traffic control and traffic switches were required on the western end to minimize impacts to the traveling public. This project required the furnishing and installation of a complex Intelligent Transportation System (ITS) and Electronic Toll Collection (ETC) system. Wagman also interacted with the railway (CSXT) on a daily basis to ensure proper coordination between construction activities and rail traffic.

As a JV Partner, Wagman was responsible for the design and construction of the entire project. Wagman utilized the ATC Process to redesign a three level interchange into a two level trumpet interchange reducing bid cost, but also reducing long-term maintenance costs for the owner. Through partnering, risk was shared, and Wagman assisted MDSHA with the required ROW acquisition. A Complete TMP was developed for the project that included all phases of construction and project completion. Context Sensitive Solutions were incorporated to ensure compliance with the MDSHA commitments. The design and coordination efforts demonstrated by the Wagman staff on the ICC-A project illustrates their competency in regards to performing cooperative team work and coordinating with Third Party entities on design-build projects. Wagman worked closely with MDSHA on a comprehensive, Third Party coordination effort to include organizing meetings, generating newsletters, providing website content, and addressing daily concerns. The DB Contractor developed and implemented an MBE program that identified and utilized 25 individual firms to achieve the Owner's overall project goal of 15% as well as the 20% goal for professional services. This project required significant outreach and coordination programs which successfully relocated and improved numerous public and private utilities with minimal service interruptions. A robust and proactive safety program was initiated at the onset of the contract to firmly communicate the intent to have the program run with a highly functional safety culture. The project management team constantly promoted and fostered the high level program. The project safety results were exceptional, garnering an industry safety award, and included a non-loss manhour streak that exceeded 1 million manhours.

The Design-Build Team was contractually obligated to secure the services of a third-party QC manager. However, the key strategy for a tremendously successful project in terms of Quality was the utilization of an experienced contractor employee who served as the liaison between the QC team, the construction team and the MDSHA QA team. This role, filled by a professional engineer, served to seamlessly fill any communication gaps and help each distinct entity further understand the needs of the other. This proactive effort reduced rework, expedited complete and accurate documentation, and facilitated the flow of construction by reducing the influence of the QC effort with regard to schedule by timely review and release of hold points as well as all preparatory meetings being performed in a manner to resolve concerns well before physical work commenced.

This ICC project tied into existing I-370 (ADT=100,300) and then onto I-270, along with the eastern portion of the project being primarily new alignment construction, the overall maintenance of traffic effort had a unique blend of challenges. With significant volume along I-270, all work in that area was exposed to high speed high volume traffic. It was imperative to provide well planned traffic operations to adequately inform the traveling public and to minimize impacts. Additionally, along the I-370 corridor much of the work included multi-stage operations in the area with direct access to the Shady Grove Metro Station and facility. Another key challenge was the need to traverse through various high profile neighborhoods and communities where pedestrian and child safety, noise impact, and dust control were all highly sensitive issues but were handled efficiently through an open and transparent communication effort. This included numerous temporary cross road "run-arounds" where traffic was relocated to facilitate construction of bridges that carried local roads over the final ICC alignment.

This project required the furnishing and installation of a complex Intelligent Transportation System (ITS) and Electronic Toll Collection (ETC) system. The scope of work included extensive ITS and signalization within the project limits and beyond the project limits to inform the motorists and maintain traffic flow, as well as ETC systems to accommodate the use of a high-speed E-ZPass tolling system with toll rate variation. Extensive Intelligent Transportation System (ITS) and Tolling and Traffic Management System (TTMS) work was performed on MD200 & I-370 as well as I-270 and two other entry points to the ICC. This work included furnishing and installing various roadside equipment such as Dynamic Message Sign (DMS) Panels and Structures, Dynamic Pricing Signage, Closed Circuit Television (CCTV) and Toll Rate Signs/Structures (TRS), Tolling Gantries and Lane Usage Signage. In addition to the supporting infrastructure, work also included the component tie-ins with the primary 96 strand fiber optic communications, numerous power drops and feeds, and software "burn-in" testing. During the integration period, Wagman coordinated interaction with each entity and the overall Corridor ITS Interface Contractor.

