



September 2, 2021

## Request for Qualifications

# Route 29 Widening Phase II

Fairfax County, Virginia

From: 0.208 miles west of Union Mill Road  
To: 0.460 miles east of Buckley's Gate Drive

State Project No.: 0029-029-350, P101, R201, C501, D612

Federal Project No.: NHPP-5A01(917)

Contract ID Number: C00110329DB113

### Submitted to:

Virginia Department of Transportation



A Design Build Team

# Section 3.2

Letter of Submittal



General Construction | Heavy Civil | Geotechnical

Wagman Heavy Civil, Inc.  
3290 North Susquehanna Trail  
York, PA 17406

September 2, 2021

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

RE: **Statement of Qualifications (SOQ)**  
Route 29 Widening Phase II  
From: 0.208 miles west of Union Mill Road  
To: 0.460 miles east of Buckley's Gate Drive  
Fairfax County, Virginia  
Contract ID Number: C00110329DB113

Dear Ms. Mudgade:

**Wagman Heavy Civil, Inc. (Wagman)** is pleased to submit our Proposal for Route 29 Widening Phase II in Fairfax County, Virginia. In accordance with the Letter of Submittal requirements for Section 3.2 we offer the following additional information for review:

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

**Anthony Bednarik, DBIA, DB Project Manager**  
3290 N. Susquehanna Trail, York, PA 17406-9754  
P. 717.764.8521 | F. 717.767.5457  
Email: awbednarik@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.** Wagman Heavy Civil, Inc. is a corporation and will take financial responsibility for this project; we have no liability limitations. A single 100% performance bond and 100% payment bond shall be provided for the total Design-Build contract value.

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

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

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

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

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

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

**3.2.11 Achieving a Nine Percent (9%) DBE Participation Goal.** Wagman is committed to achieving a nine percent (9%) DBE participation goal for the entire value of the contract.

Wagman has a long and successful history serving Virginians on numerous projects. As a single, integrated Design-Build Team, we will design and construct Route 29 Widening Phase II to ensure the greatest opportunity for success, including the potential for an expedited delivery. We will build upon our existing transparent working relationship with VDOT and third-party stakeholders further promoting trust, confidence, and collaboration. Thank you for the opportunity to submit our Statement of Qualifications.

Respectfully,  
Wagman Heavy Civil, Inc.

Anthony W. Bednarik, DBIA  
Design-Build Project Manager

# Section 3.3

## Offeror's Team Structure

Wagman will provide the Virginia Department of Transportation (VDOT) with an experienced and integrated Design-Build Team (DBT) for the **Route 29 Widening Phase II** project. Wagman has carefully selected individuals with relevant expertise from a number of regionally acclaimed firms to provide the most robust team for this Project. These individuals will ultimately report to executive management of Wagman throughout construction.

The timing of this procurement provides a **unique opportunity** for the **current Design -Build Team (DBT)** of Wagman Heavy Civil, Inc. (Wagman) and JMT to build upon our existing partnerships with VDOT and other stakeholders to safely deliver the Route 29 Widening Phase II project in an expedited manner.



**Offeror / Legal Entity / Prime / General Contractor** | Wagman, founded in 1902, continues today as a fourth generation, private family-owned heavy civil contractor specializing in transportation infrastructure and has grown to become a nationally recognized leader within the industry. Wagman is an experienced DB Contractor who has partnered to complete the design and construction of over \$1 Billion of transportation projects in the Mid-Atlantic Region. Wagman's ability to self-perform roadway, bridge, drainage, geotechnical, foundations, latex overlay, grooving and grinding is unique in this industry. With innovative engineering experience, a staff of 11 registered PE's and a large fleet of heavy equipment, we are well-positioned to manage this project within schedule and budget while incorporating best practices related to safety, quality and the environment.

Wagman is nationally recognized for our innovative programs to promote worker safety and health as core values of the transportation design and construction industry. In addition to numerous other awards, The Virginia Transportation Construction Alliance (VTCA) awarded Wagman Heavy Civil, Inc. the **2020 Contractor Safety Award** as recognition for our outstanding safety programs and performance.



**Lead Designer / Project Management / Highway / Traffic Engineering / Lighting/TMP/ITS / Environmental / Landscaping/Geotechnical / H&HA / Utilities / Surveying / SUE / Noise Analysis/Right-of-Way (VDOT Prequalified ROW Consultant)** | JMT is a multi-disciplined, A/E employee-owned company that

offers a full array of consulting and technology services for infrastructure projects (including DB) throughout the USA. JMT is currently ranked No. 14 in *Engineering News-Record's (ENR) Top 50 Transportation Firms*. JMT has completed thousands of highway and bridge projects ranging in complexity from local intersection improvements to multiphase interstate projects. They have a documented reputation for the development of innovative solutions for DB projects, delivery of projects on-time and within budget for a variety of project delivery methods including DB and Public-Private-Partnerships (P3). JMT has been the Lead Designer or Quality Assurance Manager on several DB/P3 projects in Virginia with total design and construction dollars exceeding \$1 Billion.

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

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

Benefits that our existing DBT provides to VDOT include but are not limited to:

- ⇒ existing relationships and active communication protocols with major project shareholders
- ⇒ understanding the access and permitting requirements for working in sensitive areas
- ⇒ real time electronic document control for QA/QC
- ⇒ multi-sequenced ESC/SWM
- ⇒ strategic phased construction experience on DB projects to minimize traffic shifts, reduce construction duration, improve safety, and deliver the project efficiently
- ⇒ extensive knowledge of existing utilities in the corridor and established relationships with the utility owners

Construction Subcontractor and Subconsultants	
Quinn Consulting Services Incorporated	QA Management and Inspection <i>DBE #626289</i>
CES Consulting, LLC	QC Management, Inspection and Utility Coordination <i>DBE #690040</i>
Design Subconsultants	
Harris Miller Miller & Hanson Inc.	Noise Analysis <i>SWaM/DBE#665488</i>
J2 Engineers, Inc.	Survey and Landscaping <i>SWaM #663546</i>
Hassan Water Resources, LLC	Hydraulic/Hydrologic Analysis <i>SWaM # 662801/MBE # DB2010-0337-2015</i>
American Geotechnical & Environmental Services, Inc.	Geotechnical Engineering <i>SWaM # 804300/DBE # 2367422</i>
Peggy Malone & Associates	Traffic Counts <i>SWaM # 626743</i>
Sharp & Company	Public Involvement/ Relations and Stakeholder Coordination <i>SWaM # 669711</i>

### 3.3.1 IDENTITY OF AND INFORMATION ABOUT THE KEY PERSONNEL

The DBT is led by qualified and capable professionals with local-area knowledge and strong DB experience. The DBT's identified personnel have relevant experience on transportation projects (including DB) in roles similar to those proposed on this project team. The DBT structure employs best management practices; emphasizes intra-team communications (active partnering via PlanGrid), empowers team members to solve issues at the most appropriate organizational level, and establishes procedural rigor required for full CQIP compliance. This approach has been successfully demonstrated on previous **VDOT DB projects, including I-95 Southbound CD Lanes Rappahannock River Crossing, I-95 Northbound Rappahannock River Crossing, Route 7 Widening and Bridge Rehabilitation over DTR and DIAAH, Odd Fellows Road Interchange, and Route 61 Bridge Replacement.** Our proposed key staff members consist of a **Design-Build Project Manager, Quality Assurance Manager, Design Manager, and Construction Manager, with a combined total of over 128 years of design and construction knowledge, which includes significant experience with VDOT and innovative project delivery methods.**

All key personnel identified in the organization chart will remain on the team throughout the duration of procurement and construction for the Route 29 Widening Phase II project. Resumes showcasing their individual experience are included in Attachments 3.3.1 of the Appendix. These staff members have the requisite experience to fulfill their individual responsibilities as outlined in Section 3.3 of the RFQ and are employed full-time by their respective firms.

### 3.3.2 ORGANIZATIONAL CHART/NARRATIVE (org chart is located on page 6 of 15)

**Reporting Relationships of Key Personnel** - The DBT organizational structure proposed for this project utilizes a successful, fully integrated team implemented and refined by Wagman and JMT on previous award-winning DB projects. Our core team is optimized to present clear, logical, and functioning reporting relationships to manage the design and construction of the Route 29 Widening Phase II project. The project organization is structured to facilitate timely and effective communication among all personnel, regardless of position. Details of the roles of Key Personnel and reporting relationships are listed below:

**Design-Build Project Manager (DBPM)** – Anthony Bednarik, DBIA, of Wagman, will serve as the DBPM and will oversee all aspects of the project, including design, construction, construction quality management, and contract administration. Anthony has 34 years of construction experience and has recently served as Wagman's DBPM on MD 404, which was a \$105 million project that had to be designed and constructed in 18 months. Other recent DB projects include Route 7 & Battlefield Parkway Interchange (\$60M) in Leesburg, VA, and MD 32 Dualization (\$85M) Dayton MD.

**Independent Quality Assurance Manager (QAM) – Mr. John Vicinski, PE, CCM** is the independent QAM and will report directly to the DBPM and will ensure that all work and materials, testing, and sampling are performed in conformance with the contract requirements and the “approved for construction” plans and specifications. Mr. Vicinski’s direct reports include quality assurance inspectors, the off-site materials sampling and testing laboratory, and other QA staff. The QAM organization will, through the DBPM, establish communication paths to the construction quality control and construction organization to ensure that the QAM is apprised of activities and to ensure that corrective activities and remediations are implemented as quickly as possible. John is familiar with the challenges associated with the successful delivery of this project as he is currently the QAM on the Route 7 & Battlefield Parkway Interchange project and the (anticipated assignment until November 2021).

**Design Manager (DM) – Mr. Rodney Hayzlett, PE** is the DM for the project and the organizational chart clearly defines that all design disciplines for the project will report to him. Mr. Hayzlett is currently serving in the same role on the I-95 Northbound Rappahannock River Crossing project. The approach to staffing these disciplines hinges on the concept of matching the requirements of this project to the experience and depth of knowledge of staff best suited to fulfill these specific requirements. During the design phase of the project, the DM will interface directly with each of the discipline leaders, whether that individual is a JMT staff member or a subconsultant contracted with JMT. Mr. Hayzlett will also establish and oversee the QA/QC program for design.

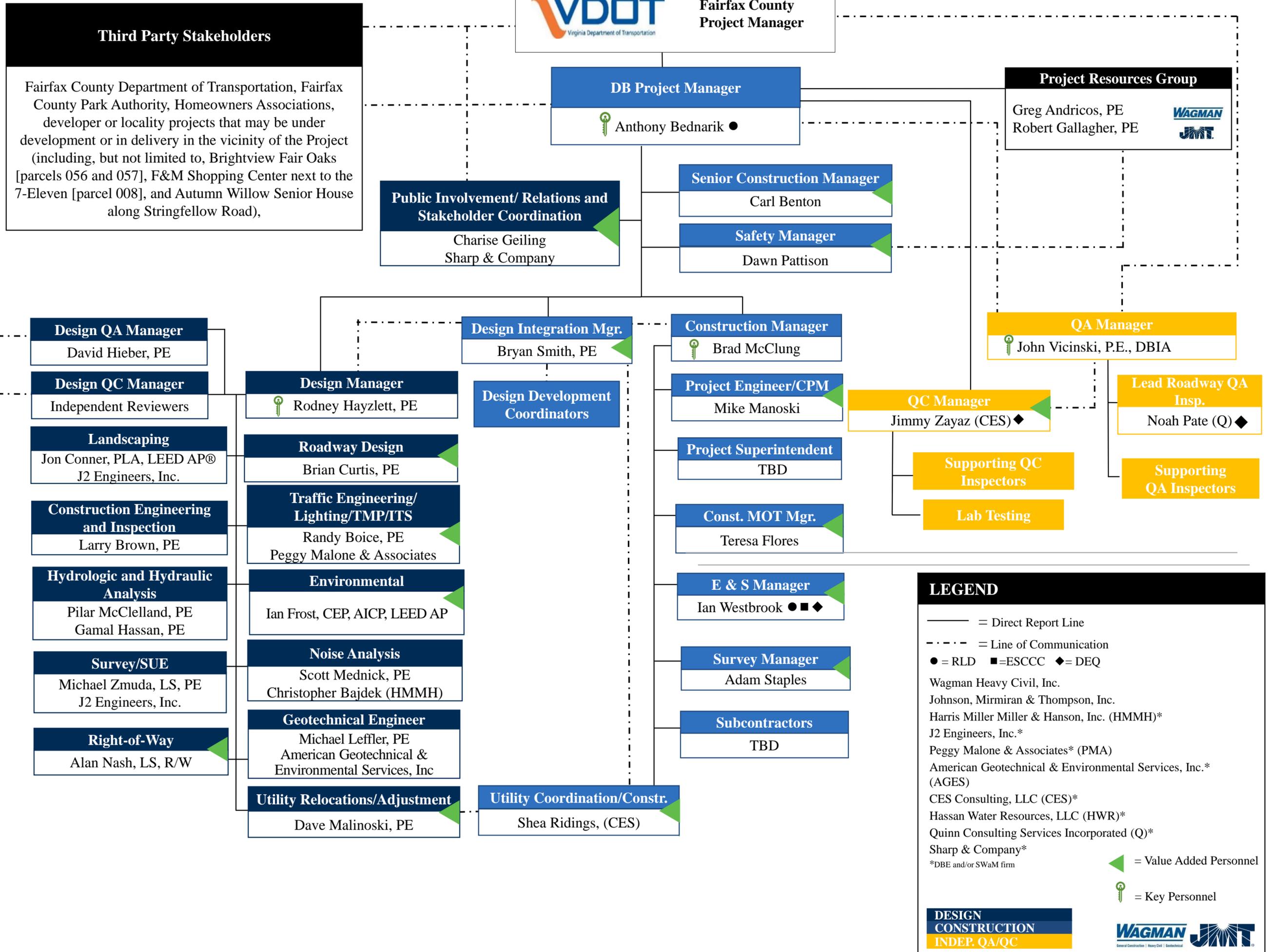
**Construction Manager (CM) – Mr. Brad McClung** is the CM for the project and will be onsite during construction operations to oversee all major construction activities and will manage the Construction QC program, Utility Coordination process, Project Superintendents, Construction MOT Manager, Field Superintendents, Project Engineer responsible for tracking quantities, and assisting with schedule updates/payment applications, Survey Manager, Subcontractors, and Construction Quality Control Manager (QCM). Mr. McClung’s responsibilities will include CPM schedule development and updating, resource planning and allocation, budgetary and cost control, subcontractor scheduling, MOT, ESC, and shop drawing review. The CM will have communication with the DM during design development, and the EIC and QAM throughout the project. Utility relocators and major subcontractors will report to the CM. The CM will report directly to the DBPM. Mr. McClung also holds RLD and ESCCC certifications. Brad is assigned as the roadway CM on the I-95 Rappahannock River Crossing (NB & SB) projects so will be available for the Route 29 Widening Project Phase II project.

### VALUE ADDED PERSONNEL

To supplement the experience of our key personnel in mitigating risk and to provide the specialist experience required for the Route 29 Widening Phase II project, our Team is *exceeding the Statement of Qualifications (SOQ) requirements* by committing the *Value Added* personnel below to the Project. These individuals will play an important role in our ability to complete the work ahead of schedule, within budget, and in a safe, quality manner with minimal resource requirements from VDOT. These personnel will remain on our DBT for the duration of the DB contract. Their responsibilities and reporting relationships are described in the table below.

Value Added Personnel	Experience
<b>Brian Curtis, PE</b> <b>Lead Roadway Engineer</b> 22 years experience Reports directly to the DM	Brian Curtis, PE has several MOT-related certifications including the Advanced Work zone Certification and the Guardrail Inspection Training (GRIT) certification. He developed the MOT plans for multiple VDOT DB projects including Odd Fellows Road, I-95 SB Rappahannock River Crossing, and the I-95 NB Rappahannock River Crossing DB projects.
<b>Ian Frost, CEP, LEED AP</b> <b>Lead Environmental Manager</b> 30 years experience Reports directly to the DM	Mr. Frost’s coordination efforts with regulatory agencies has delivered the required environmental permits and managed TOY restrictions on the SB I-95 CD Lanes - Rappahannock River Crossing DB project allowing the DB Team to get ahead of schedule. Mr. Frost was formerly a VDOT Environmental Permit Manager and DEQ Program Manager.
<b>Alan Nash, LS, R/W</b> 10 years experience	Mr. Nash has experience with VDOT D-B and D-B-B R/W acquisition and relocation work. He is also a former VDOT employee and licensed surveyor.