**RELEVANT AND VERIFIABLE EVIDENCE OF GOOD PERFORMANCE.** This project won the following awards: **2012 National Design-Build Award** – Design-Build Institute of America (DBIA) | **2012 Exemplary Ecosystem Initiatives Award** – Federal Highway Administration (FHWA) | **2012 America's Transportation Awards Top 10 Finalist** – American Association of State Highway Transportation Officials (AASHTO) | **2012 Globe Award for Environmental Excellence** – American Transportation Builders Association (ARTBA) | **2011 Northeast's Region Best Overall Transportation Project** – Engineering News Record (ENR) | 2011 President's Award for Highways – American Association of State Highway and Transportation Officials (AASHTO)

**SIMILAR ACTIVITIES**

- Design-Build Project
- Turn Key Construction QC
- Urban Construction for new Tolloed Roadway Network
- Reconfiguration and Reconstruction of an Interstate Interchange
- ITS/TTMS/Signage/Lighting
- Multiphase MOT
- Structures (Bridge, Retaining, and Noise Walls)
- Multiphase MOT
- Pavement Modification and Construction
- Pavement Markings

**KEYS TO SUCCESS**

- Coordination and relocation of all impacted public and private utilities
- Multi-phase MOT coordination with various stakeholders
- Work performed during off peak hours, minimizing impacts to the traveling public, adjacent residences, and businesses.



## NOVA Express Lanes Constructors



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 or Owner 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)    |  |
| <b>JMT</b>  |   |  |                                     |  |  |  |  |
| Name: I-95/I-695 Interchange Sect. 100 - Contract 1301 Express Toll Lanes (ETL) SINGLE CONTRACT*<br><br>Location: Baltimore County, MD  | Name: Wagman Heavy Civil, Inc. / McLean Contracting Company<br>A Joint Venture                | Name of Client / Owner: Maryland Transportation Authority (MDTA)<br>Phone: 410.931.0110 x251<br>Project Manager: Mr. David LaBella, PE<br>Phone: 443.271.8804<br>Email: dlabela@mdta.state.md.us | January 2007                        | April 2011 (actual)  | \$208,440                              | \$216,788 (Actual)<br>(Owner approved scope changes) | \$15,000<br>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. <b>Design work performed from Herndon and Richmond, VA and Sparks, MD offices</b> |   |  |                                     |  |  |  |  |



**JMT** served as Prime Designer for this complex, multilevel, fast-tracked interchange design project performing design work from their Herndon and Richmond, VA and Sparks, MD offices. **JMT** developed the planning and preliminary engineering for Section 100 of the I-95 Express Toll Lane project and final design on the I-95/I-695 Interchange, while **Wagman Heavy Civil** was the Lead Contractor in the construction joint venture team. This project involved reconstructing the I-95 and I-695 interchange to eliminate a braided interchange and upgrade the interchange to allow the construction of Express Toll Lanes through the interchange. Though not a DB project, this fast-tracked project required design services to be efficiently completed to meet the MDTA 10-month design schedule. The project involved widening and reconstructing 3 miles of I-95, 5 miles of I-695, and over 16 miles of ramps. More than 1,200 plan sheets were produced for advertisement during the 10-month design duration allowing the project to be completed on schedule.

**JMT's** design implemented the latest technologies in Traffic and ITS Management. Section 100 is the first project within Maryland to implement both general purpose and managed lanes in the same facility. **JMT** also led the design of the Intelligent Transportation System (ITS) / Electronic Toll Collection elements for the entire project from MD 43 to I-895 that included coordination of the fiber optic communication and wireless communication designs between adjacent projects. **JMT** also designed a fiber optic communications ring for the I-95 corridor. This ring was designed to provide redundancy for both the traffic and toll management systems through the installation of a fiber optic cable within the barrier wall along both directions of I-95. Design of the fiber optic ring was also coordinated with adjacent projects.