<b>Dave Malinoski, PE</b> <b>Lead Utility Design</b> 41 years experience	Mr. Malinoski has over 30 years of utility design and relocation coordination experience on VDOT and Locality projects across the Commonwealth. He has been instrumental in developing design avoidance strategies that have eliminated many timely and costly potential utility relocations.
<b>Randy Boice, PE</b> <b>Lead Traffic Engineer</b> 29 years experience	He has served as the lead traffic engineer on the multiple DB projects including Odd Fellows Road, I-95 SB Rappahannock River Crossing, I-95 NB Rappahannock River Crossing, and Northstar Boulevard. His project experience also includes many Widening projects for VDOT and Localities in heavy urbanized areas.
<b>Charise Geiling</b> <b>Public Relations Lead</b> 20 years experience	Charise Geiling with Sharp and Company has extensive experience in successful strategic communication efforts for MOT phasing, closures, and widenings in urban environments including serving as the public relations lead on the I-495 Next project.
<b>Ian Westbrook</b> <b>E&amp;S Manager</b> 10 years experience	Ian has over 10 years of experience and will bring his lessons learned from I-95 Rappahannock to the Route 29 Widening Project.
<b>Bryan Smith, PE</b> <b>Design Integration Manager</b> 14 years experience	A Professional Engineer who has worked on multiple D-B projects in the Northern Virginia Region and the mid-Atlantic including a similar role on MD 404 & MD 32. Bryan will co-locate with the design team.
<b>Carl Benton</b> <b>Senior Construction Manager</b> 36 years experience Reports directly to the DBPM	Carl will ensure the Route 29 project is kicked off correctly and initial E&S controls are in compliance with regulations and permits. He is currently our Senior Construction Manager for Wagman Heavy Civil, Inc. and he will ensure Wagman maintains schedule and environmental compliance on the project.
<b>Dawn Pattison</b> <b>Safety Manager</b> 12 years experience	Dawn is currently the project safety manager on the Route 7 & Battlefield DB Interchange project. Dawn carries multiple certifications such as VDOT's Erosion & Sediment Control certification and Work Zone Traffic Control certification.
<b>Adam Staples</b> <b>Survey Manager</b> 10 years experience	Adam understands construction surveying and will assist with the construction of the three dimensional earthmoving model.
<b>Shea Ridings</b> <b>Utility Coordination</b> 20 years experience Reports directly to the CM	Shea is currently serving as the Strategic Utility Manager for CES Consulting. He provides logistical and technical support for the utility relocation projects and utility conflict mitigation strategies to the ongoing construction projects that CES Utility Management Team supports. Having over 20 years of utility coordination experience on VDOT projects, Mr. Ridings is well known throughout the utility industry and has established critical relationships that have served beneficial to the On Time, Under Budget project completions.
<b>Jimmy Zayas</b> <b>QC Manager</b> 25 years experience	Jimmy has 25 years of Construction, Engineering & Inspections experience in NOVA. He is currently working on the Balls Ford Interchange DB project for PWC and will be available when construction starts
<b>Teresa Flores</b> <b>MOT Manager</b> 7 Years	Teresa has VDOT traffic certifications and is coming off of a DB project so she understands the DB process when it comes to MOT
<b>Mike Manoski</b> <b>Project Engineer/CPM</b> 28 years of experience	Mike has over 20 years of construction experience and is coming off of the very successful Route 7 & Battlefield Interchange DB Project



# Section 3.4

## Experience of Offeror's Team

See Appendix for Lead Contractor and Lead Designer Work History Forms

# Section 3.5

## Project Risks

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

The Risk Workshop identified over 25 individual risks. These risks were evaluated by degree of impact (1 to 3) and probability of occurrence (1 to 3). A risk factor was calculated for each risk; (risk factor = degree of impact multiplied by probability of occurrence) and ranged from 1 to 9. Of the over 25 individual risks, 12 received a risk factor of 6 or higher. These are shown with score in the table to the right:

Identified Risk	Risk Factor
Construction Phasing	9
Utility Protection & Relocation	9
ROW Acquisition Schedule	9
SWM / Adequate Drainage Outfall	8
Access to private Property During phasing	8
Construction timing (nights) with noise ordinances. Coordination with local municipality	8
Delivery/procurement/ fabrication times	8
Timely/accurate submission of submittals	8
Traffic management (including pedestrians) got local events (churches, schools, etc.)	8
Public stakeholders/communication/engagement	8
Stormwater Management / Drainage	6
High Groundwater	6
Environmental Compliance	6
Maintenance of Stream Flow with construction phasing	6
Permitting	6
Availability of labor and materials with other ongoing VDOT advertisements > \$3 B	6
ROW- Private Utility Agreements	6

From our risk evaluation process, the following three risks were determined to be the most critical to the success of the Route 29 Widening Phase II project from the viewpoint of the Wagman Team as they all scored a 9 and will be discussed in detail:

- 1) Construction Phasing
- 2) Utility Protection & Relocation
- 3) ROW Acquisition Schedule

Our DB Team is prepared to implement best management practices to mitigate all of the risks identified in our Risk workshop, not just the top 3 discussed in this SOQ. If selected to the short list, we will continue to identify, mitigate and manage risks to the project.

The Wagman Team will develop a risk management plan for the project that will include a risk register which includes all the risks identified during our workshop. This plan will include strategies to respond to each of those risks, and the party or individual best responsible for managing the risk.



This will allow the Wagman Team to create mitigation plans, build contingencies into the project or adjust the project schedule to manage the risk.

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

## Risk No. 1 | Construction Phasing

**Risk Identification:** A critical risk for this project is developing a sequence of construction that allows the Wagman Team to meet maintenance of traffic and access requirements, provide adequate space and schedule for utility relocations, and allow adequate time for right of way acquisition negotiations; all while meeting the project schedule and providing the Commonwealth with the lowest cost project possible.

**Why the risk is critical:** This section of Route 29 is a primary route in Fairfax County with an ADT of 33,000 consisting of both local and commuter traffic. Residents and businesses have closely spaced entrances along the entire 2.14 miles of planned improvements. In addition to accommodating high volumes of traffic on this primary route, the temporary traffic control plan must maintain all through lanes and turning lanes in both directions and maintain access to side streets and driveways. The challenge is developing a construction phasing for the project that maintains existing traffic patterns to the extent possible while constructing as much of the project off-line and out of traffic while attempting to remove the bifurcation between NB and SB Route 29 and fully reconstruct the full depth asphalt sections for all existing pavement. In addition, the project construction will have to start prior to all utility relocations being completed.

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

**Risk Impact on the Project:** Inadequately planned and executed construction phasing can cause many negative impacts including unnecessary degradation of traffic operations and traffic safety, an increase in construction duration, inconvenience and loss of revenue to adjacent businesses, erosion of public support for the project, and loss of confidence in VDOT to deliver projects. Projects costs and schedule can be impacted if the construction sequences are not efficient and constructible resulting in redesign, additional traffic shifts, or “piecemeal” construction.

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

### Risk Mitigation Strategy:

The Wagman Team’s risk mitigation strategy includes implementing proven successful strategies such as developing a comprehensive well thought out construction sequencing plan; implementing a proactive public communication plan; and involving experienced value added personnel in strategizing and mitigating the construction phasing as a risk during design and construction.

## Value Added Personnel

The Wagman Team has the following value added personnel that will assist the Wagman DB Team’s key personnel in implementing successful strategies to safely maintain traffic through work areas and keep safety and mobility the top priorities.

**Design Build Integrator** – Bryan Smith, PE of Wagman, has 16 years of construction including D/B Experience on multiple VDOT transportation projects involving interchanges, new roadways, bridge replacements, utility relocations, ROW acquisitions, noise walls, MOT, ITS, , extremely compressed schedules and coordinating with multiple third party project stakeholders. Mr. Smith 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 construction activities. Mr. Smith has performed in this role on several regional DB projects including the widening of MD 32 & MD 404.

**Lead Maintenance-of-Traffic Engineer** – Brian Curtis, PE has several MOT-related certifications including the Advanced Work zone Certification and the Guardrail Inspection Training (GRIT) certification. He developed

the MOT plans for multiple VDOT DB projects including Odd Fellows Road, I-95 SB Rappahannock River Crossing, and the I-95 NB Rappahannock River Crossing DB projects.

**Lead Traffic Engineer** – Randy Boice, PE, serves as JMT’s traffic engineering practice lead for DB projects in this region. His responsibilities include traffic modeling and simulations for MOT stages and detours. He has served as the lead traffic engineer on the multiple DB projects including Odd Fellows Road, I-95 SB Rappahannock River Crossing, I-95 NB Rappahannock River Crossing, and Northstar Boulevard. His project experience also includes many Widening projects for VDOT and Localities in heavy urbanized areas.

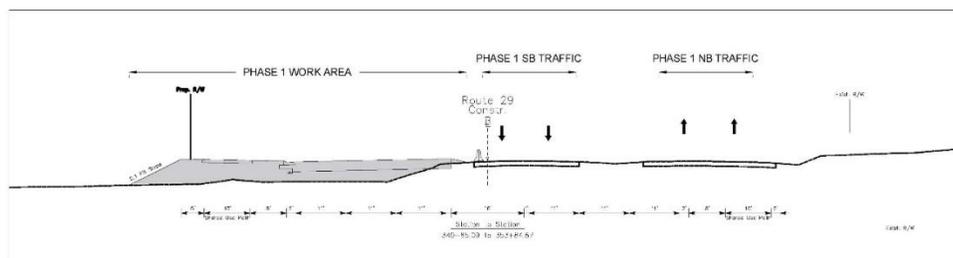
**Public Relations Lead** – Charise Geiling with Sharp and Company has extensive experience in successful strategic communication efforts for MOT phasing, closures, and widenings in urban environments including serving as the public relations lead on the I-495 Next project.

### Construction Sequence Plan

The Wagman Team will mitigate overall construction impacts by developing a construction sequence that reduces the number of construction phases which will reduce the construction duration improving safety. The Wagman Team proposes to construct the project in 4 major phases of construction as outlined below maintaining 2 lanes of traffic in each direction with dedicated left turn lanes at the intersections:

#### Phase 1

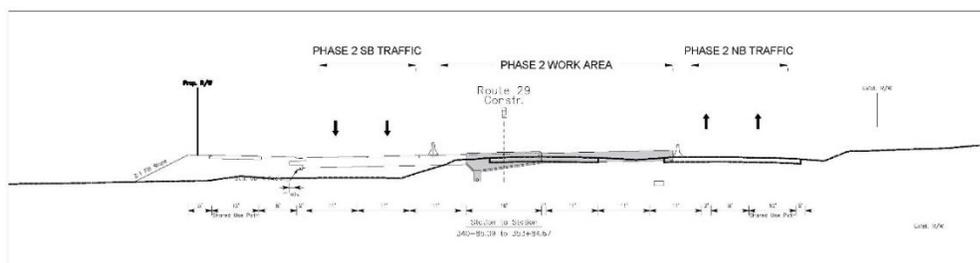
Traffic on SB & NB Route 29 will not be shifted, and we will construct all of the improvements to the west of Route 29 along the shoulder of SB Route 29. In certain areas of the project, due to physical constraints we have identified some small areas that will need to be overbuilt for future traffic switches. The intent is to minimize the amount of temporary (throw away) pavement required on the project. Once the work in this phase is complete SB Route 29 traffic will be shifted onto the completed work area.



RTE 29 PHASE 1

#### Phase 2

SB Route 29 traffic has been shifted onto the completed work of Phase 1; NB Route 29 traffic will remain on its current location. We will reconstruct Route 29 SB and the median up to the existing shoulder of NB Route 29. The work in the median may require wire wall or support of excavation due to the bifurcation between NB & SB and the areas where Route 29 SB is being raised.



RTE 29 PHASE 2



newsletters and other information as necessary to communicate the work zones, construction phasing and restrictions associated with the construction of the project.

#### **Role of VDOT and other Agencies:**

VDOT will review and approve the Temporary Traffic Control Plan and the TMP. VDOT's regional TOC and VDOT public relations staff will be the primary communication conduits to the public. VDOT will review, approve and implement any temporary signal timings and phasing changes developed by the DB Team. Our DBMP and Community Involvement Manager will work closely with both to provide timely and accurate information during design and construction to the public and stakeholders. We also anticipate that VDOT will actively participate in communications with Virginia State Police, local law enforcement, local emergency response agencies, and the use of the 511 system. VDOT will coordinate and prioritize LCAM requests among any adjacent projects within the project corridor.

### **Risk No. 2 | Utility Protection and Relocation**

#### **Risk Identification:**

As our team evaluated the RFQ plans and profiles for the proposed widening of Route 29 with the utilities designated in these plans and confirmed by field observation, it is apparent that the project contains numerous private and public utilities that are in conflict with the proposed improvements within the project limits. The affected utilities on this project are Dominion Energy Distribution, Verizon, Colonial Pipeline, Plantation Pipeline, Washington Gas, Cox Communications, as well as the fiber optic systems of SummitIG, Zayo, CenturyLink, FiberLight, AT&T and others. There are multiple utility conflicts on this project that are significant and will require costly and time-consuming relocations, making the utility relocations critical to the overall Project schedule and budget.

#### **Why the risk is critical:**

Utility coordination, relocation and protection are a risk because utility companies have multiple responsibilities that compete for their resources and the proposed Route 29 improvements in a given location cannot begin until the utilities are relocated within that area. Utility company priorities do not always match a project's goals or priorities, which can negatively impact the project's schedule and budget. The large number of on-going construction projects in Northern Virginia will likely require an abundance of utility companies' relocation resources, so it is important to have a proactive plan approach with the utility owners to mitigate any potential impacts to the Project's schedule and budget.

#### **Risk Impact on the Project by each utility:**

##### **Colonial and Plantation Pipelines**

On this Route 29 widening project, the utility that is the highest risk in terms of schedule and budget impacts is the two liquified petroleum facilities of Colonial Pipeline and Plantation Pipeline. Both of these systems cross Route 29 just past Stringfellow Road and have very strict federal and state rules and regulations that govern the operation of these systems. Historically, these systems take an extraordinary amount of coordination with the company representatives as well as their design engineers working with the design build team. This process has to start early with acquiring a copy of the easement documents which specifies what can and cannot be performed within their easement, as-built plans, governing regulations for the pipelines, pipeline field oversight requirements, and to establish a schedule of the plan development and field relocations if required, just to name a few. Some of the requirements will be the same for both companies but there will be some items that are unique to the specific facility. At a minimum, the steel casings will have to be extended past the footprint of the roadway if not to the limits of the proposed ROW. If there are horizontal

or vertical offsets in the pipelines within these areas, then this will require the petroleum mains to be relocated. A series of test pits will be performed as well as the review of the system's as-built plans to determine the scope of the protection in-place or relocation requirements. There could also be time of year constraints to perform the pipeline connections between the old and the relocated mains.

### Verizon

The next highest risk is the Verizon system that has multiple large diameter copper cables on a pole system as well as underground facilities, so installation and splicing time is increased. They have a Central Office located in close proximity to the project, so this increases the level of risk and coordination required to mitigate risks to the project schedule and budget. These telephone cables were installed many years ago, so the as-built information can have missing data. A series of test pits and field reviews will be performed with the utility company designers as well as the design build team to validate the scope of the relocation efforts. A schedule will be established to determine easement requirements, design, and relocation times frames. Coordination will be performed with the Dominion Energy Designers to determine if a common pole system will be constructed or separate systems. If a common pole system is constructed, then the phasing of the specific utility companies will be established to allow for the communications systems to be installed first. This allows Verizon more time to perform their splicing; normally the power systems are installed first. This alternate concept was very successfully performed on the Route 7 Battlefield Design Build Project because the utilities were relocated concurrently.

### Dominion Energy

Dominion has a 3-phase single circuit distribution system that is currently on a pole system with some underground drop facilities. The power relocation efforts are very standard, but specific schedules will be established to determine the scope of the project, easement requirements and timelines for the relocation efforts. A significant number of trees will have to be cleared in advance of their relocation efforts. Engaging Dominion early along with frequent coordination is important to the success of relocation their facilities.

### Washington Gas

There is a natural gas distribution system that runs parallel to Route 29. The early coordination with Washington Gas will include acquiring as-built plans, field reviews and coordination meetings to determine the scope of the relocation efforts or develop mitigation strategies and or protection in-place procedures. A series of test pits, that have already been performed or will be performed to determine the scope of the relocation efforts is an early activity. There is normally time of year restrictions during the heating season which runs from late October to April of the following year. In this time period, most of the time, pipe connections cannot be performed between the old and the relocated gas mains. These factors will be used to determine the overall schedule of events for their relocation effort.

### Cox Communications

Cox Communications provides catv as well as fiber optic facilities to this area of Fairfax County. Their facilities are currently located on the power distribution poles and will either be transferred, or new cables will be installed to the relocated poles. Similar to the other utility companies, a schedule of deliverables will be determined to include easement requirements, design, and construction time frames. There have been some instances where the time of year has constraints on when splicing can occur, we will ensure that this will not affect this project

### Fiber Optic Companies

There are multiple fiber optic systems that have been installed parallel to Route 29. These companies will have conduits and hand holes throughout the limits of the project that will have to be coordinated. Some of

these companies will have government circuits being carried within the fiber optic cables, so protocols will be established to protect the facilities. A series of coordination meetings will be held with all of the companies that are known and research will be performed to find the unknown systems to the best of our abilities. There has been a large amount of test pits previously performed but it is likely more will be performed to determine if conflicts exist and verify the scope of the relocation efforts. Some ducts carry leased out conduits to other fiber optic companies, so an extensive amount of effort will be made to identify the owners appropriately. Most fiber optic company companies do have time of year restrictions placed on them by their commercial customers from November 1 to January 15 of the following year.

### **Risk Mitigation Strategy:**

Our Team has successfully implemented mitigation strategies on multiple design build projects and has extensive experience and relationships working one-on-one with the utility companies. The overall strategy for the management of the utilities on this project is to hold early and often coordination meetings with all of the known utility companies as well as continuing to look for any unknown utilities in the corridor. We will hold Preliminary UFI Meetings as well as the official UFI Meeting with the utility companies with the DB Team to discuss and determine utility locations, evaluate any design avoidance opportunities, establish conflict mitigation strategies like protection in-place, relocate in-place, minimum clearance requirements, plan change requests, long lead and expensive relocations, as well as easement requirements.

The Team, which includes the utility companies and the DB Team, will develop individual as well as the overall utility company schedules for the easement requirements, plan and estimate submissions as well as the field relocation efforts. This is all in coordination with the phasing of the acquisition of the R/W and the highway construction schedule. As stated earlier, the biggest utility risk to this project is the two petroleum pipelines, we have successfully managed relocations of these types of systems on the I-95 SB Rappahannock River Crossing, I-95 NB Rappahannock River Crossing, and the Odd Fellows Road DB projects.

**DBPM, Anthony Bednarik**, is coming off of the Route 7 & Battlefield Interchange and is very familiar with many of the same utility owners on this project and has worked with the pre-approved utility subcontractors in Northern Virginia.

**Utility Coordinator, Shea Ridings** – Having over 20 years of utility coordination experience on VDOT projects, Mr. Ridings is well known throughout the utility industry and has established critical relationships that have served beneficial to the On Time, Under Budget project completions.

**Lead Utility Design – Dave Malinoski, PE** – has over 30 years of utility design and relocation coordination experience on VDOT and Locality projects across the Commonwealth. He has been instrumental in developing design avoidance strategies that have eliminated many timely and costly potential utility relocations.

This project will be managed with a regional approach because other active on-going large-scale projects being constructed at the same time, in addition to the more routine projects in northern Virginia. We will work closely with VDOT utility staff to understand the schedules of other VDOT projects in the NOVA District and incorporate into our project schedule. The utility companies' relocation design and construction resources will be taxed by these major projects. This may be mitigated by using the DB Teams resources to perform utility design and relocations if allowed by the utility companies. Being aware of these resource constraints will allow development of a realistic project schedule. On the Route 7 & Battlefield project, Wagman contracted directly with utility owner-approved subcontractors to complete utility relocations and to maintain the project schedule.

**Role of VDOT and other Agencies:**

We anticipate that VDOT will participate in the utility-relocation planning efforts, including planning meetings and UFI meetings. VDOT will also assist in identifying and locating VDOT-owned utilities along the corridor.

VDOT will review and recommend the approval of all of the utility relocation plan and estimates after being certified by the DB Team. The success of the utility relocation efforts is also contingent on timely review and approvals by VDOT's utility division. In the event any utilities encounter resource constraints that could impact the project, we would expect VDOT to assist in coordinating among VDOT requirements and priorities in the region.

**Risk No. 3 | ROW Acquisition and Schedule****Risk Identification:**

Right of Way acquisition can be a significant risk factor for any project that includes fee simple and permanent easements due to the time required to secure the property needed for the project. This is especially true for projects with a very large number of impacted parcels like Route 29 Phase II Widening (includes approximately 55 property acquisitions). There is added schedule risk on this project with VDOT being responsible for acquiring the right of way and easements needed on 20 of the 55 parcels being impacted.

**Why the risk is critical:**

Right of Way acquisition is critical to this project since if it is not handled correctly there could be major negative impacts to the success of this project. The main elements contributing to the risk include:

- With VDOT acquiring right of way for 20 of the 55 impacted properties the Design Builder has no control over how quickly the right of way is cleared on those parcels.
- When private utilities are impacted on a project, there are greater risks of delays due to the utility companies not providing the easement agreements in a timely manner. Our research indicates that 19 utilities exist in the corridor, and these will require careful consideration when developing the Right of Way Acquisition and Relocation Plan.
- Delays in acquiring the title reports and appraisals. Since the title reports are needed to finalize the plan sheets it is important to obtain them early in the project. This will also impact the appraisals because approved plan sheets are needed to complete the appraisals.
- Providing adequate Right of Way Staff will be critical to acquire the right of way for this size project within the project schedule.
- Providing relocation assistance if needed, particularly in a tight housing market. Relocations can take up to 18 months each to complete.

**Risk Impact on the Project:**

If any of the challenges listed above become an issue during Right of Way acquisition, there could be delays in proceeding to construction. This will result in an adverse impact to meeting the construction schedule. Required relocations could significantly affect the time required for the construction team to access a property. In addition, poor execution of the Right of Way acquisition could result in additional certificates of take which likely will increase acquisition costs (including court costs) for VDOT. Poor execution could erode public support for the project.

### Risk Mitigation Strategy:

The following actions will be taken to mitigate the risks identified above:

- Prepare a Right of Way Acquisition and Relocation Plan for the project outlining necessary steps, responsibilities, and schedule to complete the Right of Way acquisitions. Acquisitions can be
- prioritized during this task to advance clearing of the most critical parcels. Critical parcels may include parcels requiring relocation assistance and/or utility easements.
- JMT's team will be led by a highly experienced R/W Project Manager (Alan Nash, LS, RWP) who has over 10 years of VDOT D-B and D-B-B R/W acquisition and relocation work. He is also a former VDOT employee and licensed surveyor.
- JMT's R/W team will include experienced utility coordinators (David Malinoski and Matt McLaughlin) who will be assigned to ensure the utility agreements will be prepared and delivered in a timely manner.
- Title reports will be performed by a company experienced in preparing title reports for roadway projects. These reports will be ordered as soon as Notice to Proceed is given so that Right of Way plans and plats can be finished and submitted for approval.
- All property owner notifications needed will be sent out in a timely manner with critical parcels being sent first. All notifications needed will be completed and documented following current State and Federal laws.
- A trusted team of appraisers from the VDOT Approved Appraiser list will be utilized to complete the appraisals in a timely manner. The DB Team will start the appraisals at our risk to overlap with plan and plat developments to gain project schedule.
- JMT will utilize Real Estate Specialists from JMT Richmond and Hunt Valley offices to ensure adequate staff is available to complete the acquisition of property in an efficient manner.
- Real Estate Specialists will coordinate closely with the design team to better understand the need for the R/W acquisition on an individual property, any mitigation measures taken to minimize the acquisition, and relay back requests for changes negotiated during the acquisition process. This close coordination will ease and speed up the negotiation process.
- Multiple Relocation Specialists will be available from JMT Richmond and Hunt Valley offices if relocation is required for this project.

### Role of VDOT and other Agencies:

VDOT will have a major role in helping the Team clear right of way so that construction can start on time and reduce the cost of the project. This includes:

- VDOT will acquire 20 of the 55 parcels being impacted by this project. JMT will monitor the acquisition of the 20 parcels and will assist if needed.
- VDOT will assist in the Right of Way process by reviewing and approving in a timely fashion the Right of Way plans and plats, appraisals, appraisal reviews, offer packages, agreements including administrative settlements, eminent domain filing packages, relocation assistance packages and check requests.

# Appendix

- ⇒ The SOQ Checklist
- ⇒ Form C-78-RFQ
- ⇒ List of Affiliated and Subsidiary Companies
- ⇒ Debarment Forms
- ⇒ Copy of current listing of the Firm's prequalification posted on VDOT's website indicating Offeror is currently prequalified
- ⇒ Surety Letter
- ⇒ SCC and DPOR Information Tables
- ⇒ Full size SCC and DPOR supporting registration/ license documentation
- ⇒ Key Personnel Resume Forms
- ⇒ Work History Forms

# ATTACHMENT 3.1.2

## SOQ Checklist and Contents

**ATTACHMENT 3.1.2**

**Project: 0029-029-350**

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

**ATTACHMENT 3.1.2**

**Project: 0029-029-350**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
<b>SCC and DPOR registration documentation (Appendix)</b>	Attachment 3.2.10	Section 3.2.10	no	Appendix
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix
<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>				2-6
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	3-6
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix
Organizational chart	NA	Section 3.3.2	yes	6
Organizational chart narrative	NA	Section 3.3.2	yes	3-5

**ATTACHMENT 3.1.2**

**Project: 0029-029-350**

**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>
<b>Experience of Offeror's Team</b>				
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>				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	7-15

# FORM C-78-RFQ

Addendum

**ATTACHMENT 2.10**

**COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION**

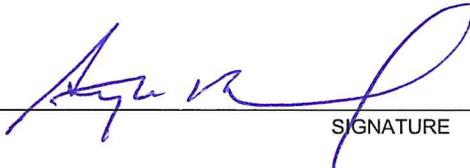
RFQ NO. C00110329DB113  
PROJECT NO.: 0029-029-350

**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 – July 27, 2021  
(Date)
2. Cover letter of \_\_\_\_\_  
(Date)
3. Cover letter of \_\_\_\_\_  
(Date)

  
SIGNATURE

09/02/2021  
DATE

ANTHONY W. BEDNAREK  
PRINTED NAME

Vice President  
TITLE

WAGMAN Henry Civic, Inc.

# List of Affiliated and Subsidiary Companies



# Debarment Forms

## Prime and Subconsultant

ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS

Project No.: 0029-029-350

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

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

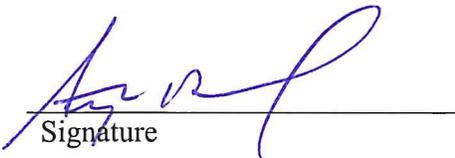
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

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

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

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

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

 \_\_\_\_\_  
Signature

09/02/2021 \_\_\_\_\_  
Date

Vice President \_\_\_\_\_  
Title

WAGMAN Heavy Civil, Inc. \_\_\_\_\_  
Name of Firm

**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT**  
**LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0029-029-350**

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

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



Signature

9/2/2021

Date

Senior Vice President

Title

Johnson, Mirmiran Thompson, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

**Project No.: 0029-029-350**

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

  
\_\_\_\_\_  
Signature

08/25/2021  
\_\_\_\_\_  
Date

PRESIDENT  
\_\_\_\_\_  
Title

AMERICAN GEOTECHNICAL & ENVIRONMENTAL SERVICES, INC.  
\_\_\_\_\_  
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

**Project No.: 0029-029-350**

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	<u>Avtar Singh</u>	<u>8/23/2021</u>	<u>President</u>
Signature		Date	Title

CES CONSULTING LLC  
Name of Firm

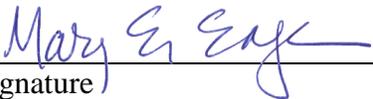
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**Project No.: 0029-029-350**

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	8-23-2021	President & CEO
Signature	Date	Title

Harris Miller Miller & Hanson Inc.

---

Name of Firm

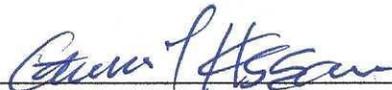
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LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-029-350

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

  
\_\_\_\_\_  
Signature

8/24/2021  
\_\_\_\_\_  
Date

President  
\_\_\_\_\_  
Title

Hassan Water Resources, PLC  
\_\_\_\_\_  
Name of Firm

**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT**  
**LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0029-029-350**

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

 _____ Signature	<u>08/30/21</u> _____ Date	<u>Principal</u> _____ Title
---	----------------------------------	------------------------------------

J2 Engineers, Inc.  
\_\_\_\_\_  
Name of Firm

**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT**  
**LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0029-029-350**

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8/31/21

Vice President

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Signature

---

Date

---

Title

Peggy Malone & Associates

---

Name of Firm

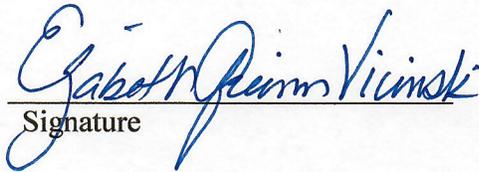
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**LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0029-029-350**

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



Signature

8/17/2021

Date

President

Title

Quinn Consulting Services, Inc.

Name of Firm

**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT**  
**LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0029-029-350**

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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.

	8/27/21	COO
Signature	Date	Title

Sharp & Company, Inc.  
Name of Firm

# Firms Prequalification



Department's List of Prequalified Vendors  
Includes All Qualified Levels As Of 9/1/2021

- W -

Vendor ID: W002  
Vendor Name: WAGMAN HEAVY CIVIL, INC.  
Prequal Level: Prequalified  
Prequal Exp: 10/31/2021

-- PREQ Address --

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

Work Classes (Listed But Not Limited To)

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

Bus. Contact: COPPAGE IV, JOHN ROBERT  
Email: JRCOPPAGE@WAGMAN.COM

-- DBE Information --

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

Vendor ID: W1760  
Vendor Name: WALKER CONSTRUCTION & MATERIALS, LLC  
Prequal Level: Prequalified (Probationary)  
Prequal Exp: 10/31/2021

-- PREQ Address --

3009 ATKINSON AVE. SUITE 400  
LEXINGTON, KY 40509  
Phone: (859)223-7001  
Fax: (859)231-0946

Work Classes (Listed But Not Limited To)

- 002 - GRADING
- 004 - ASPHALT CONCRETE PAVING
- 006 - PORTLAND CEMENT CONCRETE PAVING
- 007 - MINOR STRUCTURES

Bus. Contact: MARTIN, JAMES RODNEY  
Email: RMARTIN@ATSCONSTRUCTION.COM

-- DBE Information --

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

# | Surety Letter

# CNA SURETY

151 N. Franklin Street  
Chicago, IL 60606

August 6, 2021

Virginia Department of Transportation  
1221 E. Broad Street  
Richmond, VA 23219

Re: A Design-Build Project  
Route 29 Widening Phase II  
From : 0.208 miles west of Union Mill Road  
To: 0.460 miles east of Buckley's Gate Drive  
Fairfax County, Virginia  
State Project No: 0029-029-350,P101, R201, C501, D612  
Federal Project No. : NHPP-5A01(917)  
Contract ID Number: C00110329DB113

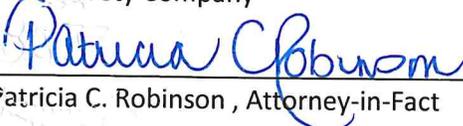
Dear Sirs:

As surety for Wagman Heavy Civil, Inc., Western Surety Company , with A.M. Best Financial Strength Rating "A" and Financial Size Category "XV", is capable of obtaining 100% Performance and 100% Labor and Materials Payment Bonds in the amount of \$72,000,000(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.

As always, Western Surety Company reserves the right to perform normal underwriting at the time of any bond request, including, without limitation, prior review and approval of relevant contract documents, bond forms, and project financing.

Sincerely,

Western Surety Company

By: 

Patricia C. Robinson , Attorney-in-Fact

# Western Surety Company

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

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

**Alson O Wolcott Jr, Robert N Striewig Jr, Eugene M Fritz, Patricia C Robinson, Donald R Wert, Kristen D Pedrick, 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 23rd day of June, 2021.

WESTERN SURETY COMPANY

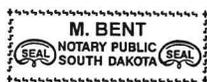


Paul T. Bruflat  
Paul T. Bruflat, Vice President

State of South Dakota }  
County of Minnehaha } ss

On this 23rd day of June, 2021, 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  
March 2, 2026



M. Bent  
M. Bent, 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 6th day of August, 2021.



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.

**CERTIFICATE OF SECRETARY  
OF  
WAGMAN HEAVY CIVIL, INC.**

The Undersigned, being the Secretary of Wagman Heavy Civil, Inc., hereby certifies that the following Resolutions have been previously adopted by unanimous consent of the Board of Directors:

RESOLVED, that the following individuals be hereby elected to serve in the offices set forth opposite their names, until the next regularly scheduled election of officers:

Chairman of the Board	Richard E. Wagman
Chief Executive Officer	Michael B. Glezer
President/COO	Gregory M. Andricos
Sr. Vice President	Todd E. Becker
Vice President – Design-Build/Major Pursuits, Mid-Atlantic	Anthony W. Bednarik
Vice President/General Manager, Virginia Operations	Glen K. Mays
Vice President – Geotechnical Construction Services	Edward R. Laczynski
Sr. Vice President	Joseph G. Wagman
Sr. Vice President	Lisa W. Glezer
Sr. Vice President – CFO/Treasurer	John R. Coppage, IV
Vice President/General Counsel/Secretary	Kevin J. McKeon
Assistant Secretaries	Wanda S. Turner
	Jeanie P. Jones

FURTHER RESOLVED, that Richard E. Wagman, Michael B. Glezer, Gregory M. Andricos, Todd E. Becker, Anthony W. Bednarik, Glen K. Mays, and Edward R. Laczynski are each individually authorized and empowered to execute, acknowledge, and deliver such documents, instructions, and papers, and to perform such acts as may be legally, properly, or reasonably required or necessary for the purpose of procuring and executing any bids, bonds, or contracts on behalf of Wagman Heavy Civil, Inc.

Date: July 22, 2021

  
\_\_\_\_\_  
Kevin J. McKeon, Secretary



# SCC and DPOR Information Tables

## ATTACHMENT 3.2.10

### State Project No. 0095-111-270

#### 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>
<b>Wagman Heavy Civil, Inc.</b>	F019898-8	Stock Corporation	Active	3290 North Susquehanna Trail York, PA 17406	Class A Contractors	2701015887	01-31-2023
<b>Johnson, Mirmiran &amp; Thompson, Inc.</b>	F149901-3	Stock Corporation	Active	9201 Arboretum Pkwy. Suite 310 Richmond, VA 23236	ENG, LS	0411000029	02-28-2022
<b>Johnson, Mirmiran &amp; Thompson, In.</b>	F149901-3	Stock Corporation	Active	40 Wight Avenue Hunt Valley, MD 21030	ENG, LS, ARC, LA	0407001314	12-31-2021
<b>Johnson, Mirmiran &amp; Thompson, Inc.</b>	F149901-3	Stock Corporation	Active	13921 Park Center Rd. Suite 140 Herndon, VA 20171	ENG	0411000441	02-28-2022
<b>Johnson, Mirmiran &amp; Thompson, Inc.</b>	F149901-3	Stock Corporation	Active	272 Bendix Rd. Suite 260 Virginia Beach, VA 23452	ENG, LS	0411000440	02-28-2022
<b>American Geotechnical &amp; Environmental Services, Inc.</b>	F2045856	Stock Corporation	Active	4 Grandview Circle, Ste 100, Canonsburg, PA 15317	ENG	0407007356	12-31-2021
<b>American Geotechnical &amp; Environmental Services, Inc.</b>	F204585	Stock Corporation	Active	1765 Greensboro Station Place, Ste 900, McLean, VA 22102	ENG	0411001485	2-28-2022

**ATTACHMENT 3.2.10**

**State Project No. 0095-111-270**

**SCC and DPOR Information**

<b>CES Consulting, LLC</b>	S3416007	Limited Liability Company	Active	23475 Rock Haven Way Suite 255 Dulles, VA 20166	ENG	0407005783	12-31-2021
<b>Harris Miller Miller &amp; Hanson Inc.</b>	F1451857	Stock Corporation	Active	N/A	N/A	N/A	N/A
<b>Hassan Water Resources, PLC</b>	S2293282	Limited Liability Company	Active	2255 Parkers Hill Drive, Maidens, VA 23102	Professional Engineer	0413000299	12-31-2021
<b>J2 Engineers, Inc.</b>	06784730	Stock Corporation	Active	4080 Lafayette Center Drive, Ste 330, Chantilly, VA 20151	ENG, LS	0405001756	12-31-2021
				602 S King Street, Ste 100, Leesburg, VA 20175	ENG, LS	0410000267	02-28-2022
<b>Peggy Malone &amp; Associates</b>	F1486192	Stock Corporation	Active	N/A	N/A	N/A	N/A
<b>Quinn Consulting Services, Inc.</b>	0492551-7	Stock Corporation	Active	14160 Newbrook Drive, Suite 220 Chantilly, VA 20151	ENG	0407003733	12-31-2021
<b>Sharp &amp; Company, Inc.</b>	F1761412	Stock Corporation	Active	N/A	N/A	N/A	N/A



# SCC Documentation

# State Corporation Commission Clerk's Information System

## Entity Information

### Entity Information

Entity Name: Wagman Heavy Civil, Inc.	Entity ID: F0198988
Entity Type: Stock Corporation	Entity Status: <b>Active</b>
Series LLC: N/A	Reason for Status: Active and In Good Standing
Formation Date: N/A	Status Date: 10/08/2010
VA Qualification Date: 09/20/1967	Period of Duration: Perpetual
Industry Code: 0 - General	Annual Report Due Date: 09/30/2021
Jurisdiction: PA	Charter Fee: \$2500.00
Registration Fee Due Date: 09/30/2021	

### Registered Agent Information

RA Type: Entity	Locality: RICHMOND CITY
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO TRANSACT BUSINESS IN VIRGINIA	
Name: CORPORATION SERVICE COMPANY	Registered Office Address: 100 Shockoe Slip Fl 2, Richmond, VA, 23219 - 4100, USA

### Principal Office Address

Address: 3290 N Susquehanna Trl, York, PA, 17406 - 9754, USA

# State Corporation Commission Clerk's Information System

## Entity Information

### Entity Information

Entity Name: Johnson, Mirmiran & Thompson, Inc.	Entity ID: F1499013
Entity Type: Stock Corporation	Entity Status: <b>Active</b>
Series LLC: N/A	Reason for Status: Active and In Good Standing
Formation Date: N/A	Status Date: 10/17/2006
VA Qualification Date: 10/17/2006	Period of Duration: Perpetual
Industry Code: 70 - Other DULY LICENSED PROFESSIONAL ENTITY not listed below as SPECIFIED in Section 13.1-543 of the Code of Virginia	Annual Report Due Date: 10/31/2021
Jurisdiction: MD	Charter Fee: \$50.00
Registration Fee Due Date: 10/31/2021	

### Registered Agent Information

RA Type: Individual	Locality: CHESTERFIELD COUNTY
RA Qualification: Officer of the Corporation	
Name: ROBERT GALLAGHER	Registered Office Address: 9201 ARBORETUM PKY STE 140, RICHMOND, VA, 23236 - 0000, USA

### Principal Office Address

Address: 40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA

# State Corporation Commission Clerk's Information System

## Entity Information

### Entity Information

Entity Name: American Geotechnical & Environmental Services, Inc.	Entity ID: F2045856
Entity Type: Stock Corporation	Entity Status: <b>Active</b>
Series LLC: N/A	Reason for Status: Active and In Good Standing
Formation Date: N/A	Status Date: 12/14/2016
VA Qualification Date: 12/14/2016	Period of Duration: Perpetual
Industry Code: 0 - General	Annual Report Due Date: N/A
Jurisdiction: PA	Charter Fee: \$50.00
Registration Fee Due Date: Not Required	

### Registered Agent Information

RA Type: Entity	Locality: HENRICO COUNTY
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO TRANSACT BUSINESS IN VIRGINIA	
Name: C T CORPORATION SYSTEM	Registered Office Address: 4701 Cox Rd Ste 285, Glen Allen, VA, 23060 - 6808, USA

### Principal Office Address

Address: 4 GRANDVIEW CIRCLE, #100, CANONSBURG, PA, 15317 - 0000, USA

# State Corporation Commission Clerk's Information System

## Entity Information

### Entity Information

Entity Name: CES Consulting, LLC	Entity ID: S3416007
Entity Type: Limited Liability Company	Entity Status: <b>Active</b>
Series LLC: No	Reason for Status: Active
Formation Date: 10/14/2010	Status Date: 10/14/2010
VA Qualification Date: 10/14/2010	Period of Duration: Perpetual
Industry Code: 70 - Other DULY LICENSED PROFESSIONAL ENTITY not listed below as SPECIFIED in Section 13.1-543 of the Code of Virginia	Annual Report Due Date: N/A
Jurisdiction: VA	Charter Fee: N/A
Registration Fee Due Date: Not Required	

### Registered Agent Information

RA Type: Individual	Locality: PRINCE WILLIAM COUNTY
RA Qualification: Member or Manager of the Limited Liability Company	
Name: AVTAR SINGH	Registered Office Address: 6773 LEOPOLDS TRAIL, HAYMARKET, VA, 20169 - 0000, USA

### Principal Office Address

Address: 23475 ROCK HAVEN WAY, SUITE 255, DULLES, VA, 20166 - 0000, USA

# State Corporation Commission Clerk's Information System

## Entity Information

### Entity Information

Entity Name: Harris Miller Miller & Hanson Inc.