**JMT** designed an interim wireless communications system implemented during construction to maintain video surveillance throughout the construction period. The ITS elements included CCTV surveillance, DMS, RWIS, ATR, vehicle detection and classification systems, fiber optic and wireless communication designs and temporary connections to vital ITS infrastructure in the core of the interchange and the video surveillance system. During construction, provisions for mounting CCTV cameras onto temporary wood poles were also developed. CCTV cameras were ultimately connected to the fiber optic network. CCTV design included the preparation of camera

pole details.

**JMT** assisted MDTA with developing the Transportation Systems Management and Operations (TSM&O) strategies to be utilized by the project. **JMT** was responsible for preliminary project planning engineering including preparation of Purpose & Need Document, ARDS Document and FONSI, and provided expert testimony at public meetings.

All ITS design elements were compatible and integrated with CHART and MDTA systems. The project involved successful coordination with multiple stakeholders including utility companies, SHA, MDTA and the designers of adjacent and concurrent projects. Constructability was also evaluated as part of the design process. **JMT** also was a construction liaison for the installation and integration of the temporary and permanent systems.

The project also included an extensive public involvement and coordination. **JMT** used focus group meetings with agencies, utility companies, and communities to establish a partnering environment. The work also included: noise/sound walls, lighting, traffic signals, landscaping, signing/stripping, and environmental permitting and compliance monitoring.

Maintenance of traffic was a large component of the project incorporating all traffic from both I-95 and I-695. The lighting and surveillance systems were maintained through the project limits throughout the construction period in order to enhance safety for both motorists and site workers. A detailed traffic control and monitoring plan was implemented to evaluate the impacts of the work areas to allow for adjustments to balance out the conflicting priorities of mobility, worker safety, and productivity of the construction.

**RELEVANT AND VERIFIABLE EVIDENCE OF GOOD PERFORMANCE**

**2011** | National Achievement Award, Special Recognition for A Structure Project | National Partnership for Highway Quality | I-95/I-695 Interchange

**2011** | Award of Excellence, Partnering Silver | Maryland Quality Initiative | I-95/I-695 Interchange

**2011** | Award of Excellence, Partnering Bronze | Maryland Quality Initiative | I-95/I-695 Interchange

**2015** | Design Firm of the Year, Midatlantic Region | Engineering-News Record (ENR) | Johnson, Mirmiran & Thompson

**SIMILAR ACTIVITIES**

- Urban Roadway/Interstate Widening
- Roadway/Bridges/Bridge Widening
- ITS Design and Implementation
- Stakeholder Outreach
- Landscaping
- Traffic Engineering Analysis and Design
- Sound Walls
- Roadway Lighting

**KEYS TO SUCCESS**

- Coordination with adjacent projects and toll provider during design.
- Maintenance of Traffic
- Develop master ITS and signing plan for use in phased construction.

**RELATIVE TEAM MEMBERS**

- Lead Contractor | Wagman
- Randy Boice, PE, ITS, Lighting, Traffic Design | **JMT**
- Rodney Hayzlett, PE, Roadway Design | **JMT**

**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)<br>Construction Contract Value (Original) |
|---|---|---|-------------------------------------|--|--|--|--|
|   |   |   |                                     |  | Construction Contract Value (Original) | Construction Contract Value (Actual or Estimated)  |  |
| <b>JMT</b>  |   |   |                                     |  |  |  |  |
| Name: Fairfax County Parkway (FCP - Route 286) Extension<br>SINGLE CONTRACT*<br>Location: Springfield, VA  | Name: Cherry Hill Construction, Inc.  | Name of Client / Owner: Virginia Department of Transportation (Administered by FHWA/EFLHD)<br>Phone: 703.259.2381<br>Project Manager: Tim Brown (FHWA-EFLHD)<br>Phone: 703.440.9086<br>Email: timothy.brown@dot.gov | 4/2008                              | July 2011 (Actual)   | \$73,756 (Original)                    | \$112,416 (Actual)<br>Received significant owner generated contract mod, increasing scope by 25% | \$11,538<br>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. **Design work performed from Herndon and Richmond, VA and Sparks, MD offices**