Entity ID: F1451857

Entity Type: Stock Corporation

Entity Status: **Active**

Series LLC: N/A

Reason for Status: Active and In Good Standing

Formation Date: N/A

Status Date: 01/31/2006

VA Qualification Date: 12/06/2000

Period of Duration: Perpetual

Industry Code: 0 - General

Annual Report Due Date: N/A

Jurisdiction: MA

Charter Fee: \$600.00

Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Entity

Locality: HENRICO COUNTY

RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO TRANSACT BUSINESS IN VIRGINIA

Name: C T CORPORATION SYSTEM

Registered Office Address: 4701 Cox Rd Ste 285, Glen Allen, VA, 23060 - 6808, USA

### Principal Office Address

Address: 77 S Bedford St, Burlington, MA, 01803, USA

# State Corporation Commission Clerk's Information System

## Entity Information

### Entity Information

Entity Name: Hassan Water Resources, PLC	Entity ID: S2293282
Entity Type: Limited Liability Company	Entity Status: <b>Active</b>
Series LLC: No	Reason for Status: Active
Formation Date: 07/16/2007	Status Date: 08/01/2014
VA Qualification Date: 07/16/2007	Period of Duration: Perpetual
Industry Code: 70 - Other DULY LICENSED PROFESSIONAL ENTITY not listed below as SPECIFIED in Section 13.1-543 of the Code of Virginia	Annual Report Due Date: N/A
Jurisdiction: VA	Charter Fee: N/A
Registration Fee Due Date: Not Required	

### Registered Agent Information

RA Type: Individual	Locality: GOOCHLAND COUNTY
RA Qualification: Member or Manager of the Limited Liability Company	
Name: GAMAL E HASSAN	Registered Office Address: 2255 PARKERS HILL DR, MAIDENS, VA, 23102 - 0000, USA

### Principal Office Address

Address: 2255 PARKERS HILL DR, MAIDENS, VA, 23102 - 0000, USA

# State Corporation Commission Clerk's Information System

## Entity Information

### Entity Information

Entity Name: J2 Engineers, Inc.	Entity ID: 06784730
Entity Type: Stock Corporation	Entity Status: <b>Active</b>
Series LLC: N/A	Reason for Status: Active and In Good Standing
Formation Date: 06/04/2007	Status Date: 06/04/2007
VA Qualification Date: 06/04/2007	Period of Duration: Perpetual
Industry Code: 70 - Other DULY LICENSED PROFESSIONAL ENTITY not listed below as SPECIFIED in Section 13.1-543 of the Code of Virginia	Annual Report Due Date: N/A
Jurisdiction: VA	Charter Fee: \$550.00
Registration Fee Due Date: Not Required	

### Registered Agent Information

RA Type: Individual	Locality: LOUDOUN COUNTY
RA Qualification: Director of the Corporation	
Name: JAMES C BISHOFF	Registered Office Address: 602 SOUTH KING STREET, SUITE 100, LEESBURG, VA, 20175 - 0000, USA

### Principal Office Address

Address: 4080 Lafayette Center Dr Ste 330, Chantilly, VA, 20151 - 1252, USA

# State Corporation Commission Clerk's Information System

## Entity Information

### Entity Information

Entity Name: PEGGY MALONE & ASSOCIATES, INC.  
Entity Type: Stock Corporation  
Series LLC: N/A  
Formation Date: N/A  
VA Qualification Date: 10/01/2001  
Industry Code: 0 - General  
Jurisdiction: FL  
Registration Fee Due Date: 10/31/2021

Entity ID: F1486192  
Entity Status: **Active**  
Reason for Status: Active and In Good Standing  
Status Date: 10/01/2001  
Period of Duration: Perpetual  
Annual Report Due Date: 10/31/2021  
Charter Fee: \$50.00

### Registered Agent Information

RA Type: Entity  
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO TRANSACT BUSINESS IN VIRGINIA  
Name: Hubco Registered Agent Services, Inc.

Locality: ALEXANDRIA CITY  
Registered Office Address: 2800 EISENHOWER AVE., SUITE 220, ALEXANDRIA, VA, 22314 - 0000, USA

### Principal Office Address

Address: 14286 Beach Blvd PMB 345 Ste 19, Jacksonville Beach, FL, 32250 - 1568, USA

# State Corporation Commission Clerk's Information System

## Entity Information

### Entity Information

Entity Name: QUINN CONSULTING SERVICES INCORPORATED	Entity ID: 04925517
Entity Type: Stock Corporation	Entity Status: <b>Active</b>
Series LLC: N/A	Reason for Status: Active and In Good Standing
Formation Date: 10/24/1997	Status Date: 12/01/2008
VA Qualification Date: 10/24/1997	Period of Duration: Perpetual
Industry Code: 0 - General	Annual Report Due Date: 10/31/2021
Jurisdiction: VA	Charter Fee: \$50.00
Registration Fee Due Date: 10/31/2021	

### Registered Agent Information

RA Type: Individual	Locality: ARLINGTON COUNTY
RA Qualification: Member of the Virginia State Bar	
Name: JOHN H QUINN JR	Registered Office Address: 2208 S KNOLL ST, ARLINGTON, VA, 22202 - 2134, USA

### Principal Office Address

Address: 14160 NEWBROOK DRIVE, SUITE 220, CHANTILLY, VA, 20151 - 0000,  
USA

# State Corporation Commission Clerk's Information System

## Entity Information

### Entity Information

Entity Name: SHARP & COMPANY INCORPORATED	Entity ID: F1761412
Entity Type: Stock Corporation	Entity Status: <b>Active</b>
Series LLC: N/A	Reason for Status: Active and In Good Standing
Formation Date: N/A	Status Date: 08/20/2020
VA Qualification Date: 07/23/2008	Period of Duration: Perpetual
Industry Code: 0 - General	Annual Report Due Date: N/A
Jurisdiction: MD	Charter Fee: \$50.00
Registration Fee Due Date: Not Required	

### Registered Agent Information

RA Type: Entity	Locality: HENRICO COUNTY
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO TRANSACT BUSINESS IN VIRGINIA	
Name: C T CORPORATION SYSTEM	Registered Office Address: 4701 Cox Rd Ste 285, Glen Allen, VA, 23060 - 6808, USA

### Principal Office Address

Address: 794 NELSON ST, ROCKVILLE, MD, 20850 - 0000, USA

# Office DPOR Documentation

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON  
01-31-2023

NUMBER  
2701015887

BOARD FOR CONTRACTORS  
CLASS A CONTRACTOR  
\*CLASSIFICATIONS\* H/H



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



*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)

**DPOR** COMMONWEALTH of VIRGINIA  
Department of Professional and Occupational Regulation

CLASS A BOARD FOR CONTRACTORS  
CONTRACTOR

\*CLASSIFICATIONS\* H/H

NUMBER: 2701015887 EXPIRES: 01-31-2023

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



(FOLD)

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

DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-28-2022

NUMBER

0411000029

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

PROFESSIONS: ENG, LS



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



*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)



COMMONWEALTH of VIRGINIA  
Department of Professional and Occupational Regulation

BOARD FOR APESCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000029 EXPIRES: 02-28-2022  
PROFESSIONS: ENG, LS  
JOHNSON, MIRMIRAN & THOMPSON, INC.  
9201 ARBORETUM PKWY  
SUITE 310  
RICHMOND, VA 23236



(FOLD)

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

DPOR-PC (02/2017)

VOID

PATENTS 5,197,706 5,340,159

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-28-2022

NUMBER

0411000441

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

BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG



JOHNSON MIRMIRAN & THOMPSON INC

13921 PARK CENTER RD

SUITE 140

HERNDON, VA 20171



*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)



COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

BOARD FOR AP/ELSCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000441 EXPIRES: 02-28-2022  
PROFESSIONS: ENG  
JOHNSON MIRMIRAN & THOMPSON INC  
13921 PARK CENTER RD  
SUITE 140  
HERNDON, VA 20171



(FOLD)

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

DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON  
12-31-2021

NUMBER  
0407001314

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

PROFESSIONS: ENG, ARC, LS, LA



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



*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)

**DPOR** COMMONWEALTH of VIRGINIA  
Department of Professional and Occupational Regulation

BOARD FOR APPLSCIDLA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407001314 EXPIRES: 12-31-2021  
PROFESSIONS: ENG, ARC, LS, LA  
JOHNSON MIRMIRAN & THOMPSON INC  
40 WIGHT AVE  
HUNT VALLEY, MD 21030



(FOLD)

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

DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON  
02-28-2022

NUMBER  
0411000440

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

PROFESSIONS: LS, ENG



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



*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)

**DPOR** COMMONWEALTH of VIRGINIA  
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411000440 EXPIRES: 02-28-2022  
PROFESSIONS: LS, ENG  
JOHNSON MIRMIRAN & THOMPSON INC  
272 BENDIX ROAD  
SUITE 260  
VIRGINIA BEACH, VA 23452



(FOLD)

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

DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-28-2022

NUMBER

0411001485

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

PROFESSIONS: ENG



AMERICAN GEOTECHNICAL & ENVIRONMENTAL  
SERVICES INC  
1765 GREENSBORO STATION PL STE 900  
MCLEAN, VA 22102



*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)

**DPOR** COMMONWEALTH of VIRGINIA  
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411001485 EXPIRES: 02-28-2022  
PROFESSIONS: ENG  
AMERICAN GEOTECHNICAL & ENVIRONMENTAL SERVICES INC  
1765 GREENSBORO STATION PL STE 900  
MCLEAN, VA 22102



(FOOT)

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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  
12-31-2021

NUMBER  
0407007356

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

PROFESSIONS: ENG



AMERICAN GEOTECHNICAL & ENVIRONMENTAL  
SERVICES INC  
4 GRANDVIEW CIRCLE STE 100  
CANONSBURG, PA 15317



*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

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 COMMONWEALTH of VIRGINIA  
Department of Professional and Occupational Regulation

BOARD FOR APESCIDLA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407007356 EXPIRES: 12-31-2021  
PROFESSIONS: ENG  
AMERICAN GEOTECHNICAL & ENVIRONMENTAL SERVICES INC  
4 GRANDVIEW CIRCLE STE 100  
CANONSBURG, PA 15317



(FOLIO)

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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

12-31-2021

NUMBER

0407005783

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

PROFESSIONS: ENG



CES CONSULTING LLC  
23475 ROCK HAVEN WAY  
SUITE 255  
DULLES, VA 20166



*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

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

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Department of Professional and Occupational Regulation

BOARD FOR APESCIDLA

BUSINESS ENTITY REGISTRATION

NUMBER: 0407005783 EXPIRES: 12-31-2021

PROFESSIONS: ENG

CES CONSULTING LLC

23475 ROCK HAVEN WAY

SUITE 255

DULLES, VA 20166



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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation  
9960 Mayland Drive, Suite 400, Richmond, VA 23233  
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EXPIRES ON

12-31-2021

NUMBER

0413000299

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

PROFESSIONS: ENG



HASSAN WATER RESOURCES PLC  
HWR  
2255 PARKERS HILL DRIVE  
MAIDENS, VA 23102-2244



*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

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

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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

02-28-2022

NUMBER

0410000267

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

PROFESSIONAL CORPORATION BRANCH OFFICE REGISTRATION

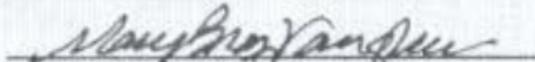
PROFESSIONS: LS, ENG



J2 ENGINEERS INC  
602 S KING ST  
STE 100  
LEESBURG, VA 20175



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

  
Mary Broz-Vaughan, Director

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

12-31-2021

NUMBER

0405001756

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

PROFESSIONS: ENG, LS



J2 ENGINEERS INC  
4080 LAFAYETTE CTR DR STE 330  
CHANTILLY, VA 20151



*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

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Department of Professional and Occupational Regulation

BOARD FOR AP/LS/CID/LA  
PROFESSIONAL CORPORATION REGISTRATION  
NUMBER: 0405001756 EXPIRES: 12-31-2021  
PROFESSIONS: ENG, LS  
J2 ENGINEERS INC  
4080 LAFAYETTE CTR DR STE 330  
CHANTILLY, VA 20151



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Department of Professional and Occupational Regulation

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Telephone: (804) 367-8500

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10-31-2021

NUMBER

0402033701

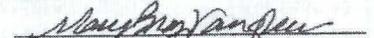
BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS  
AND LANDSCAPE ARCHITECTS  
PROFESSIONAL ENGINEER LICENSE



H MICHAEL LOWRY  
3399 LIGHTHOUSE POINT LN  
JACKSONVILLE BEACH , FL 32250



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Mary Broz-Vaughan, Director

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

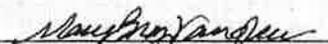
PROFESSIONS: ENG



QUINN CONSULTING SERVICES INCORPORATED  
14160 NEWBROOK DR  
STE 220  
CHANTILLY, VA 20151



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Mary Broz-Vaughan, Director

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Department of Professional and Occupational Regulation

BOARD FOR APESCIDLA  
BUSINESS ENTITY REGISTRATION  
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QUINN CONSULTING SERVICES INCORPORATED  
14160 NEWBROOK DR  
STE 220  
CHANTILLY, VA 20151



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# Key Personnel DPOR Documentation

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

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



JOHN KEVIN VICINSKI  
4609 MARBLE ROCK CT  
CHANTILLY, VA 20151



*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

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JOHN KEVIN VICINSKI  
4609 MARBLE ROCK CT  
CHANTILLY, VA 20151



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9960 Mayland Drive, Suite 400, Richmond, VA 23233

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01-31-2023

NUMBER  
0402032936

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



RODNEY NELSON HAYZLETT  
5048 LONG CREEK LANE  
CHESTER, VA 23831



  
Mary Broz-Vaughan, Director

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# Key Personnel Resume Forms

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>Anthony Bednarik, VP of Design-Build and Major Pursuits</b>
b. Project Assignment: <b>Design Build Project Manager</b>
c. Name of the Firm with which you are employed at the time of submitting SOQ.: <b>Wagman Heavy Civil, Inc.</b>
d. Employment History: With this Firm <b>22</b> Years With Other Firms <b>12</b> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): <b>Wagman Heavy Civil, Inc. 2011-Present</b> Vice President Design-build and Major Pursuits Anthony is Vice President of Design-Build and Major Pursuits for Wagman Heavy Civil, Inc. and is responsible for design-build projects for Wagman from pursuit to final completion. Over the past 15 years Anthony has worked as a Design-Build Project Manager, Design Build Coordinator, Project Manager and Estimator for Wagman Heavy Civil, Inc. <b>2018–2021</b> VP, D/B (DBPM on MD 32 and VDOT Route 7 & Battlefield Interchange) Primary Point of Contact (POC) with principal responsibility for supervising all design and construction efforts from proposal through final acceptance, including Quality Control for \$60M VDOT Design Build project at Route B & battlefield Parkway and the \$85M MD Design Build project for MD 32 Widening. Also responsible for the supervision of design, construction, quality management, contract administration and procuring contract resources. <b>2015–2018</b> DBPM for the MD 404 Widening/Dualization Project. Responsible for design, construction, schedule, QA/QC, utility relocation and ROW acquisition for this fast paced, 9 mile long project to double vehicle capacity in 18 months. <b>2006-2012</b> DBPM (Wagman) InterCounty Connector Contract A&B. Anthony was Wagman’s DBPM on both Contract A (\$464M) and Contract B (\$578M). As such Anthony was responsible for design and construction, resource allocation, subcontractors, suppliers, public outreach, utility coordination and environmental compliance.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: B.S., Civil Engineering, Bucknell University 1987
Active Registration: Year First Registered/ Discipline/VA Registration #: DBIA Certified Professional, ARTBA Project Management Academy, ASCE
f. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"><li>1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i></li></ol> <p><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> <p><b>MD 32 to I-70 Dualization Design-Build, MDOT SHA, Howard County, MD (\$85M) – Design-Build Project Manager.</b> <i>Wagman Heavy Civil, Inc. 2018-present</i> DB Project Manager for this \$85M Design-Build contract to dualize MD 32 for 6 miles, improve existing interchange, replace three bridges, install four box culverts, new roadway, widening of existing roadways, rehabilitation of existing roadways, construction of service roads, signing, utility relocations and stormwater management. Anthony manages the design and construction which includes third-party coordination, partnering, CPM schedule, and public outreach meetings. Managed environmental compliance including reforestation, stream reconstruction, wetland creation, and redundant E&amp;SC facilities to protect resources. Anthony’s team developed ATCs to reduce cost, avoid and minimize environmental impacts and improve the project schedule; a complex TMP/MOT was developed to reduce impacts to the traveling public. Anthony uses an integrated team, advanced project controls, regular communication, safety program, QA/QC, progress meetings, change management, and partnering to keep this project on schedule and on-budget. <i>Relevant Project Features: Design Development, Partnering, Safety, Constructability Reviews, QA/QC, Environmental Compliance, Integrated Team, Stakeholder Coordination, MOT/Construction Sequencing, On Time/Budget, Utility Coordination, Public Outreach, Subgrade Improvements, &amp; Survey</i></p> <p><b>MD 404 from US 50 to East of Holly Road Design-Build, MDOT SHA, Queen Anne’s County, MD (\$105M) – Design-Build Project Manager.</b> Anthony was responsible to manage the design-build process, developing innovative ATCs, constructability reviews, design reviews, CPM schedules and construction for the project. The project was on an accelerated project schedule, increasing mobility and safety throughout the corridor. Widening of existing roadways and construction of new alignments. MD 404 included extensive earthwork, through multiple watersheds, environmentally</p>

sensitive areas, and many stakeholders. Anthony managed utility coordination and relocation, complex construction sequencing, extensive maintenance of traffic, maintenance of stream flow, bridge construction, box and pipe culvert construction, SWM facility construction, E&SC permit acquisition, permit modifications, Environmental permitting, stream restriction periods, stakeholder communication, public outreach, partnering, and the aggressive design and construction schedule.

*Relevant Project Features: Project Management, cross culverts, box culverts, stormwater management, MOT, environmental compliance, utility relocations, stakeholder coordination, risk identification and mitigation, minimization of environmental impacts, ATC's, Stormwater BMP's and aggressive project schedule (18 months NTP to open to traffic)*

**Virginia DOT, Route 7 & Battlefield Interchange - \$60 million, Virginia Department of Transportation, Wagman Heavy Civil, Inc. 2018 to present** Design-Build Project Manager for this \$60M design-build interchange between Route 7 and Battlefield Parkway (ADT of over 100k). Utilizing a fully integrated CPM to deliver this project on an aggressive 30-month schedule, which includes significant stakeholder coordination for the utility relocations (power, communications, water, sewer, TV, fiber) and ROW acquisition (business relocation and maintenance of access) performed by his team. Responsible for overall project management which include design and construction, constructability reviews, environmental compliance, ROW acquisition and quality management. Anthony ensures that the TMP/MOT maintains mobility and safety during construction; environmental commitments are met; QA/QC; and utilizes project controls to manage document flow, review, schedule, cost, and contract changes. During the proposal, he led efforts to reduce costs/ROW impacts, improve quality and life cycle costs, and condense the project schedule. Organizes and attends public outreach meetings and leads monthly partnering meetings with VDOT and stakeholders.

*Relevant Project Features: Design-Build, Intersections, Safety, Environmental Compliance, QA/QC, Integrated Team, Public Outreach including Relocation of Business Facilities, TMP/MOT, On Time/Budget, Utility Coordination/Relocation, ROW including coordination with Businesses, Project Controls, Schedule, Change Management, construction of new access road to eliminate access from Route 7, and major cross culvert to carry small streams.*

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

g. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. Anthony is currently DBPM on VDOT's Battlefield Project which is scheduled for completion this Fall and MD 32 widening which will be completed in July of 2022.

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: Brad McClung, Construction Manager
b. Project Assignment: Construction Manager
c. Name of the Firm with which you are employed at the time of submitting SOQ.: Wagman Heavy Civil, Inc.
d. Employment History: With this Firm 9 Years With Other Firms 6 Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): <b>Wagman Heavy Civil, Inc. 2013 – present, Construction Manager (roadway):</b> Northbound & Southbound Rappahannock River Crossing Projects, Odd Fellows Road Interchange, South Fork Bridge Replacement, Route 61 Bridge Replacement over New River. Brad was responsible for all field activities and allocation of resources such as personnel, equipment, materials and subcontractors. Brad was responsible for project safety, schedule and the construction quality control. Brad was assigned to each project full time during construction. <b>Key Construction 2007 – 2013, Assistant Superintendent:</b> Bailey Road Bridge Widening and Reconstruction, Route 41 New Highway and Bypass Connector. Brad was responsible for all roadway construction including excavation, drainage, erosion and sedimentation and utility relocations. Brad allocated field personnel and equipment and managed the safety program.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: West Virginia University, 2005, BS Physical Education
f. Active Registration: Year First Registered/ Discipline/VA Registration #: VDOT Intermediate Work Zone Traffic Control #021320202   Erosion and Sediment Control Certification #1-04486
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <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 Southbound CD Lanes — Rappahannock River Crossing, Stafford County, VA (\$101M) - Roadway Construction Manager.</b> <i>Wagman Heavy Civil, Inc. 2018-2021.</i> Brad is currently serving as roadway CM on the project and is responsible for implementing the overall design and construction of this \$101M project that includes construction of approximately five miles of new interstate roadway, a major bridge structure over the Rappahannock River, as well as three additional bridge structures over US Route 17. The project is heavily travelled by commuters and trucks. Brad is an integral part of the Design-Build team helping to achieve project goals and milestones. Brad is responsible for all of the highway elements including excavation, widening, subbase, asphalt paving, drainage, maintenance of traffic, traffic phasing, utility relocations erosion and sedimentation, guardrail, pavement markings and final landscaping. Brad also oversees the project Quality Assurance/Quality Control requirements associated with the roadway elements. Brad also coordinates with adjacent projects including the I-95 Express Lanes Fredericksburg Extension project, and the I-95 Safety Improvements at Route 3 project. Brad is also assisting on the Northbound Rappahannock project. <b>Relevant Project Features:</b> <i>Design Development, Partnering, Safety, Constructability Reviews, QA/QC, Environmental Compliance, Integrated Team, Stakeholder Coordination, MOT/Construction Sequencing, On Time/Budget, Utility Coordination, Public Outreach, Subgrade Improvements, traffic phasing, traffic switches, and schedule updates, ensuring success for DBE subcontractors &amp; suppliers.</i> <b>Odd Fellows Road Interchange at US 29/460 Design-Build, Lynchburg, VA (\$29.8M) - Roadway Construction Manager.</b> <i>Wagman Heavy Civil, Inc. 2015-2018.</i> This \$29.8M Design-Build project for the Virginia Department of Transportation is located in the City of Lynchburg, Va. One end of the project was a new interchange along the US Route 29/460 corridor at Odd Fellows Road. The other half of the project was situated in an urban/industrial area within the city of Lynchburg. It provides access to a vibrant industrial development area while aiding in attracting future business for the city. The project also included a two-span bridge over existing US Route 29/460, two on-ramps, two off-ramps, two traffic roundabouts, and the widening of an existing portion of Odd Fellows Road. Improvements to the existing roadway included full utility relocation (water, sewer, telecommunications, gas, and power), and the installation of curb and gutter, sidewalks, a 10' wide shared use path, and a closed storm water drainage system that runs the entire length of the project. We had to maintain access to local businesses and the adjacent communities while

constructing a new round-a-bout to improve traffic flow and safety. As Construction Manager, Brad was responsible for all of the highway elements including excavation, widening, subbase, asphalt paving, drainage, maintenance of traffic, traffic phasing, utility relocations erosion and sedimentation, guardrail, pavement markings and final landscaping. Brad also managed the project Quality Assurance/Quality Control requirements associated with the roadway elements. **Relevant Project Features:** *Design Development, Partnering, Safety, Constructability Reviews, QA/QC, Environmental Compliance, Integrated Team, Stakeholder Coordination, MOT/Construction Sequencing, On Time/Budget, Utility Coordination, Public Outreach, Subgrade Improvements, large culverts, erosion and sedimentation control, coordination with adjacent property owners (business & personal) and widening of existing roadway with safety improvements, resolving issues with local property owners (good customer service).*

**South Fork Bridge Replacement Route 340/522, Warren County, VA (\$48M) - Construction Manager.** *Wagman Heavy Civil, Inc. 2013-2017.* Brad was Construction Manager for VDOT's \$48 million project that included the complete reconstruction of large bridge structures carrying Route 340 over the South Fork of the Shenandoah River and the Norfolk Southern Railroad. This project replaced the existing bridge and widened the roadway approaches along the existing urban corridor entering Front Royal, VA. The project included significant excavation, drainage, base, and asphalt paving to construct new roadway approaches to the bridge, as well as new interchanges on the approaches to the bridge. The project also included associated street lighting on both the roadway and bridge, new signalized interchanges, guardrail installation, signage, and landscaping. Environmental compliance with erosion & sedimentation control devices. Brad managed all of the highway elements including drainage, maintenance of traffic, widening, subbase, asphalt paving, excavation, traffic phasing, utility relocations erosion and sedimentation, guardrail, pavement markings and final landscaping. Brad also managed the project Quality Assurance/Quality Control requirements of the project. **Relevant Project Features:** *Construction planning, urban corridor, maintaining access to adjacent businesses, Safety, Constructability Reviews, QA/QC, Environmental Compliance, Integrated Team, Partnering, MOT/Construction Sequencing, On Time/Budget, Utility Coordination, Public Outreach, Subgrade Improvement, large drainage, pipe & structures. Widening of existing roadway, improving mobility, minimizing disruption to the travelling public, and assisting DBE subcontractors.*

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

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. Currently Brad is assigned to I-95 Rappahannock SB which will be substantially complete by May of 2022.

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>										
a. Name & Title: <b>John Vicinski, P.E., DBIA, Director of Design Build Services</b>										
b. Project Assignment: <b>Quality Assurance Manager</b>										
c. Name of the Firm with which you are employed at the time of submitting SOQ.: <b>Quinn Consulting Services</b>										
d. Employment History: With this Firm <b>13</b> Years With Other Firms <b>38</b> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): <b>Quinn Consulting Services, Inc., Quality Assurance Manager (2008-Ongoing):</b> John is the Director of Design Build Services and a Quality Assurance Manager (QAM) on VDOT and FHWA Design-Build projects where he has written, overseen, and implemented project specific QA/QC Plans that conformed with the VDOT Minimum Requirements for Quality Assurance and Quality Assurance and Quality Control on Design-Build Projects. Mr. Vicinski is a Professional Engineer and design-build professional with 37 years of experience in transportation and heavy construction. His experience includes quality assurance management and inspection on interstates, primary and secondary roads, and rural roadways. VDOT/EFLHD Design-Build projects: Mr. Vicinski served as the QAM or Resident QC Engineer: <ul style="list-style-type: none"><li>• Boundary Channel Drive @ I-395 Interchange (VDOT), 7/21 to 11/23 (projected) - QAM</li><li>• Battlefield Parkway/Rt. 7 Interchange (VDOT), 4/2019 to 11/21 (projected) – QAM</li><li>• Hampton Roads Bridge Tunnel (VDOT), 3/2019 to 4/2020 – QAM for 1 year at start of project</li><li>• I-95 SB Rappahannock River Bridge Replacement (VDOT), 2/2018 to 10/2019 – QAM</li><li>• I-64 Widening Segment II (VDOT), 8/2016 to 8/2019 – QAM</li><li>• I-395 Express Lanes (VDOT), 7/2017 to 4/2021 – QAM</li><li>• Route 606 Reconstruction Design-Build (VDOT), 1/2015 to 7/2018 – QAM</li><li>• Route 1 Improvements near Ft. Belvoir (EFLHD), 4/2014 to 12/2017 – QAM</li><li>• Fall Hill Widening (VDOT), 11/2016 to 12/2017, QAM for one year at end of project</li><li>• Route 29 Bridge Over Little Rocky Run Design-Build (VDOT), 5/2013 to 9/2015 – QAM</li><li>• Route 27/244 Interchange Modifications Design-Build (VDOT), 3/2012 to 8/2015 – QAM</li><li>• Route 50 Widening Design-Build (VDOT), 9/2011 to 6/2015 – QAM</li><li>• Pacific Boulevard Extension Design-Build (VDOT), 2/2012 to 6/2013 – QAM</li><li>• Fort Lee A-Gate Roundabout Design-Build (EFLHD), 3/2012 to 12/2012 – QAM</li><li>• Fairfax County Parkway Phase III Design-Build (EFLHD), 2/2010 to 3/2013 – QAM</li><li>• Waxpool Road/Loudoun County Pkwy Interchange (VDOT), 4/2010 to 12/2010 – QAM</li><li>• I-495 HOT Lanes PPTA (VDOT), 11/2008 to 4/2009 – Resident Quality Control Engineer</li><li>• Pacific Boulevard Design-Build (VDOT), 6/2008 to 11/2008 – QAM</li><li>• Battlefield Parkway Design-Build (VDOT), 6/2008 to 11/2008 – QAM</li><li>• Gilberts Corner Design-Build (VDOT), 6/2008 to 11/2008 – QAM</li></ul> VDOT/EFLHD Design-Build projects: Mr. Vicinski has overseen the project QAM: <table border="0"><tr><td>• I-95 Express Lanes PPTA (VDOT)</td><td>• Telegraph Road and U.S. Route 1 Intersection (EFLHD)</td></tr><tr><td>• I-64 Widening Segment I (VDOT)</td><td>• I-66/Rt. 15 Interchange (VDOT)</td></tr><tr><td>• Rt. 7 @ Dulles Toll Road (VDOT)</td><td>• Gloucester Parkway (VDOT)</td></tr><tr><td>• I-64 Exit 91 (VDOT)</td><td>• Sycolin Road Interchange (VDOT)</td></tr><tr><td>• I-564 Extension to VPA (EFLHD)</td><td>• Belmont Ridge Road (VDOT)</td></tr></table> <b>Alpha Corporation, Vice President/Director of Transportation Services (1995-2008):</b> As Vice President/Director of Transportation Services and managed up to 25 contracts simultaneously primarily providing CEI services on design-build, district-wide, and project specific projects for VDOT and other transportation clients.	• I-95 Express Lanes PPTA (VDOT)	• Telegraph Road and U.S. Route 1 Intersection (EFLHD)	• I-64 Widening Segment I (VDOT)	• I-66/Rt. 15 Interchange (VDOT)	• Rt. 7 @ Dulles Toll Road (VDOT)	• Gloucester Parkway (VDOT)	• I-64 Exit 91 (VDOT)	• Sycolin Road Interchange (VDOT)	• I-564 Extension to VPA (EFLHD)	• Belmont Ridge Road (VDOT)
• I-95 Express Lanes PPTA (VDOT)	• Telegraph Road and U.S. Route 1 Intersection (EFLHD)									
• I-64 Widening Segment I (VDOT)	• I-66/Rt. 15 Interchange (VDOT)									
• Rt. 7 @ Dulles Toll Road (VDOT)	• Gloucester Parkway (VDOT)									
• I-64 Exit 91 (VDOT)	• Sycolin Road Interchange (VDOT)									
• I-564 Extension to VPA (EFLHD)	• Belmont Ridge Road (VDOT)									
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: B.S./1982/Civil Engineering Technology/ University of Pittsburgh at Johnstown										
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1992/Professional Engineer/VA #402-026380   2001/Professional Engineer/MD #4737559 1992/Professional Engineer/PA #PE043306   DBIA Certified (Expires 12/2021)										

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

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

**VDOT, Route 7 Battlefield Parkway, Town of Leesburg, VA (\$77.3M) – QAM.**

*Quinn Consulting Service, 2019 – 2021.* This \$77.3M Design Build project replaced the traffic signal at Route 7 and Battlefield Parkway with a grade separated interchange. Project improvements included removing the signal at Rte. 7 and Cardinal Drive, constructing a shared use path along eastbound battlefield parkway and sidewalks along the westbound, and adding eastbound auxiliary lanes. Mr. Vicinski's role as QAM involved quality assurance inspection and testing of all materials used and work performed on the Project, to include monitoring of the contractor's quality control (QC) program including overseeing entries into the material book, approval of monthly payment and maintaining the project punch list. He ensured that all work and materials, testing, and sampling were performed in conformance with the contract requirements and the "approved for construction" plans and specifications. By chairing all predatory meeting, John partnered with VDOT and the contractors to ensure all parties were aware of upcoming work activities. *Relevant Project Features: VDOT DB, working with Wagman, permit/environmental, roadway widening, stakeholder communication, geotechnical, drainage, ESC, QA/QC documentation control systems, NCR & deficiency logs, testing frequency metrics and project punch list.*

**VDOT, Route 29, Little Rocky Run Bridge DB Fairfax County, VA (\$13.4M) - QAM**

*Quinn Consulting Services 2013 - 09/2015.* This Design Build project replaced the structurally deficient Lee Highway (Route 29) bridge over Little Rocky Run and widened Route 29 to three lanes in each direction. It included a ten-foot shared use path on the south side, and a five-foot sidewalk to the north. Work includes QA of the design and construction of the Project to include but not limited to roadway, reinforced steel beam bridge, trail and sidewalk construction, guardrail, steel encased pipe, concrete pavement, sheet pile, signage, signals, utility relocations, curb and gutter, lighting & landscaping. John was responsible for the Quality Assurance and oversight of the construction operations, including the QA testing technicians: he checked test reports, daily reports, safety reports, and environmental reports; determined and certified to VDOT whether the materials and work complied with the contract documents; conducted preparatory inspection meetings prior to the start of any new work; provided oversight and directed the independent quality assurance testing and inspections; and compared the QA and QC tests to ensure they were within the tolerances established by VDOT's Minimum QA/QC Requirements Manual. *Relevant Project Features: Urban Corridor, maintaining access to local businesses and communities, QA, same Route 29 corridor, public outreach, Design build, preparatory meetings, QA testing and inspection with overall project management.*

**VDOT, Southbound Rappahannock River Bridge Crossing on I-95 (\$132M) Stafford County, VA – QAM**

*Quinn Consulting Services 2019 - 09/2020.* This \$132 million Design Build project will reduce I-95 congestion at Fredericksburg by providing local traffic additional lanes between Route 17 and Route 3. Three new I-95 southbound lanes will be constructed in the current median of I-95 for through traffic. The three existing I-95 southbound lanes from north of Route 17 to south of Route 3 will be converted to three sb lanes for local traffic. The existing I-95 interchanges at Route 17 and Route 3 will also be modified, as well as ramps to the Safety Rest Area and Virginia Welcome Center. John oversaw a team of independent QA inspectors and monitored the contractor's Quality Control team for compliance with both VDOT's Minimum QA/QC Standards on DB projects and the project-specific QA/QC Plan. John performed all necessary QA functions, both in the field and in the office. Field work consisted of managing a team of inspectors for all aspects of the project and ensuring they were up to date on all approved project documentation. In the office, John maintained the project materials notebook and attended preparatory and progress meetings to ensure open lines of communication with all project stakeholders. *Relevant Project Features: VDOT design Build, roadway, survey, ROW, Streams, Permitting, ESC, landscaping, lighting, signals, utility relocation, MOT and traffic devices.*

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

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

VDOT Boundary Channel Drive at I-395 Interchange Improvements, QAM, Projected 11/2023