The Fairfax County Parkway (FCP) completed a vital 3-mile missing link to I-95 in northern Virginia. This D-B project was highly publicized as critical to the success of the region's BRAC initiative, as it 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 this D-B project. The design included new interchanges at access to the West North Loop Road of the National Geospatial Intelligence Agency facility interior roadway network. Extensive design collaboration and coordination with the U.S. Army for this access point was required and included coordination for security lighting, overheight vehicle detection, geometric, and utility connections. The FCP work included surveys, SUE, grading, drainage, SWM, pavement design, shared use paths, seven new bridges, upstream/downstream extensions of an 8' x 8' reinforced concrete box culvert, multiple sound walls, cast in place and MSE retaining walls, lighting, traffic signals, landscaping, signing/stripping, geotechnical engineering/exploration/stability analyses, utility relocations and coordination, ROW plats and extensive environmental services, including permitting and compliance monitoring.

The main project challenges were the fast-track schedule, the presence of contaminated soil/groundwater, and possible unexploded ordnance in the Fort Belvoir EPG which the alignment traversed. The environmental issues required special coordination with Fort Belvoir environmental staff as well as environmental permitting with the USACE for bridge construction over Accotink Creek. All environmental impacts were successfully addressed. **JMT** addressed traffic safety concerns in and around long-term work zone closures and temporary lane closures through the development of an extensive TMP. **JMT** also 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.

A driving factor contributing to the success of this project was the establishment of a formal partnering agreement between the project stakeholders. It was evident from the NTP that the project would be schedule driven but also had to address the goals of the numerous and diverse stakeholders. To address this major project concern, the DBT instituted project partnering. Partnering began with formal partnering sessions and continued throughout the design/construction. Bi-weekly partnering or task force meetings were held with all major stakeholders. The DBT hosted and attended numerous public outreach events ("Citizen Information" and "Pardon-Our-Dust" meetings) and accommodated public involvement during the course of the project. 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 MW. Members of the Team received a "Star Partner" award for their exceptional dedication, teamwork, and professionalism in support of the project's goals.

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; 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.

**JMT** developed detailed MOT plans for the project, with particular focus on the construction of the "Fullerton Flip". With the aggressive schedule, the strong desire to conserve expenditures, and the dedication to worker and traveler safety, **JMT** and the DB partners developed a detailed detour plan that closed Fullerton Road completely to allow for the construction of the parkway bridge over Fullerton Road completely outside of traffic. This allowed a clear and safe work area and a safe detour with the appropriate mitigation measures to ensure the maintenance of acceptable levels of service for motorists as well as provisions for bicycles and pedestrians. The detour operations were modelled using SYNCHRO to determine the appropriate countermeasures required to facilitate the movement of traffic. The implementation and maintenance of the detour was coordinated with VDOT Northern Region Operations and other stakeholders. The implementation of this MOT scheme was the main reason the project was a complete success.

**RELEVANT AND VERIFIABLE EVIDENCE OF GOOD PERFORMANCE**

- 2012 | Transportation Engineering Award, VDOT Projects Greater Than \$10 Million | Virginia Transportation Construction Alliance | Fairfax County Parkway D-B, Phases I & II
- 2013 | Transportation Award | Design-Build Institute of America Mid-Atlantic Region | Fairfax County Parkway D-B, Phases I & II
- 2013 | Merit Award | Design-Build Institute of America | Fairfax County Parkway D-B, Phases I & II

Safety is **JMT's** #1 core value and it is the policy of **JMT** to strive for the highest safety standards on our projects. Safety of our employees, our clients, our contractors, our Sub consultants, and the general public is of paramount importance. All employees are trained on our corporate safety policy and employees at all levels work diligently to implement the company's policy of maintaining safety and occupational health.