VDOT Battlefield Parkway/Route 7 Interchange, QAM, Projected 11/2021

**ATTACHMENT 3.3.1  
KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>Rodney Hayzlett, PE, Vice President</b>
b. Project Assignment: <b>Design Manager (DM)</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): <b>Johnson, Mirmiran &amp; Thompson, Inc. (JMT), Full Time</b>
d. Employment History: With this Firm <b>20</b> Years With Other Firms <b>8</b> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): <b>Johnson, Mirmiran &amp; Thompson, Inc. 2013-Present</b> Vice President Mr. Hayzlett was promoted to Vice President in March of 2013 and serves as the Section Head for Virginia Highways Group. He has been instrumental in the successful management and design of many VDOT, Federal, county and municipal transportation projects including Design-Build procurements. As Design Manager, project responsibilities include signing and sealing plans for ROW acquisition and construction; management of design sub-consultants; internal coordination between discipline leaders; implementation and monitoring of the design QA/QC process; and coordination with construction staff and QA/QC staff. Also serves as a single point of contact during design and construction of DB projects, and oversees the construction support services provided by engineering staff. <ul style="list-style-type: none"> <li>• <b>I-95 Southbound CD Lanes Rappahannock River Crossing – Design-Build Project, (\$101.6M) – 2/2018 to Present – DB Design Manger</b></li> <li>• <b>Odd Fellows Road Interchange at U.S. Route 29/460 and Roadway Improvements – Design-Build Project, (\$29.8M) – 1/2016 to 8/2018 – DB Design Manager</b></li> <li>• <b>Fairfax County Parkway (FCP-Route 286) Extension – Design-Build Project, (\$112.4M) – 4/2008 to 7/2011 – DB Assistant Design Manager</b></li> <li>• <b>Route 61 (MacArthur Avenue) over the New River, Route 460, and Old Virginia Avenue Bridge Replacement _Design-Build Project, (\$16.6M) – 12/2010 – 9/2014 – DB Design Manager</b></li> </ul> <b>2001-2013</b> Senior Associate . Mr. Hayzlett served as Project Manager and the Section Head for Virginia Highways Group. His knowledge of the design processes and procedures for VDOT and municipalities, as well as his understanding of the responsibilities of other disciplines contributed to the successful completion of projects. His proactive/hands-on approach ensures that budgets/schedules are met and that issues are raised/resolved before they become costly problems. <ul style="list-style-type: none"> <li>• <b>Route 7 Widening (Rolling Holly Road to Reston Avenue – 1.2 miles) – Design-Bid-Build Project, (\$19.3M) – 2/2001 to 2/2013 – Project Manager</b></li> <li>• <b>Route 7 Corridor Improvements (Reston Avenue to Jarrett Valley Drive – 6.9 miles) – Design-Bid-Build Project, (\$253M) – 2/2001 to 7/2018 – Project Manager (for bridging documents)</b></li> <li>• <b>VRE Parking Lot and Roadway Improvements, Spotsylvania County, VA – Design-Bid-Build Project, (\$7.2M) – 8/2012 to 12/2015 – Project Manager</b></li> <li>• <b>Telegraph Road Park and Ride &amp; Roadway Improvements, Prince William County, VA – Design-Bid-Build Project, (\$7.8M) – 11/2009 to 11/2013 – Project Manager</b></li> <li>• <b>Route 1 Improvements (Joplin Road to Brady’s Hill Road), Prince William County, VA – Design-Bid-Build Project, (\$8M) – 2/2006 to 2/2013 – Project Manager</b></li> <li>• <b>Route 15 (Third Street) Bridge and Approaches over Buffalo Creek – Design-Build Project (\$0.5M) – 1/2007 to 7/2008 - Design Manager</b></li> </ul>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>Virginia Tech, Blacksburg, VA / Bachelor of Science / 1993 / Civil Engineering</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>1999 / Professional Engineer / 0402 032936</b>
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"> <li>1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i></li> <li>2. <i>Note whether experience is with current firm or with other firm.</i></li> <li>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i></li> </ol> <p><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> <p><b>VDOT, I-95 Southbound CD Lanes Rappahannock River Crossing, Stafford, VA (Design-Build) – Design Manager. Johnson, Mirmiran &amp; Thompson, Inc., 2018 – ongoing.</b> As Design Manager, Mr. Hayzlett is responsible for the professional engineering services to <b>add six miles of three new southbound general-purpose lanes</b> in a notoriously congested area of Fredericksburg Virginia <b>along Interstate I-95.</b> The lanes will be added to the existing median of I-95, and the existing southbound lanes of I-95 will be converted to a collector-distributor road between Route 3 and Route 17 separating the weaving movements for the local traffic from the through traffic headed south on I-95. The project will connect with the planned southern extension of the Express Toll Lanes (FREDEX) from Northern Virginia. JMT is the</p>

lead design firm for this DB Project. The project includes **four bridges; a new 1,200-foot-long, 100-foot-high bridge over the Rappahannock River and a new bridge over Route 17** for the new general purpose lanes along I-95 southbound in the median, and **two replacement bridges for the existing I-95 southbound crossings of Route 17** that will ultimately become part of the collector-distributor roadway. The project's **stormwater management strategy utilizes 2 on-site stormwater management ponds, 11 biofilters, water quality grass swales, and the purchase of nutrient credits.**

The project had significant environmental impacts to jurisdictional streams and wetlands and required an **Individual Permit from the ACOE and DEQ** for the project. Gained early approval on an **early work package that allowed Wagman Heavy Civil, Inc to go to work early in the median area along I-95 for grading, deep drainage, and erosion & sediment control construction outside of the jurisdictional areas** until the Individual Permit was approved by the agencies. Rodney is responsible for signing and sealing plans for ROW acquisition and construction; management of design sub-consultants; internal coordination between discipline leaders; implementation and monitoring of the design QA/QC process; and coordination with construction staff and QA/QC staff.

**Relevant Project Features:** *Heavily Traveled Roadway, Safety of Traveling Public, Phased Construction, Utility Coordination/Relocation, Roadway Widening, ROW Acquisition & Coordination, Stormwater Management, Environmental Compliance.*

**FHWA-EFLHD/VDOT, Fairfax County Parkway Extension, Springfield, VA (Design-Build) – Assistant Design Manager.** *Johnson, Mirmiran & Thompson, Inc., 2008-2011.* As Assistant Design Manager, Mr. Hayzlett was responsible for the design and roadway construction of a \$112 million segment of the Parkway between Rolling Road (Route 638) on the north and Fullerton Road on the south. This project was the final segment required to complete the Parkway, and included construction of **a four-lane divided, limited access highway, designed to facilitate future widening to 6 lanes within the project right-of way.** Oversaw the multi-disciplined design effort using over 75 engineers with multiple design firms for geotechnical investigations/analysis/engineering per VDOT MOI, **environmental mitigation for hazardous materials, permitting,** roadway and structural design, traffic engineering, SWM, drainage, ESC, shared use path, lighting, utility relocations/coord., ROW plat development, public coordination including Citizen Information/Pardon-Our-Dust meetings and in depth stakeholder coordination with USACE BRAC Integration office, Fort Belvoir DPW, ENRD and Fairfax County. The FCP project had an **extremely aggressive schedule** of 750 calendar days to design, permit, relocate utilities, and construct the parkway. The critical portion, Segments I & II of the mainline FCP, was opened to traffic **two months ahead** of schedule while Segment IV was opened to traffic **one month ahead** of schedule.

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

*Mr. Hayzlett received a "Star Partner" award for his exceptional dedication, teamwork, and professionalism in support of the project's goals by the NGA & USACE.*

**Relevant Project Features:** *Heavily Traveled Roadway, Safety of Traveling Public, Phased Construction, Utility Coordination/Relocation, Roadway Widening, ROW Acquisition & Coordination, Stormwater Management, Environmental Compliance.*

**VDOT, Odd Fellows Road Interchange at US Route 29/460 and Road Improvements, City of Lynchburg, VA (Design-Build) – Design Manager.** *Johnson, Mirmiran & Thompson, Inc., 2016-2018.* As Design Manager, Mr. Hayzlett was responsible for the professional engineering services to upgrade and extend Odd Fellows Road to US 460/29 in Lynchburg, VA a Design-Build Project with an approximate \$29.5 million contract value. JMT is teamed with Wagman Heavy Civil, Inc. construction firm and serving as the prime design firm on the project. The project includes the design/construction of a **new tight diamond interchange between Odd Fellows Road and US 460/29; widening and reconstruction of 1.5 miles of Odd Fellows Road to a three-lane typical section** with a two-way left turn lane, curb and gutter, sidewalk and a 10-foot shared use path; reconstruction and **widening of a bridge over the Norfolk Southern Railroad;** and construction of **three roundabouts** along Odd Fellows Road. The project included a **combination of 3 proposed stormwater management basins and the purchase of nutrient credits to meet VDOT SWM Requirements.** The project is being designed under a very aggressive design-build schedule, which requires the close weekly coordination between VDOT, the City, FHWA, and Wagman Heavy Civil, Inc. He coordinated with **adjacent construction projects** that required modification and integration of the adjacent work zones into the project's **TMP plan to develop one cohesive work zone for the safety of workers and traveling public.** The project had **significant environmental impacts to jurisdictional streams and wetlands and required an Individual Permit from the ACOE and DEQ** for the project. He was responsible for signing and sealing plans for ROW acquisition and construction; management of design sub-consultants; internal coordination between discipline leaders; implementation and monitoring of the design QA/QC process; and coordination with construction staff and QA/QC staff.

**Relevant Project Features:** *Safety of Traveling Public, Phased Construction, Utility Coordination/Relocation, Roadway Widening, ROW Acquisition & Coordination, Stormwater Management, Environmental Compliance.*

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

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

# Work History Forms

**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: <b>I-95 Southbound CD Lanes Rappahannock River Crossing DB</b>  Location: <b>Stafford, VA</b>	Name: <b>JMT</b>	Name of Client/Owner: <b>Virginia Department of Transportation</b> Project Manager: <b>Robert Ridgell, PE</b> Phone: <b>540-372-3549</b> Email: <a href="mailto:robert.ridgell@vdot.virginia.gov">robert.ridgell@vdot.virginia.gov</a>	<b>May 2022</b>	<b>May 2022 (Estimated, substantial completion expected 3/24/22, 2 months early)</b>	<b>\$101,600</b>	<b>\$114,736 (Estimated, due to owner initiated/approved change orders adding project enhancements: increased shoulder width on 2 bridges &amp; span length on 3 bridges, full depth GP shoulder section, and increased station limits of contract work at both termini.)</b>	<b>\$114,736</b>

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/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.



**SIMILARITIES TO ROUTE 29 WIDENING**

- Design-Build Delivery
- Interstate Urban Corridor in Fredericksburg
- Heavy Traffic
- Completed design on-time, construction ahead of schedule
- Met DBE Participation Goal
- Maintenance of Traffic
- Right-of-Way Acquisition
- Environmental Permitting & Compliance
- Utility Relocations & Avoidance
- Quality Assurance/Quality Control
- Transportation Management Plan
- Traffic Signals
- Public and Stakeholder Coordination and Outreach
- Shared Use Path
- Coordination with local businesses
- Coordination with local communities

**Staff shown on Organizational Chart:**

- Greg Andricos, PE
- Anthony Bednarik, DBIA
- Brad McClung

**PROJECT NARRATIVE:** Wagman Heavy Civil, as Design-Builder, is responsible for this \$114M VDOT project that constructs six miles of 3 new I-95 SB General Purpose (GP) lanes in Fredericksburg between Route 3 and Route 17. The new GP lanes are being constructed in the existing median of active I-95, and the existing SB lanes will be converted to a Collector-Distributor (CD) road. The project includes roadway, survey, structure and bridges, environmental, geotechnical, hydraulics, traffic control devices, transportation management plan, right-of-way, utilities, public involvement/relations, quality assurance and quality control, ITS, signage and lighting, construction engineering and inspection and overall project management. More specifically, the project includes four interstate bridges; a new 1,200-ft-long, 100-ft-high bridge over the Rappahannock River, a new bridge over Rte. 17, and the demolition and replacement of two existing bridges over Rte. 17. The project connects with the planned southern extension of the Express Toll Lanes from Northern Virginia. This project required a complex TMP to safely manage the high traffic volumes of I-95, Rte. 17 interchange and the Rte. 3 interchange. Through design refinement, Wagman was able to reduce the MOT phasing on Rte. 17 to one phase during construction of the new I-95 overpass bridges. We also reduced impact to I-95 GP traffic by working with VDOT to construct the large buildups required to divert the interstate traffic during reconstruction of the GP bridges over weekend periods as opposed to the months long effort to build up in 2” increments one lane at a time. The Team also worked with stakeholders to implement and maintain a coordinate pedestrian MOT scheme for trail & river users during construction of the River Bridge. This included portages, temporary pedestrian bridges, widening of existing City infrastructure, and dedicated pedestrian routes through the construction zone. The project has required coordination with FHWA, VDOT, EPA, DEQ, USACE, Virginia Marine Resources Commission, Virginia Department of Game and Inland Fisheries, City of Fredericksburg, Stafford and Spotsylvania Counties. Wagman, along with VDOT conducted an active public involvement campaign for the project that includes a series of Pardon Our Dust (POD) public meetings that occurred at each major switch in traffic during construction to inform citizens what to expect and how to navigate the construction work zones. Due to our QA/QC efforts the project currently holds the highest CQIP score in the state at 97.2%.

**WAGMAN'S ROLE:** Wagman was responsible for all design and construction of major structures, roadway elements, drainage, erosion & sedimentation, structures, shared use path, box culverts, public outreach, third-party coordination, ROW acquisition, utility coordination, protection and relocation, construction sequence of construction, maintaining traffic, TMP development, constructability reviews, Quality Assurance, Quality Control, inspection and testing, survey, CPM development and management, geotechnical, support of excavation, environmental permitting, erosion & sedimentation, environmental commitments, ROW commitments, hydraulics, stormwater management.

**EXPERIENCE WITH SIMILAR PARAMETERS as the Route 29 Widening Phase II Project**

**DELIVERING PROJECTS IN DEVELOPED URBAN AND HEAVILY RESIDENTIAL CORRIDORS, WITH CONSIDERABLE EMPHASIS ON SAFETY AND ENVIRONMENTAL COMPLIANCE:** The project is located in one of the most traveled sections of 95, with an ADT of 75,000. This heavily traveled urban corridor had many stakeholders involved including residents, businesses, retail and apartment complexes, and nature trails. Wagman has designed and constructed the project to improve the safety along the corridor. The project was phased and constructed while maintaining environmental compliance and we were able to receive a CQIP score of 97.2% due to our quality and environmental work plans. The project traversed the environmentally sensitive Rappahannock River and flood plain. Our river access plan reduced impacts to the stream while maintaining full river flow.

**FINISHING CONTRACTS ON TIME OR EARLIER THAN THE ORIGINAL CONTRACT FIXED COMPLETION DATE:** The project is scheduled to achieve substantial completion in March of 2022, 2 months early.

**LIMITING IMPACTS TO THE TRAVELING PUBLIC AND AFFECTED COMMUNITIES AND BUSINESSES, INCLUDING COMMITMENTS TO EFFECTIVE STRATEGIES TO MINIMIZE CONGESTION DURING CONSTRUCTION:** We developed a Traffic Management Plan (TMP) to minimize impacts to the local communities and businesses. Wagman was able to reduce congestion during construction by utilizing an effective MOT plan. Daily communication between the project team was maintained throughout construction to ensure that work progressed safely and efficiently. We were able to widen I-95 and build a 1200-ft long bridge while minimizing congestion, by working offline and behind traffic barrier. Similarly, our plan on Route 29 is to work outside of traffic to limit congestion. Wagman's four-week look-ahead schedules were used to monitor and adjust resources as needed to keep traffic moving. The project team has turned what was considered a risk to the project during procurement to a project benefit through planning and coordination.

**PROVIDING HIGH LEVEL OF CUSTOMER SERVICE THROUGH TIMELY RESOLUTION OF CITIZEN ISSUES AND CONCERNS:** The public outreach was extensive for the Southbound Rappahannock project. We had third-party stakeholders and local customers along the corridor as well as the traveling public moving north and south along I-95. The project has required significant public engagement with many stakeholders including recreational users of the river. We were very aware of the needs of the local community and demonstrated our commitment to the region by being a good neighbor. The Fredericksburg Trails Alliance went as far as to write a letter to the Wagman team “we met the [Wagman] Team back on May 21, 2018 at the jobsite ... they have exceeded our expectations and have really done an amazing job by doing everything that they said they would do and more.” We will work with the entities along Route 29 to maintain a high level of service

**MEETING OR EXCEEDING REQUIRED DISADVANTAGE BUSINESS ENTERPRISE PROGRAM COMMITMENTS:**

To date, Wagman has exceeded the project goal by \$1.7M; Original goal 10%, DBE to date 11.67%.

**Similar Risks as the Route 29 Widening Phase II**

**Risk 1 – Construction Phasing:** Wagman developed a full TMP with unique ingress/egress areas to access the work safely and efficiently. We can envision similar plans on Route 29 to minimize congestion and improve safety for the travelling public.

**Risk 2 – Utility Protection & Relocation:** Wagman worked with CES to mitigate utility costs and relocation while maintaining the project schedule. We will use lessons learned from I-95 SB to improve upon our utility coordination.

**Risk 3 – ROW Acquisition Schedule:** Wagman and JMT worked together to identify the impacted ROW and then acquire all of the ROW required to build the project. We coordinated with the Town of Fredericksburg and the Friends of the Rappahannock to obtain access to the projects without impacting operations to the town or impacting the experience to hikers, horseback riders and boat enthusiasts.

**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: <b>Route 7 Widening and Bridge Rehabilitation over the Dulles Toll Road and Dulles International Access Highway Design-Build</b>  Location: <b>Tysons Corner, VA</b>	Name: <b>JMT</b>	Name of Client/Owner: <b>Virginia Department of Transportation – NOVA District</b> Project Manager: <b>Arif Rahman</b> Phone: <b>703-259-1940</b> Email: <a href="mailto:md.rahman@vdot.virginia.gov">md.rahman@vdot.virginia.gov</a>	<b>May 2018</b>	<b>January 2018</b> (substantial completion – open to traffic)	<b>\$39,887</b>	<b>\$42,158</b> (Due to owner-approved change orders)	<b>\$42,158</b> (Due to owner-approved change orders)

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/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.



**SIMILARITIES TO ROUTE 29 WIDENING**

- Design-Build Delivery
- Urban Corridor
- Heavy Traffic
- Completed design on-time, construction ahead of schedule
- Met DBE Participation Goal
- Maintenance of Traffic
- Right-of-Way Acquisition
- Environmental Permitting & Compliance
- Utility Relocations & Avoidance
- Quality Assurance/Quality Control
- Transportation Management Plan
- Traffic Signals
- Public and Stakeholder Coordination and Outreach
- Shared Use Path
- Coordination with local businesses
- Coordination with local communities

**Staff shown on Organizational Chart:**

- Greg Andricos, PE
- Anthony Bednarik, DBIA
- Rodney Hayzlett
- Randy Boice
- Susan Perszyk

**PROJECT NARRATIVE:** This \$42M Design-Build project for the Virginia Department of Transportation (VDOT) reconstructs and widens the structurally deficient Route 7 bridge over Dulles Toll Road and the Dulles International Airport Access Highway from four lanes to six. This project required the widening of Route 7 approaches to the new structure, necessitating ROW acquisition and major utility relocation. Limited clearances within Metropolitan Washington Airports Authority's (Airports Authority's) right-of-way (ROW) required the design and installation of permanent foundations using micropiles to widen the existing bridge piers between Dulles Toll Road and the Dulles Access Highway. The project also includes a 10-foot-wide shared-use path that will be built for pedestrians and bikes to travel in each direction. This path incorporates grade-separated crossings, including two pedestrian bridges and three tunnels. Airports Authority facilities that were designed and constructed as part of this project included: roadway lighting, bridge superstructure, bridge protection barrier, grading for future CD lanes, overhead sign structures. The project team developed a four-stage construction sequence for the Route 7 bridge. This eliminated three proposed stages, reducing the project cost and schedule. Through teamwork and communication, Wagman maintained all traffic in accordance with the RFP requirements while reducing the number of construction stages. The reduction in construction stages also reduced utility relocations costs. Wagman reconstructed over 1 mile of existing Route 7, widening from 4 lanes to 6 lanes. We coordinated with local communities and businesses during the design and construction to maintain access and minimize impacts. We also coordinated with major third-party stakeholders such as WMATA, Airports Authority and permitting agencies. JMT developed the RFP plans and specification and our long standing relationship with JMT allowed cooperation and collaboration to finalize design and construct this heavily travelled project. CQIP Score of 90.82 percent

**WAGMAN'S ROLE:**

Wagman was responsible for all design and construction of roadway elements, drainage, erosion & sedimentation, structures, shared use path, box culverts, public outreach, third-party coordination, ROW acquisition, Utility coordination, protection and relocation, construction sequence of construction, maintaining traffic, TMP development, constructability reviews, Quality Assurance, Quality Control, inspection and testing, survey, CPM development and management, geotechnical, support of excavation, environmental permitting, erosion & sedimentation, environmental commitments, ROW commitments, hydraulics, stormwater management,

**EXPERIENCE WITH SIMILAR PARAMETERS as the Route 29 Widening Phase II Project**

**DELIVERING PROJECTS IN DEVELOPED URBAN AND HEAVILY RESIDENTIAL CORRIDORS, WITH CONSIDERABLE EMPHASIS ON SAFETY AND ENVIRONMENTAL COMPLIANCE:** The Route 7 project was located in Tyson's Corner in a heavily travelled urban corridor with residents, business and apartment complexes. We replaced the bridge over the Dulles Toll Road (DTR) and constructed the roadway approaches to the bridge in multiple phases while maintaining traffic and access to the local neighborhoods, businesses, and communities. The project was designed and constructed to improve the safety along the Route 7 corridor and along the DTR. The project was phased and constructed to maintain existing drainage and stream flows to ensure environmental compliance. The project was audited numerous times during its duration by the Department of Environmental Quality (DEQ) and VDOT, and the project received high remarks for environmental compliance.

**LIMITING IMPACTS TO THE TRAVELING PUBLIC AND AFFECTED COMMUNITIES AND BUSINESSES, INCLUDING COMMITMENTS TO EFFECTIVE STRATEGIES TO MINIMIZE CONGESTION DURING CONSTRUCTION:** We developed a Traffic Management Plan (TMP) to minimize impacts to the local communities and businesses and during design development reduced the number of construction phases from 7 to 4. The reduction in traffic phases minimized impacts to the travelling public, local businesses and communities. In addition, we were able to reduce congestion during construction by maintaining 2 lanes of traffic in each direction with the appropriate turn lanes in each phase. The reduction in construction phases not only minimized congestion on Route 7, but we reduced the impacts to the travelling public on the DTR with reduced lane closures and minimized night work.

**PROVIDING HIGH LEVEL OF CUSTOMER SERVICE THROUGH TIMELY RESOLUTION OF CITIZEN ISSUES AND CONCERNS:** The public outreach was extensive for the Route 7 over DTR project. We had third-party stakeholders and local customers such as the Dulles Toll Road, WMATA, Transurban, Wolf Trap, multiple businesses such as Koons Toyota and Tyson's West and local communities along the corridor. We were very aware of the needs of the local community and demonstrated our commitment to the region by being a good neighbor.

**FINISHING CONTRACTS ON TIME OR EARLIER THAN THE ORIGINAL CONTRACT FIXED COMPLETION DATE:** The Project was completed 3 days early and the Bridge was fully open to traffic 5 months early (substantial completion - open to traffic). Our approach to build and manage a fully integrated CPM, with design, ROW acquisition, utility relocations and construction phases allowed us to maintain the overall schedule and to communicate our plan to VDOT, travelling public, local business and communities.

**MEETING OR EXCEEDING REQUIRED DISADVANTAGE BUSINESS ENTERPRISE PROGRAM COMMITMENTS:**

During design and construction, we exceeded the DBE goal of 8% by achieving 12.75% DBE Participation. The goal was exceeded by conducting BDE outreach Prebid and after award of the contract, we continued our outreach to provide more opportunities for DBE subcontractors and suppliers.

**Similar Risks as the Route 29 Widening Phase II**

**Risk 1 – Construction Phasing:** Wagman revised the construction phases proposed in the RFP plans reducing the number of construction phases and improving the project schedule. We were able to eliminate 3 construction phases reducing impacts to the travelling public on Route 7 & the Dulles Toll Road.

**Risk 2 – Utility Protection & Relocation:** Our team worked very closely with the utility owners to design, protect or relocate substantial utilities along the corridor and on the structure. At our own expense we constructed a combined duct bank to accommodate multiple utility owners through the roadway approach. Our approach minimized construction by the utility owners and mitigated any schedule risk associated with the utility coordination. The project used a split-phase construction for the new Route 7 bridge to construct two sections of the bridge on either side of the existing westbound Route 7 bridge. One section was used solely for the utilities to be relocated in from the old bridge. This method of construction provided the necessary time for the utilities to perform their relocation work before needing the old bridge to be demolished in the second stage.

**Risk 3 – ROW Acquisition Schedule:** Wagman acquired 6 ROW parcels. Working closely with VDOT, our designer and the property owners, we were able to acquire all ROW on time without any impact to the project schedule. During design development and design coordination with VDOT, Wagman reduced ROW impacts—in particular, along the hiker/biker trail alignment and the construction of a bridge for the hiker/biker trail.

**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: <b>Maryland Route 404 – US 50 to East of Holly Road Design-Build</b>  Location: <b>Caroline, Queen Anne's and Talbot Counties, MD</b>	Name: <b>JMT, Wallace Montgomery, RK&amp;K Joint Venture</b>	Name of Client/Owner: <b>Maryland State Highway Administration</b> Project Manager: <b>Sean Campion</b> Phone: <b>Office: 410-545-8863 Cell: 240-446-6516</b> Email: <b>scampion@mdot.maryland.gov</b>	<b>July 2018</b>	<b>Substantial Completion November 23, 2017 Final Completion May 21, 2018</b>	<b>\$104,998</b>	<b>\$111,815  (Due to owner-approved change orders and receipt of \$362K in environmental incentives)</b>	<b>\$111,815  As managing partner of JV we were responsible for the entire contract value</b>

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/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.



**SIMILARITIES TO ROUTE 29 WIDENING**

- Design-Build Delivery
- Heavy Traffic
- Completed design on-time, construction completed ahead of schedule
- Met DBE Participation Goal
- Maintenance of Traffic
- Right-of-Way Acquisition
- Environmental Permitting & Compliance
- Utility Relocations & Avoidance
- Quality Assurance/Quality Control
- Transportation Management Plan
- Traffic Signals
- Innovative intersections to improve safety
- Public and Stakeholder Coordination and Outreach
- Adjacent communities & business owners

**Staff shown on Organizational Chart:**

- Greg Andricos, PE
- Anthony Bednarik, DBIA
- Bryan Smith, PE

**Project awards:**

- 2018 Project of the Year – ABC
- 2018 Excellence Award Mega Projects – ABC
- 2019 Project of the Year over \$5M – MdQI
- 2019 Honor Award – DBIA MAR
- 2019 Partnering Award - MdQI

**PROJECT NARRATIVE:** Maryland Route 404 (MD 404) is a 55-mph principal arterial that serves commuters, commercial trucking, and summer vacationers traveling to and from the Delmarva Region from the heavily urban areas of Baltimore & Washington DC. The project consisted of widening approximately 9.2 miles of the MD 404 corridor from a two-lane to a four-lane divided highway from US Route 50 to the west of Denton, Maryland. The project improved safety, provided adequate capacity and efficient highway operations, and enhanced mobility for travelers while minimizing impacts to adjacent resources. The project scope consisted of design and construction of two additional lanes along the existing alignment, which created a dual divided four-lane highway and implemented innovative “J” Turn and Continuous Green “T” intersections improving safety and eliminating crossover movements and unprotected left turns from side streets. The additional improvements included a bridge over Norwich Creek; over 20 roadway cross culverts, multiple pipes and box culverts; new and rehabilitated roadway pavement and drainage systems; stormwater management (SWM) facilities; roadway lighting; signing; pavement marking; and ITS devices. Wagman Heavy Civil, Inc. as the managing partner, led the overall supervision and direction of the project; performed design coordination and reviews; utility coordination; and interfaced with MDOT SHA. From the development of our TMP through construction, The Team limited impacts to the travelling public and local stakeholders. The Team minimized congestion and impacts during construction by: notifying and communicating regularly with property owners, local law enforcement, and first responders addressing specific mobility concerns; providing a minimum seven-day notice to the community through public outreach (mailers, website updates, social media) of any major traffic pattern changes; constructing and maintaining physical access to properties within the project limits; and coordinating with the local community to maintain access and mobility residents and local businesses. The project had a substantial completion date eighteen months from NTP with \$22K/day LD's. Our innovative JV formation approach that segmented the project and allowed the ability to supplement resources if necessary, provided us the ability to mitigate the schedule risk and capitalize on the achievement of incentives. The project earned all early completion incentives with a total value of \$6M and \$362K in environmental incentives while maintaining continuous access to all adjacent properties. Our team partnered with MDOT SHA and project stakeholders to execute design and construction. Our Team achieved these objectives by expediting design and construction planning to manage, mitigate, and minimize cost and schedule risks. JMT was part of the design joint venture and designed the segment of work constructed by Wagman.

**WAGMAN'S ROLE:** Wagman was responsible for all design and construction of roadway elements, drainage, erosion & sedimentation, structures, box culverts, public outreach, third-party coordination, ROW acquisition, utility coordination, protection and relocation, construction sequence of construction, maintaining traffic, TMP development, constructability reviews, Quality Control, innovative alternatives (ATCs), survey, CPM development and management, geotechnical, support of excavation, environmental permitting, erosion & sedimentation, environmental commitments, ROW commitments, hydraulics, stormwater management with bio-swales and stormwater management ponds.

**EXPERIENCE WITH SIMILAR PARAMETERS as the Route 29 Widening Phase II Project**

**DELIVERING PROJECTS IN DEVELOPED URBAN AND HEAVILY RESIDENTIAL CORRIDORS, WITH CONSIDERABLE EMPHASIS ON SAFETY AND ENVIRONMENTAL COMPLIANCE:** MD 404 Dualization project extended over 14 miles from MD 50 to east of Holly Road that increased capacity through residential properties and local business. This project crossed through 3 counties through multiple communities and businesses. Unique safety features were designed and constructed to improve safety along the entire corridor reducing accidents. This included regular discussions with property owners about schedule, coordination of traffic shifts, and coordination of work in adjoining areas. The project traversed the environmentally sensitive Norwich Creek where Wagman built a new bridge structure. We received multiple incentives for maintaining Erosion & sedimentation and we reduced impacts to wetlands & streams.

**LIMITING IMPACTS TO THE TRAVELING PUBLIC AND AFFECTED COMMUNITIES AND BUSINESSES, INCLUDING COMMITMENTS TO EFFECTIVE STRATEGIES TO MINIMIZE CONGESTION DURING CONSTRUCTION:**

The DB Team implemented a plan to communicate with stakeholders through public outreach prior to any major traffic pattern change. We developed a detailed TMP to minimize congestion; MD 404 is a major corridor for vacationers headed to the Maryland & Delaware beaches that increased traffic dramatically during the spring, summer and fall months and we were able to minimize congestion by informing the public and maintaining all travel lanes during high volume periods.

**PROVIDING HIGH LEVEL OF CUSTOMER SERVICE THROUGH TIMELY RESOLUTION OF CITIZEN ISSUES AND CONCERNS:**

We met with property owners, businesses and first responders to communicate our design and construction sequence. We established hotlines and social media applications to address issues raised by the local community and commuters through the work zone. We met routinely with adjacent properties and business owners to address concerns and issues raised during construction. We tried to redesign the project and delayed work in the area to try to save an old “champion” tree.

**FINISHING CONTRACTS ON TIME OR EARLIER THAN THE ORIGINAL CONTRACT FIXED COMPLETION DATE:**

We received the full incentive for project substantial completion by opening the roadway 2 days before the project. After substantial completion we finalized the project and completed the final phase of construction 2 months before final completion.

**MEETING OR EXCEEDING REQUIRED DISADVANTAGE BUSINESS ENTERPRISE PROGRAM COMMITMENTS**

Our team exceeded the DBE Goal of 13% by executing contracts and purchase orders with DBE firms for 13.44% of the contract.

**Similar Risks as the Route 29 Widening Phase II**

**Risk 1 – Construction Phasing:** We developed detailed construction phasing plans to construct the project with a little disruption to the travelling public and local residents. The plans included environmental & drainage elements to convey waterways through the work zone.

**Risk 2 – Utility Protection & Relocation:** We coordinated with multiple utility owners across three separate counties to relocate utilities along the entire corridor. Early and frequent coordination allowed utilities to be relocated before major construction operations started.

**Risk 3 – ROW Acquisition Schedule:** Wagman worked with MDOT SHA to acquire ROW for the project. When the Owner fell behind schedule, we altered our work plan to eliminate schedule delays and mitigate extra costs to the Owner.

**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 the overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: <b>I-95 Southbound CD Lanes Rappahannock River Crossing (Design-Build) SINGULAR PROJECT</b>  Location: <b>Stafford, VA</b>	Name: <b>Wagman Heavy Civil, Inc.</b>	Name of Client/Owner: <b>Virginia Department of Transportation</b> Project Manager: <b>Robert Ridgell, PE</b> Phone: <b>540-372-3549</b> Email: <b>Robert.Ridgell@vdot.virginia.gov</b>	<b>February 2018</b>	<b>May 2022 (Estimated)</b>	<b>\$101,600 (Original)</b>	<b>\$101,600* (Estimated)</b>	<b>\$9,600 JMT Design Fee</b>

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/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. **(PRIME DESIGNER – OFFICE LOCATIONS: HERNDON, VA; RICHMOND, VA; VIRGINIA BEACH, VA, HUNT VALLEY, MD, AND YORK, PA)**



**PROJECT NARRATIVE:**

**JMT is the lead designer for this \$101.6M DB project to add six miles of three new southbound general-purpose lanes in a notoriously congested area of Northern Virginia.** The lanes will be added to the existing median of I-95, and the existing southbound lanes will be converted to a collector-distributor road between Route 3 and Route 17. The project includes four bridges; a new 1,200-foot-long, 100-foot-high bridge over the Rappahannock River for the new general-purpose lanes in the median, a new bridge over Route 17 for the general-purpose lanes, and two replacement bridges for the existing I-95 crossings of Route 17. The project will connect with the planned southern extension of the Express Toll Lanes from Northern Virginia.

**PROJECT SCOPE:**

- Add 6-miles of 3-new southbound general-purpose lanes
- Acquisition of environment permits.
- ROW acquisition negotiation for installation of a noise wall.
- Complex multi-phase MOT on highly congested urban roadway.
- Extensive stakeholder and public outreach.
- 15 new stormwater management facilities.

**JMT'S ROLE:**

JMT was responsible for managing a multi-discipline team consisting of roadway design, bridge design, drainage design, stormwater management design, environmental permitting, traffic and ITS design, geotechnical investigation and testing, public involvement, surveying, utility designation, and noise wall analysis and design. JMT was also responsible for securing all environmental permits and right of way for the project. During construction, JMT is providing engineering oversight, and is responsible for addressing request for information from the contractor and performing shop drawing reviews. The DBT is embracing VDOT's use of PlanGrid for document control, using it for plan submittals, RFIs and tracking and addressing issues in the field.

**EXPERIENCE WITH SIMILAR PARAMETERS as the Route 29 Widening Phase II Project**

**DELIVERING PROJECTS IN DEVELOPED URBAN AND HEAVILY RESIDENTIAL CORRIDORS, WITH CONSIDERABLE EMPHASIS ON SAFETY AND ENVIRONMENTAL COMPLIANCE**

**LIMITING IMPACTS TO THE TRAVELING PUBLIC AND AFFECTED COMMUNITIES AND BUSINESSES, INCLUDING COMMITMENTS TO EFFECTIVE STRATEGIES TO MINIMIZE CONGESTION DURING CONSTRUCTION**

JMT's design was driven around the importance of a minimally impactful maintenance of traffic strategy. To reduce construction vehicles on NB and SB I-95 during peak congestion times, the Design Build Team (DBT) has performed most of the moving of earthwork from areas south of the river to north of the river at night. Existing through lanes on I-95 are being maintained throughout construction via the use of diversion roads within the median to reduce impacts on the traveling public. Our design and sequencing was accomplished with minimal phases and constructed in significantly less time than the original planning documents would have yielded. JMT worked closely with VDOT Fredericksburg Public Communications staff to implemented a robust public outreach program to inform and communicate with public and stakeholders in order to minimize disruptions to traffic. Activities included infographics, stakeholder outreach, notifying WAZE and tourists at

VA Beach and Outer Banks about weekends when major traffic shifts were implemented. 3D drive-through animation videos were created showing the major traffic shifts.

**PROVIDING HIGH LEVEL OF CUSTOMER SERVICE THROUGH TIMELY RESOLUTION OF CITIZEN ISSUES AND CONCERNS**

Stakeholders coordinated with to date include local emergency responders from the region, homeowners concerned about noise walls, environmental groups such as Friends of the Rappahannock, river and trail user groups and utility companies. The project also involves extensive coordination with three other major construction projects that overlap construction limits with this project. An example of providing high level of customer service includes addressing concerns of the river users. The Fredericksburg Trails Alliance has reported publicly on their website. "We met the ... Team back on May 21, 2018 at the jobsite... they have exceeded our expectations and have really done an amazing job by doing everything that they said they would do and more." The project team has turned what was considered a risk to the project during procurement to a project benefit through building strong stakeholder relationships.

**FINISHING CONTRACTS ON TIME OR EARLIER THAN THE ORIGINAL CONTRACT FIXED COMPLETION DATE**

Design of the project started in February 2018, and through the development of an early work plan set, construction begin early in August 2018 while the remainder of the project continued under design. RFC plans were submitted on time on June 10, 2019 and construction is ahead of scheduled to be completed well prior to May 2022. The first major traffic shift occurred 4 month early. The design build team is on schedule to meet an interim milestone on October 15, 2021.