**SIMILAR ACTIVITIES**

- Urban Roadway/Interstate Widening
- Roadway/Bridges/Bridge Widening
- Design-Build 
- ITS Design and Implementation
- Stakeholder Outreach (Fairfax County)
- Landscaping
- Traffic Engineering Analysis and Design
- Sound Walls
- Roadway Lighting

**KEYS TO SUCCESS**

- Complex maintenance of interstate and arterial traffic.
- Innovative design and construction.

**RELATIVE TEAM MEMBERS**

- Greg Andicos, PE, DBPM | Wagman
- Jerry Whitlock, PE, DB Coordinator
- Wagman
- Rodney Hayzlett, PE, Roadway Design | **JMT**
- Bob Reed, PE, Design Manager | **JMT**
- Randy Boice, PE, ITS, Lighting, and Traffic Design | **JMT**

**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

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|--|--|---|-------------------------------------|--|----------------------------------|---|--|
|  |  |   |                                     |  | Original Contract Value          | Final or Estimated Contract Value                     |  |
| <b>JMT</b><br>Name: Intercounty Connector (ICC MD 200) Contract C<br>SINGLE CONTRACT* <br>Location: Montgomery & Prince George's Counties, MD | Name: ICC Constructors, a joint venture between Shirley, Clark, Atkinson, Facchina Construction Company and Trumbull Corporation | Name of Client / Owner: Maryland Transportation Authority<br>P: 410-537-7813 Ext. 77800<br>PM: Mr. Robert Michael<br>P: 410-537-7813 Ext. 77800<br>E: rmichael@mdta.state.md.us | December 2007                       | November 2011  | \$513,988                        | \$528,000 (Actual)<br>(Owner approved scope changes)) | \$7,077<br>JMT Design Fee  |

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Maryland Route 200, one of the largest D-B contracts in Maryland, approximately 4 miles of new roadway to accommodate three highway lanes in each direction from west of U.S. 29 to east of I-95. Three new interchanges were designed; including ones at US 29, Briggs Chaney Road, and I-95. The work also included the reconstruction and widening of 1.3 miles of U.S. 29 from south of Briggs Chaney Road to south of Fairland Road and the reconstruction of 1.9 miles of C-D roads along I-95 from south of MD 198 to north of MD 212. **JMT** performed design work from Herndon and Richmond, VA and Sparks, MD offices. They coordinated with Parsons who worked on the design of an adjacent segment.

JMT's ITS/ETC Engineering Manager, Randy Boice, PE, led the design and QA/QC efforts of the electronic toll collection (ETC) system and the traffic management system for the project. The installed systems included CCTV surveillance; Dynamic Message Signs (DMS), toll rate information signs (static panels with DMS inserts), detection, ETC toll gantries, and the communication systems required to connect the field equipment to the central operations center. Work included coordination between the design team, MDSHA, MDTA and the ITS/ETC integrator to ensure compatibility and consistency with the overall ICC traffic and toll management system.

The design of over 50 structures, including bridges, culverts, retaining walls and sound walls was led by the JMT-provided Lead Structures Engineer. This work included the design of toll gantries, sign structures and high mast light poles, coordination of four design consultants as well as the liaison between the

design team and MSHA, Maryland Transportation Authority (MDTA), and the contractor. JMT's design work included 6 bridges, 3 sound walls, and 14 retaining walls. The bridges included both steel girder and concrete beam superstructures ranging from a 75 foot simple span to a 5-span, 1,218 foot curved girder structure. Multiple plan packages were provided to facilitate early construction activities such as pier footings and ordering of long lead items such as structural steel. The bridges, retaining walls, and sound walls included many different aesthetic features unique to the project.

JMT provided H/H studies, analysis and design; open and closed storm drain design; SWM and ESC analysis, computation and design; H/H, SWM and ESC plans, reports and permits; and consultation during construction for the MD 200 mainline between the US 29 and I-95 interchanges as well as the Briggs Chaney Road Interchange and the Old Gunpowder Road crossing. The SWM and ESC plans were developed to allow multiple phases to reduce areas of earth disturbance while allowing the contractor to meet his schedule of activities throughout the project limits. The ESC plans were coordinated with the MOT plans and utility relocations to facilitate construction activities. JMT provided detailed H/H design and scour analysis for Little Paint Branch, an environmentally sensitive stream. JMT performed H/H design for a temporary bridge crossing to be used as part of a haul road during construction. JMT coordinated the designs with the MSHA, the ICC Project Team and the Maryland Department of the Environment (MDE) and performed much of the design at the "Hub Office" facilitating the "over the shoulder" review process. JMT obtained MDE permits and approvals (and related modifications) from the MDE for the stream crossings, ESC, and SWM.

JMT provided the lighting design for the entire project. Both the U.S. 29 and Briggs Chaney Road Interchanges were designed for low level lighting using standard and decorative poles and fixtures. Along I-95, high mast lighting was consistent with other areas of I-95. The high mast lighting design included the MD 200/I-95 Interchange as well as the interchanges at I-95/MD 212 and I-95/MD 198. The work also included design of the power supply system for all lighting, toll gantries and sign lighting on the contract. This required constant coordination with two utility companies for the many power drops located throughout the project limits. MD 200 was opened to traffic on November 22, 2011 and operates as the State's first all high-speed toll road.

Maintenance of traffic was a large component of the project with US 29, Briggs Cheney Road, and I-95 being included in the work. The lighting was maintained through the project limits throughout the construction period in order to enhance safety for both motorists and site workers. A detailed traffic control and monitoring plan was implemented to evaluate the impacts of the work areas to allow for adjustments to balance out the conflicting priorities of mobility, worker safety, and productivity of the construction. JMT staff led significant elements of this D-B transportation megaproject. JMT, as part of the Design Team, used innovative design solutions to completely redesign the I-95/MD 200 interchange along with ground improvements to eliminate bridges and significantly reduce the overall contract price.

**RELEVANT AND VERIFIABLE EVIDENCE OF GOOD PERFORMANCE** Award-winning project recognized by AGC of DC Washington – Contractor Award – Transportation | DBIA National- Best Transportation Project, Transportation Award of Merit | ENR Mid-Atlantic- Best Projects of 2012, Transportation Award of Merit | **2014** | Project of The Year Award | Engineering Society of Baltimore & Associate Society Council | **2013** | Outstanding Civil Engineering Achievement | Over \$20 Million American Society of Civil Engineers | Maryland | **2014** | Washington Contractors Award by Associated General Contractors | **2014** | Design Project of the Year Honor Awards by the Maryland Engineers Clubs | **2015** | Public Works Project of the Year Honorable Mention - Transportation, over \$75m by American Public Works Association (APWA), Mid-Atlantic Chapter

**SIMILAR ACTIVITIES**

- Urban Roadway/Interstate Widening
- Roadway/Bridges/Bridge Widening
- Design-Build 
- ITS Design and Implementation
- Stakeholder Outreach
- Landscaping
- Traffic Engineering Analysis and Design
- Sound Walls
- Roadway Lighting

**KEYS TO SUCCESS**

- Coordination with adjacent projects and toll provider during design.
- Complex maintenance of I-95, US-29 and local arterial traffic

**RELATIVE TEAM MEMBERS**

- Randy Boice, PE, ITS, Lighting, Traffic Design | JMT
- Bob Reed, PE, DM | JMT