**MEETING OR EXCEEDING REQUIRED DISADVANTAGE BUSINESS ENTERPRISE PROGRAM COMMITMENTS**

The design build team has met VDOT's 10% DBE goal on this project.

**Similar Risks as the Route 29 Widening Phase II**

**Risk 1 – Constructing Phasing:** JMT worked with Wagman in weekly design coordination meetings to develop a sequence of construction and MOT schemes that allowed Wagman to begin construction early with an early works package of clearing and grubbing, E&S, deep drainage structures and mass grading while ROW was acquired. Other sequencing was developed to minimize traffic shifts and allowing Wagman larger more efficient work zones. A temporary signal was implemented on Route 17 to allow closure of I-95 loop ramps so the B606 bridge over Route 17 could be constructed in a single phase and keep traffic further away from construction workers.

**Risk 2 – Utility Protection & Relocation:** The DBT effectively coordinated utility relocations of fiberoptic, electrical lines, communication lines, and the relocation of an overhead height detectors keeping the relocations off the critical path. The DBT was also able to get Dominion Power and Comcast to fix utility crossings that did not provide required clearance over existing travel lanes that were unaffected by the project. The DBT provided vibration monitoring of an adjacent waterline while bridge piles were driven.

**Risk 3 – ROW Acquisition Schedule:** JMT was able to secure right of way quickly and allow Wagman to construct the noise wall early in the construction phase as promised in the technical proposal. JMT also redesigned the SWM concept and facilities, after RFC plan approval, to reduce required right of way and eliminate a potential litigious acquisition.

**SIMILARITIES TO ROUTE 29 WIDENING**

- Design-Build Delivery
- Urban Corridor
- Completed design on-time, construction ahead of schedule
- Met DBE Participation Goal
- Maintenance of Traffic
- Right-of-Way Acquisition
- Environmental Permitting & Compliance
- Utility Relocations & Avoidance
- Quality Assurance/Quality Control
- Transportation Management Plan
- Traffic Signals
- Public and Stakeholder Coordination and Outreach

**Staff shown on Organizational Chart:**

- Rodney Hayzlett, PE
- Brian Curtis, PE
- Randy Boice, PE
- Michael Zmuda, LS, PE
- Ian Frost, CEP, AICP, LEED AP

**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 the overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: <b>Odd Fellows Road Interchange at U.S. Route 29/460 and Roadway Improvements (DB)</b> Location: <b>Lynchburg, VA</b>	Name: <b>Wagman Heavy Civil, Inc.</b>	Name of Client/Owner: <b>Virginia Department of Transportation</b> Phone: <b>434-856-8318</b> Project Manager: <b>Mrs. Raina Rosado, PE</b> Email: <b>raina.rosado@vdot.virginia.gov</b>	<b>January 2016</b>	<b>August 2018 (Actual)</b>	<b>\$29,846 (Original)</b>	<b>\$29,617 (Estimated)</b>	<b>\$2,759 JMT Design Fee</b>

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/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. **(PRIME DESIGNER – OFFICE LOCATIONS: HERNDON, VA; RICHMOND, VA; VIRGINIA BEACH, VA, HUNT VALLEY, MD, AND YORK, PA)**



**SIMILARITIES TO ROUTE 29 WIDENING**

- Design-Build Delivery
- Urban Corridor
- Completed design on-time, construction ahead of schedule
- Met DBE Participation Goal
- Maintenance of Traffic
- Right-of-Way Acquisition
- Environmental Permitting & Compliance
- Utility Relocations & Avoidance
- Quality Assurance/Quality Control
- Transportation Management Plan
- Traffic Signals
- Public and Stakeholder Coordination and Outreach

**STAFF SHOWN ON ORGANIZATIONAL CHART:**

Adam Staples  
Todd Scott  
Greg Andricos  
Rodney Hayzlett, PE  
Trip Phaup, PE

**PROJECT NARRATIVE:**

**JMT was the lead designer teamed with Wagman Heavy Civil, Inc. for this \$29.6M DB project to upgrade and extend Odd Fellows Road to US 460/29 in Lynchburg, VA .** The project included the design and construction of a new tight diamond interchange between Odd Fellows Road and US 460/29; widening and reconstruction of 1.3 miles of Odd Fellows Road to a three-lane typical section with a two-way left turn lane, curb and gutter, sidewalk and a 10-foot shared use path; construction of a bridge over US 460; construction of three roundabouts along Odd Fellows Road; and design of a new bridge over the Norfolk Southern Railroad.

**PROJECT SCOPE:**

- New tight diamond interchange on US 460/29, widening 1.3 miles of Odd Fellows Road
- Acquisition of environment permits including the preparation of the Joint Permit Application and supporting documentation for the Section 404 and 401 permitting.
- ROW acquisition negotiations for 39 parcels including three government parcels the DMV, US Post Office, and Virginia Employment Commission.
- Complex multi-phase MOT on highly congested urban roadway.
- Utility coordination with Columbia Gas, Verizon, Appalachian Power, the City of Lynchburg and numerous other telecommunication companies. Water and sewer betterments for City of Lynchburg
- 3 new extended and enhanced stormwater management facilities.

**JMT'S ROLE:**

JMT was responsible for managing a multi-discipline team consisting of roadway, bridge, drainage, and SWM design, environmental permitting, traffic and ITS design, geotechnical investigation and testing, public involvement, surveying, utility designation, and noise wall analysis. JMT was also responsible for securing all environmental permits and right of way for the project. During construction, JMT provided engineering oversight, and addressed request for information from the contractor and performed shop drawing reviews. The Project received ACEC's 2018 Engineering Excellence Merit Award.

**EXPERIENCE WITH SIMILAR PARAMETERS as the Route 29 Widening Phase II Project**

**DELIVERING PROJECTS IN DEVELOPED URBAN AND HEAVILY RESIDENTIAL CORRIDORS, WITH CONSIDERABLE EMPHASIS ON SAFETY AND ENVIRONMENTAL COMPLIANCE**

The project included a complete streets approach with Odd Fellows Road being widened to add a continuous turn lane and curb and gutter. Following the Odd Fellows Road Corridor Master Plan, street trees, lighting, and stamped crosswalks were included to improve the aesthetics and public perception of the corridor. The new interchange serves as a gateway to Liberty University and main industrial corridors in Lynchburg.

The alignment of Odd Fellows Road traverses rolling terrain with grades of up to 9%. Existing deficiencies of intersection sight distance at the numerous driveways along the corridor were magnified with the widening of Odd Fellows Road and the significant increase of traffic from the interchange. JMT contacted over 50 businesses along the Odd Fellows Road Industrial Corridor to determine, what type of vehicles were accessing each parcel, their frequency and how circulation was occurring. This allowed the design build team to determine which driveways with deficient sight distance could be moved, which ones could be closed, and which ones movements could be restricted without having unacceptable impacts to business operations. JMT worked with VDOT and the City to lower the speed limit to 25 mph to eliminate any remaining sight distance problems and enhance safety. The project impacted 1,047 acres of wetlands and 2,842 lf of streams. JMT worked closely with the environmental agencies to timely obtain the necessary VWP and VPDES Permits from DEQ, and the Section 404 Permit from the USACOE.

**LIMITING IMPACTS TO THE TRAVELING PUBLIC AND AFFECTED COMMUNITIES AND BUSINESSES, INCLUDING COMMITMENTS TO EFFECTIVE STRATEGIES TO MINIMIZE CONGESTION DURING CONSTRUCTION**

The DB Team implemented a one-way traffic flow for the majority of the corridor from Mayflower Drive to Bradley Drive for MOT. JMT and Wagman performed extensive community outreach to ensure all business owners along the corridor and the traveling public were well informed on the change in traffic patterns. This MOT approach improved safety for the construction workers and improved overall efficiency's for construction of the project. This also eliminated the need for daytime flaggers through this corridor improving safety and operations.

**PROVIDING HIGH LEVEL OF CUSTOMER SERVICES THROUGH TIMELY RESOLUTION OF CITIZEN ISSUES AND CONCERNS**

The project has involved interactive stakeholder involvement. JMT contacted over 50 businesses along the Odd Fellows Road Industrial Corridor to determine their parking, access, and circulation needs. JMT met in the field with several property owners to further find solutions to their concerns. We held a public hearing and a Pardon our Dust meeting on the project and was responsible for meeting preparation, meeting materials, and presentation boards.

**FINISHING CONTRACTS ON TIME OR EARLIER THAN THE ORIGINAL CONTRACT FIXED COMPLETION DATE**

The project had an aggressive design and construction schedule to complete the project to provide additional access to a growing section of Liberty University's campus. Liberty University and the City of Lynchburg were actively designing and construction Liberty Mountain Drive to tie into the new Route 460 interchange. Development plans were also being prepared adjacent to the project that were dependent on the interchange being operational. The DBT successfully partnered with VDOT and stakeholders, through proactive project management coupled with discipline specific one-on-one meetings to get approvals ahead of schedule. Segment A (Interchange with US Route 460/29) was advanced to construction plans while Segment B1 & B2 were being designed which ultimately facilitated phased construction plan approval accordingly.

**MEETING OR EXCEEDING REQUIRED DISADVANTAGE BUSINESS ENTERPRISE PROGRAM COMMITMENTS**

The design build team met VDOT's 10% DBE goal on this project.

**Similar Risks as the Route 29 Widening Phase II**

**Risk 1 – Constructing Phasing:** JMT advanced the Segment A to construction plans while Segments B1 & B2 were being designed to facilitate phased construction plan approval to allow Wagman to begin construction early with an early works package of clearing and grubbing, E&S, deep drainage structures and mass grading while ROW was acquired. JMT worked with Wagman in weekly design coordination meetings to develop a sequence of construction and MOT schemes that improved overall efficiency's for construction of the project.

**Risk 2 – Utility Protection & Relocation:** The DBT effectively coordinated utility relocations of fiberoptic, electrical transmission and distribution lines, communication lines, and in plan water and sewer systems keeping the relocations off the critical path. With the large number of utilities being located within a narrow right-of-way footprint, JMT developed a comprehensive sequencing plan of relocations to ensure all utilities could remain in service, be efficiently designed and out of conflict with each other. Implementation of the plan required strict field verification of relocated utility placement.

**Risk 3 – ROW Acquisition Schedule:** JMT was able to secure right-of-way and easements for the project quickly. JMT prepared right-of-way plans, title and deed research, appraisals, negotiations, and filing certificates. The right of way acquisition included 3 government parcels including the DMV, US Post Office, and Virginia Employment Commission. The project included three residential relocations and the temporary relocation of a business during construction.

**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 the overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: <b>Fairfax County Parkway (Route 286) Extension (Design-Build) SINGULAR CONTRACT</b> Location: <b>Springfield, VA</b>	Name: <b>Cherry Hill Construction, Inc. (a wholly-owned subsidiary of Tutor Perini Corporation)</b>	Name of Client/Owner: <b>Virginia Department of Transportation</b> Project Manager: <b>Tom Fahrney</b> Phone: <b>703-259-2381</b> Email: <a href="mailto:Tom.Fahrney@vdot.virginia.gov">Tom.Fahrney@vdot.virginia.gov</a>	<b>April 2008</b>	<b>July 2011</b> (Actual)	<b>\$73,756</b> (Original)	<b>\$112,416*</b> (Actual) <small>*Received a significant contract modification adding the DB Segment IV, which increased the scope by 25%</small>	<b>\$11,538</b>

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/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. **(PRIME DESIGNER – OFFICE LOCATIONS: HERNDON, VA; RICHMOND, VA; VIRGINIA BEACH, VA; AND HUNT VALLEY, MD)**



**Parkway (Route 286)/Defense Access Road Interchange**

**PROJECT NARRATIVE:**

The Fairfax County Parkway (FCP) extension completed a vital link to I-95 in Northern Virginia (NOVA). This Design-Build project was highly publicized as critical to the success of the region's Base Realignment and Closure (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. This project was along a very highly developed urban corridor in NOVA between the Franconia-Springfield Parkway, I-95, Fort Belvoir, the NGA's headquarters, adjacent businesses, residences and industrial facilities. The project also relocated portions of Rolling Rd., a heavily traveled local roadway and widened I-95 to accommodate Defense Access Road (DAR) and new exit Ramp to FCP.

**PROJECT SCOPE:**

- Meet an aggressive schedule of 750 calendar days to design, permit, relocate utilities and construct approximately 1.5 miles of four-lane divided, limited access highway designed to facilitate future six lanes widening within right-of-way.
- Design and construction of seven new bridges, 1 bridge widening, and a multipurpose trail.
- EPG Access Road interchange over the parkway and associated noise walls.
- Provide extensive design collaboration and coordination with the U.S. Army.

**JMT's ROLE:**

JMT was the lead designer which prepared ATCs that improved the project design with significant reductions in construction costs. FCP work included surveys, SUE, grading, drainage, SWM, pavement design, shared use paths, seven new bridges including two 420 ft. long, 3-span continuous steel plate girder dual bridges carrying north and southbound traffic, 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/coordination, R/W plats and extensive environmental services, including permitting/compliance monitoring. Members of JMT received "Star Partner" awards for their exceptional dedication, teamwork, and professionalism.

**EXPERIENCE WITH SIMILAR PARAMETERS as the Route 29 Widening Phase II Project**

**DELIVERING PROJECTS IN DEVELOPED URBAN AND HEAVILY RESIDENTIAL CORRIDORS, WITH CONSIDERABLE EMPHASIS ON SAFETY AND ENVIRONMENTAL COMPLIANCE**

JMT's approved "Fullerton Flip" ATC improved the overall project design and provided significant reductions in construction costs. The original design depicted Fullerton Road crossing over FCP, JMT revised the profiles for both the FCP and Fullerton Road to take FCP over Fullerton Road. The benefits that raising the grade of FCP brought to the project were: reduced amount of soil/rock excavation; minimized disturbance of contaminated material by placing embankment over the Central Motors site; reduced the surplus material that resulted in a balanced earthwork project. This significantly reduced project cost and environmental risk by minimizing trucks on local roadways. The FCP alignment cut through the Fort Belvoir North Area and crossed five former firing ranges and testing sites including three RCRA sites that had significant groundwater and soil contamination, and stringent Land Use Controls required by an EPA Consent Order to protect human health and the environment. JMT performed a comprehensive investigation of the nature and extent of the contamination, including groundwater modeling to evaluate the impact of construction on the fate and transport of multiple contaminated groundwater plumes.

**LIMITING IMPACTS TO THE TRAVELING PUBLIC, AFFECTED COMMUNITIES, BUSINESSES, INCLUDING COMMITMENTS TO EFFECTIVE STRATEGIES TO MINIMIZE CONGESTION DURING CONSTRUCTION**

An extensive transportation management plan was developed to address safety concerns in and around long-term work zone closures and temporary lane closures. Meetings were held to discuss the detour with nearby

property/business owners and the school bus facility and acceptance was gained. These personal meetings proved very beneficial for both the team and stakeholders, providing a wide range of information that may not have otherwise been obtained. During the bridge construction of FCP over Fullerton Road, a detour of Fullerton Road was implemented to facilitate single stage bridge construction minimizing the construction duration and overall impacts to the traveling public while increasing the quality of the new bridge structure.

**PROVIDING HIGH LEVEL OF CUSTOMER SERVICE THROUGH TIMELY RESOLUTION OF CITIZEN ISSUES AND CONCERNS**

The project required the construction of noise barriers adjacent to communities who were concerned about the noise from the new roadway and the aesthetics of the noise barriers. To address the concerns of the community, the DB Team held numerous public meetings to discuss the upcoming construction and to enable public comment on the proposed aesthetic treatments for the noise barriers. To address the concerns of the communities regarding construction noise, the DB Team developed the project schedule to allow construction of the noise barriers to commence early in the schedule. As an added bonus, the DB Team constructed an earthen berm to further reduce the noise associated with the roadway while providing an aesthetically pleasing landscape to further screen the community and the shared use path from the roadway.

**FINISHING CONTRACTS ON TIME / EARLIER THAN THE ORIGINAL CONTRACT FIXED COMPLETION DATE**

A driving factor contributing to the success of this project was the establishment of a formal partnering agreement between the project stakeholders. 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 DB team met the requirements of BRAC the FCP project had an extremely aggressive schedule of 750 calendar days to design, permit, relocate utilities, and construct the parkway. The project's original 750 calendar day schedule was completed and opened to traffic two months ahead of schedule, while executing a significant owner generated contract modification, increasing scope by 25% over the original contract. The added work was substantially completed one month ahead of schedule.

**MEETING OR EXCEEDING REQUIRED DISADVANTAGE BUSINESS ENTERPRISE PROGRAM COMMITMENTS**

The design build team met VDOT's DBE goal on this project.

**Similar Risks as the Route 29 Widening Phase II**

**Risk 1 – Constructing Phasing:** The team separated the project into two major work packages about the Accotink Creek. JMT advanced the West of Accotink Creek section (majority of the project on new alignment on Fort Belvoir property) to construction plans while the East of Accotink Creek section was being designed to facilitate phased construction plan approval to allow Cherry Hill to begin construction early while ROW was being acquired and utilities relocated within the East of Accotink section.

**Risk 2 – Utility Protection & Relocation:** The DB team initiated early meetings with utility owners and supported the development of their plan and estimate submittals by providing design plans and profiles in CAD for them to design their relocations against. Provided an emergency sewer back-up system design for the temporary diversion of a 48" diameter sanitary sewer line allowing the pumping of 17 million gallons of sewage per day a distance of 1,800 linear feet through an environmentally sensitive area to provide redundant protection. Adjusted roadway design to minimize relocation of 20" water line and 8" gas line along Barta Rd. that avoided delays to construction schedule. Completed relocations of 1,420 LF of water mains and several 8" sewer relocation along Fullerton Rd., coordinated utility relocations with several utility owners. There were no project delays related to utility relocations.

**Risk 3 – ROW Acquisition Schedule:** JMT advanced the right-of-way plan approval to expedite the ability to start the acquisitions for the right-of-way and easements for the project. The utility acquisitions were on the critical path for the East of Accotink section of the project. This enabled the team to beat the original 750 calendar day schedule and was completed and opened to traffic two months ahead of schedule.

**SIMILARITIES TO ROUTE 29 WIDENING**

- Design-Build Delivery
- Urban Corridor
- Completed on-time
- Met DBE Participation Goal
- Maintenance of Traffic
- Right-of-Way Acquisition
- Environmental Permitting & Compliance
- Utility Relocations & Avoidance
- Quality Assurance/Quality Control
- Transportation Management Plan
- Traffic Signals
- Public and Stakeholder Coordination and Outreach

**KEY PERSONNEL & VALUE ADDED INCLUDED**

Rodney Hayzlett, PE  
Ian Frost, CEP, AICP, LEED AP  
Randy Boice, PE  
Michael Zmuda, LS, PE

# Route 29 Widening Phase II

State Project No.: 0029-029-350, P101, R201, C501, D612

Federal Project No.: NHPP-5A01(917)

Contract ID Number: C00110329DB113



A Design Build Team